

JUL 14 1915

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## EMPLOYEES MAGAZINE



### JULY

Eagles

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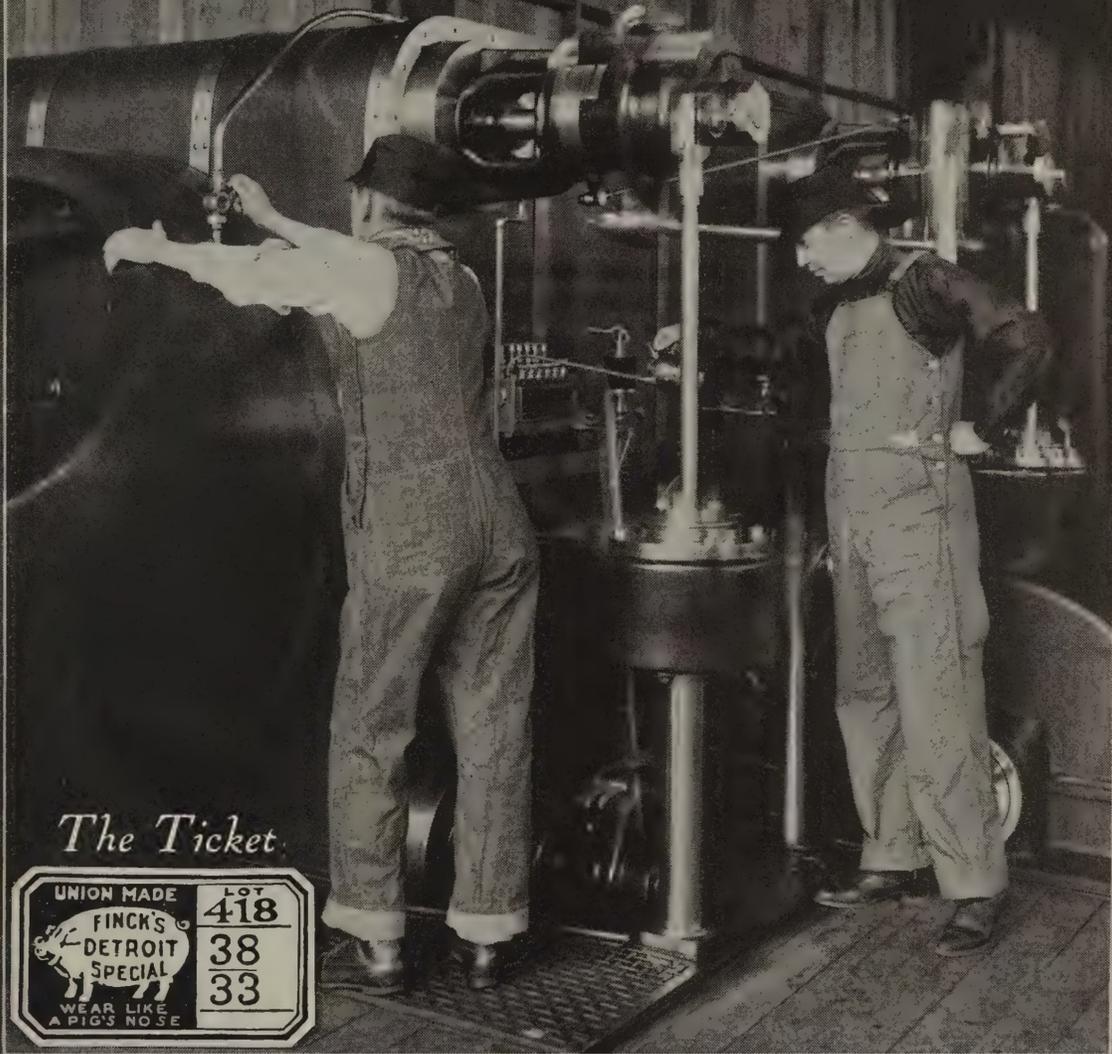
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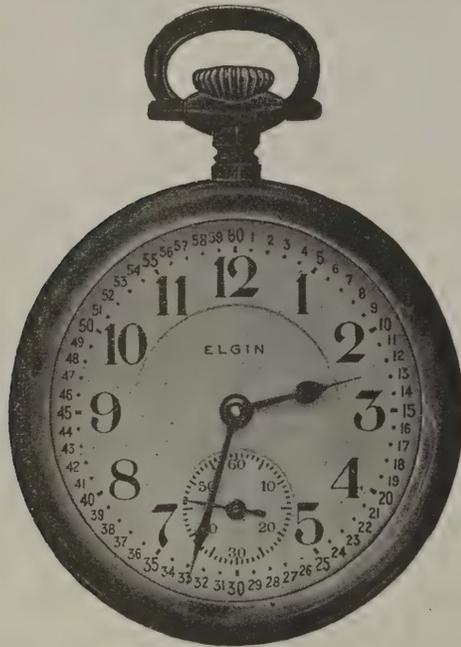
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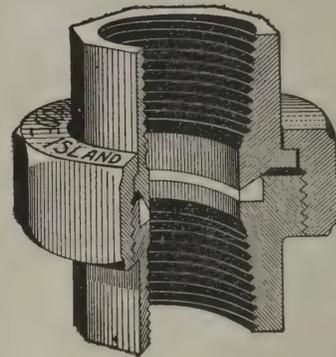
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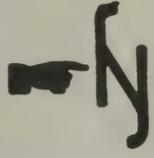
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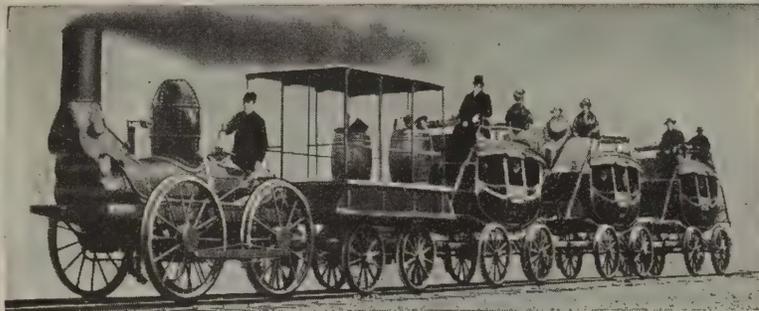
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# THE ERIE RAILROAD EMPLOYEES' MAGAZINE

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A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. II.

JULY, 1915.

No. 5

Safety Secures Surety—Efficiency Enlarges Effect—Proficiency Produces Performance



C. C. McCORD, DIVISION FREIGHT AGENT.  
(Rochester & Buffalo Divisions.)  
(See page 264)

## THE ROCHESTER, NEW YORK AGENCY.

By C. C. McCord, Division Freight Agent.

**T**HE most important city in the territory under the jurisdiction of this agency, is Rochester.

On account of the diversity of products manufactured, Rochester is often called the "City of Varied Industries," and a few facts in this connection may be of interest.

There are over fourteen hundred manufacturing establishments, making over three hundred and twenty-five distinct commodities.

It is the home of the Eastman Kodak Co., and is the world's headquarters for photographic goods and supplies.

It has the largest thermometer plant in the world.

It has the largest optical works in the world.

It has the largest preserving plant in the world.

It has the largest custom fur-tanning establishment in the United States.

Rochester has forty-two shoe factories, turning out, approximately, twenty million pairs of women's and children's shoes per year, at a value of twenty-five million dollars.

The ready-made clothing manufactured in Rochester, amounts to twenty-two million dollars, annually.

Sixty-five per cent. of the carbon paper and typewriter ribbons manufactured in the United States, are made here.

We have located, adjacent to our rails in Rochester, a plant, making the highest grade lubricating, transformer and automobile oils, which are shipped to every corner of the world.

One of the earliest factors in the growth of Rochester, was the nursery industry, owing no doubt to the remarkably fertile soil in the City and vicinity. It is from this industry that Rochester derived the name of the "Flower City." It was called the "Flour City" years ago, during the palmy days of the milling industry in the East. In 1840 the nursery business began and has continued to grow, until there are now twenty-six nurserymen doing business all over the world, and there are five seedmen, whose lithographs are known in every general store and grocery the country over.

Next in size to Rochester is Batavia, known for its agricultural implement industries. The larger portion of implements manufactured

are shipped to foreign countries, including Russia, Siberia, Austria and France.

The salt wells at Silver Springs, Le Roy and Rock Glen, on the Erie R. R., and the salt mines at Retsof and Halite, on the Genesee & Wyoming Railroad, connecting with the Erie at Caledonia, are very important, and contributed during the year 1914, over ten thousand cars of salt, from the highest grade of shaker salt, to the lower grades for commercial uses.

The Rochester territory, includes the greatest potato raising section in the United States. New York State leads all other states in potato production and yields over forty-eight million bushels, annually. Of this amount, practically, a quarter are raised in the counties served by the Erie R. R., as follows:

Allegheny, 1,631,123 bushels.

Genesee, 1,217,791 bushels.

Livingston, 1,438,699 bushels.

Monroe, 2,796,728 bushels.

Steuben, 3,279,953 bushels.

Wyoming, 1,493,071 bushels.

Total, 11,857,355 bushels.

During the past shipping season, over three thousand cars originated on the rails of this Company in the Rochester territory, amounting to almost two million bushels.

One part of the Erie system, which is not very well known to many of our employes, is the Lake Keuka Navigation Co., operating between Hammondspport and Penn Yan. We have a twin-screw steel boat, the "PENN YAN," capable of making eighteen miles per hour, which is engaged principally in the passenger business. In addition to this, we have two side wheelers, the "YATES" and "STEUBEN," which are used for both freight and passengers, and the "SPRINGSTEAD," which is exclusively a freight boat. This year the steam engines and boilers were removed from the "PENN YAN" and two one hundred horse power gas engines installed. Two new twin screw steel barges are being constructed at Hammondspport, which will replace the side wheelers and give us a modern up-to-date fleet for the handling of freight and passengers. Lake Keuka is one of the "finger" lakes of New York State and is twenty-two miles long, with a branch ten miles long. Along the shores of Lake Keuka are twenty-five thousand

acres of grapes, which are packed and shipped by boat to Hammondsport or Penn Yan, and thence by rail all over the United States.

The largest exclusive producers of champagne in the United States, are located in the Keuka District. The old vine-covered stone buildings located on the side of the steep slopes, with their cellars extending far back into the hills, where hundreds of thousands of bottles of champagne are stored, make a beautiful picture, surrounded by vineyards. These cellars consume thousands of tons of grapes annually, which are delivered to the various presses by our boats, as well as by team. Besides sparkling wines, various still wines are manufactured, such as claret, port, tokay, brandy, sherry, etc.

The Bath & Hammondsport Railroad extends from Bath to Hammondsport and connects the Rochester Division with the Lake Keuka

Navigation Co. Along the Bath & Hammondsport Railroad, are numerous wine cellars and large vineyards. The Curtis Aeroplane Co. is located at Hammondsport, and Lake Keuka is the testing ground for the Curtis hydroplanes which are famous the world over.

The Rochester territory includes fifty stations on the Erie Railroad, extending over two hundred and fifteen miles of railroad, besides two stations on the Bath & Hammondsport Railroad and the various landings of the Lake Keuka Navigation Co. In addition to this, the following lateral lines are included: New York Central, Pennsylvania Railroad, Buffalo, Rochester & Pittsburgh Railroad, Lehigh Valley Railroad, Buffalo, Attica & Arcade Railroad, Kanona & Prattsburgh Railroad, Dansville & Mt. Morris Railroad and Genesee & Wyoming Railroad.

#### ACCOUNTING DEPT. WINS.

On Saturday, June 5, 1915, the Erie minors, composed of boys from the Accounting Dept., defeated a team picked from the offices of the General Manager and the Pass Bureau, by a score of 27 to 4. The game being played at Carlton Hill, N. J.

The Erie minors would like to hear from teams from other offices, or from teams along the Erie R. R. system. Address all challenges to T. G. Kenyon, Room No. 750, 50 Church St., New York City.

#### AN HONEST ERIE CONDUCTOR.

The following correspondence is self-explanatory. It is particularly gratifying to publish it, as showing that an Erie Conductor, who found a large amount of money on his train, hastened to turn it over to an agent, in order that it might be quickly returned to its rightful owner.

And it was:

Suffern, N. Y., May 11, 1915  
Mr. H. H. Wallace, Gen. Pass. Agent,  
Erie Railroad, Company,  
New York City.

My Dear Mr. Wallace:

On May 3, 1915, one of the students in our High School lost an envelope containing \$120, on a train which leaves Sloatsburg about 9.30 a. m. The money was found by Mr. J. J. McCaffrey and returned to the local agent for her. I am writing you this letter to request that Mr. McCaffrey be given honorable mention in the next issue of the Erie Magazine, for his honesty, as well as his careful search for the parcel, after the loss had been reported to him. I want to express my appreciation of Mr. McCaffrey's quick re-

sponse to the telegrams sent him and the prompt return of the money.

The fact that the money did not belong to the student, but was simply sent by her for deposit in the bank in our village, caused her a great amount of anxiety, which was only relieved through the efficient aid of your employees.

I congratulate you on having such efficient men as Mr. McCaffrey, in your service.

Very truly yours,  
(Signed) A. P. BURROUGHS

Mr. Burroughs is Principal of the Suffern High School.

To the above Mr. Wallace replied as follows:

New York, May 14, 1915.  
Mr. A. P. BURROUGHS,  
Principal, Suffern High School,  
Suffern, N. Y.

Dear Mr. Burroughs:

Your favor of the 11th instant in regard to Mr. J. J. McCaffrey, an employe of this Company, finding an envelope containing \$120 and returning same to owner, is received, and it will afford us pleasure to take the action suggested by you.

Thanking you for the compliment, I am

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

Mr. Wallace then wrote the following letter to Conductor McCaffrey:

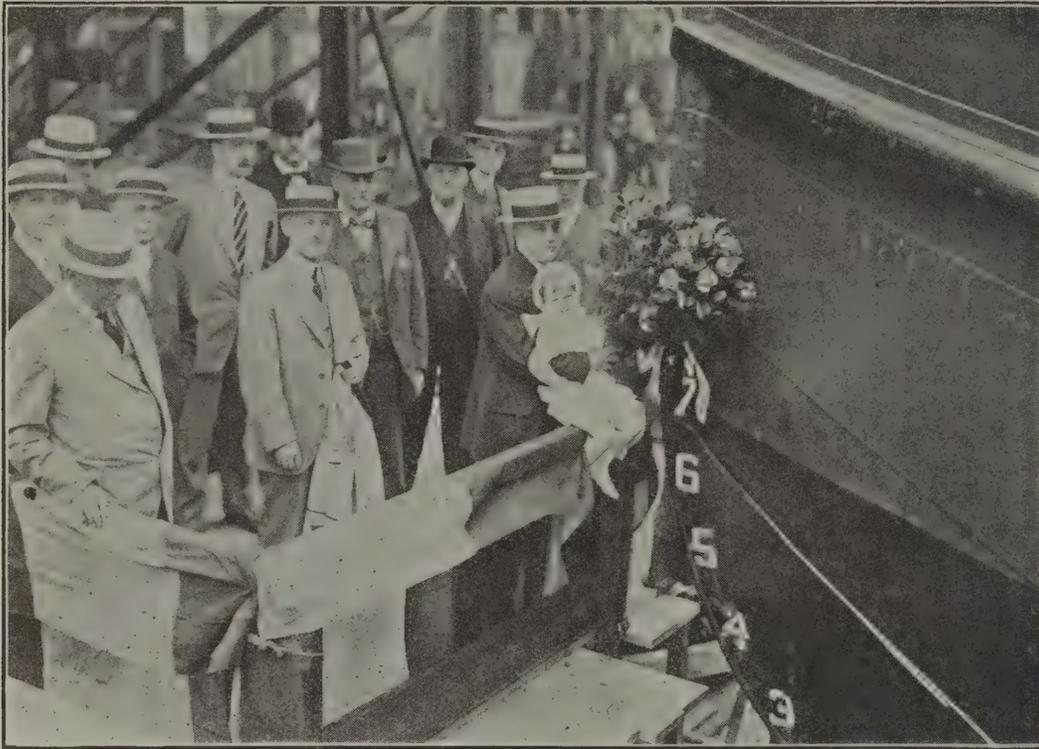
New York, June 1, 1915.  
Mr. J. J. McCAFFREY  
Conductor,  
Jersey City, N. J.

Dear Sir:

Mr. A. P. Burroughs, Principal of the Suffern High School, has advised of the finding and prompt return by you of an envelope containing \$120 belonging to a student, and expressed his appreciation, and this is to let you know that we also appreciate it.

Such actions as this inspire confidence in the public towards the railroads and their employees.

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



Launching of Erie's New Dispatch Boat, Daniel W. Bigoney.

On the morning of Wednesday, June 16th, the Erie Tug "Waverly," having aboard a party of Company officials, departed Manhattan, bound for Port Richmond, Staten Island, where one more craft on that day, was to slide from the ways, as the newest addition to the Erie's already large fleet of river and harbor craft, as well as others of the sea-going type.

The new craft is the "Daniel W. Bigoney," named in honor of Mr. D. W. Bigoney, the Erie's Treasurer.

The trip down the bay was made early in the morning, when the air was cool and crisp and sailing delightful. The plant of the Staten Island Shipbuilding Company at Port Richmond, was reached shortly after 9 o'clock, and the party was received by President W. J. Davidson, who had a very inviting breakfast in readiness for them.

It may be said the most interesting feature of the occasion, was, the craft was christened by little Miss Frances G. Kemper of Dayton, Ohio, grand daughter of Mr. Bigoney, who has reached the proud age of 5 years. Before the christening, President Davidson presented Miss Kemper with a magnificent bunch of American Beauty Roses, symbolical of the

little maid, herself, and it was almost as tall. These she carried in her arms when she became sponsor for the boat. The roses are seen in the picture and one can easily see how large and beautiful a bouquet they made.

After the breakfast the party adjourned to the scene of the launching. All hands are seen standing about the bow of the craft, while Miss Kemper, held upon the rail by Mr. Bigoney, broke the proverbial bottle of champagne, which is supposed to be an omen of good luck to all craft, across her bow.

Then the "Daniel W. Bigoney" slid gracefully down the ways and into the waters of the historic Kill-Von-Kull, concluding what was said to be as successful a launching, as was ever accorded an Erie craft. In due time the new comer will be completed, and it is presumed she will then be given the customary trial trip, which all new Erie craft are given, when the Company's officials will assemble aboard and enjoy a few hours sail in the waters about New York.

The details of the "Bigoney," including a description, her mission in the fleet, etc., will appear in these pages, after the trial trip.

## ECONOMY AND EFFICIENCY.

By W. E. Driscoll, Train Dispatcher Rochester Division.

## Economy.

**Y**OU gentlemen, who were at the meeting at Avon a month ago, heard Mr. Hannifan review the subject of fuel economy, Mr. Randolph read some interesting facts and figures regarding the cost of various tools, oil and other supplies, and I think the high cost of these commodities was a revelation to most of us. Mr. Thurston also spoke interestingly of the cost per unit for electric power and the various ways in which economies could be accomplished in his Department by the economic use of electricity in the operation of our electric cars.

While these three gentlemen are directly connected with, and comprise the executive head of the Mechanical Department on this Division, nevertheless it is also our Department, for the reason that it is not for any personal gain that they have admonished you to use all means within your power to save money. As you know, any saving that is made will accrue, not to themselves personally, but to the Erie Railroad Company, and as loyal employes of this Company, we should, regardless of the Department in which we are employed, give them our hearty co-operation and support.

Economy is one of the problems of the Twentieth Century and there is no question that has evoked more scientific study, discussion and deep thought during the past few years. Some of the brightest minds in the country have made its study and application their life work, and none of us, whether prince or peasant, railroad company or industrial corporation, but feel its far-reaching influence, either directly or indirectly, in our everyday life.

It is applied to our national, state and civic governments, and when an aspiring candidate for re-election reviews his previous record in office, he points with pride to the economies he has effected in his department, and if he has been an honest and conscientious official and his record is a good one, he has played his trump card. At the present time if a man is a large manufacturer, he can employ and call into consultation, the trained economist who will come into his factory and make a scientific study of his operation and methods, and by the installation of labor-saving de-

vices, more modern systems of checking, accounting and other recommendations, which he will make, he is enabled to plug up the leaks and place the business on a paying basis, whereas before, under wasteful and haphazard methods, the balance was always on the wrong side of the ledger. As Mr. Hannifan has explained to you in detail at previous meetings, this is just what Mr. Hayes is endeavoring to do for this Company in economic locomotive operation.

Naturally, the skeptic will scoff and criticize and say these economic principles cannot be applied in everyday operation, but science has proved, beyond any question of doubt, that they can be. You know that when Columbus first declared the earth to be round, he was called a fool, a fanatic and a theorist. The inventors of the submarine, the airship, the telephone and wireless telegraphy, all had to withstand the onslaughts of the critic. And you read a few weeks ago of the man down in Brooklyn who is credited with being the real inventor of the hydro-plane, and when he passed through the streets, even his own neighbors tapped their heads with unmistakable significance; and so it has been, down through the centuries to the present day. Yet, each and every one of these men lived to triumph, and so it will be in this case. The trouble is with we poor humans, we are slow to grasp or accept a new idea or reform, in preference to a long established custom, so, naturally, the engineers and firemen are slow to acknowledge and put into practice the teachings of the Company's trained Economist in this Department. A few years ago when the "19" order was substituted for the "31," in the movement of inferior trains, many of our oldest conductors and engine men predicted disaster because it had never been done on the Rochester Division before, and already the proposed change in our next timetable, mentioned at the last meeting by Mr. Rockefeller, has been the subject of comment, much of it unfavorable. However, you who are skeptical now, will be the most enthusiastic, when the change is made. These changes, like the economic teachings of Mr. Hayes, is simply the Twentieth Century law of progression

and it should behoove all of us to give them our hearty endorsement, in order that the ultimate result may be creditable to ourselves and to the men who are working hard to put them into effect.

A fireman should, by close application and study, strive to earn the title of "scientific fireman" and endeavor to become a specialist in his chosen field. Remember, if fate so decrees, you will be engineers some day, and if you receive the encouragement, assistance and co-operation of your engineers now, not only in the application of these economic teachings, but in the study of the engine itself, you will be able to take your places on the right side, a high efficiency man, competent to teach others and well equipped to fulfil the responsibilities of that exacting position.

In the study of economy, it is really the little things that count. How many of you ever stopped to figure out what the loss of one cent per day for each employe would amount to. There is, approximately, 40,000 employes on the Erie System, and if each of us wasted only one cent per day, it would amount to \$400, (enough to buy a Ford), \$12,000 per month and, in round numbers \$140,000 per year.

Now, I wish, for the purpose of illustration, to briefly refer to a course taught in most of our schools at the present time, known as household economics. Its purpose is to give girls and women the scientific training that will enable them to conserve and utilize odds and ends in the home, that without this scientific training, would be wasted. There is a saying in connection therewith that "a woman can throw more out of the back door with a spoon, than a man can shovel in the front door with a shovel." No saying or maxim that has ever come to my notice, is more applicable to a railroad than this.

All of us have a spoon and it is the little penny's worth tossed here and there, thoughtlessly and carelessly, that makes up the \$140,000 per year, that I mentioned. This figure only represents a loss of one cent per day for each employe. A mere spoonful thrown out of the back door of the "Erie Household," as it were, yet it is this wastefulness in little things, that keeps the entire Mechanical Department, Storekeepers, Road Foremen and Master Mechanics, all working overtime, with long handled scoops, shoveling it in at the other end.

(To be Continued.)

### SHOPS, FIRE DEPARTMENT CONTEST.

There will be nineteen companies taking part in the Erie Shops Fire Department tournament at Salamanca, N. Y., on August 3rd and 4th, next. This is one more company than last year, same coming from Marion, Ohio Car Shops.

Following is the list of companies to take part:

Jersey City Shops, Port Jervis Shops, Susquehanna Shops, Avon Shops, Buffalo Machine Shops, Hornell Shops, Salamanca Shops, Bradford Shops, Meadville Shops, Stroudsburg Shops, Dunmore Shops, Brier Hill Shops, Cleveland Shops, Huntington Shops, Kent Car Shops, Buffalo Car Shops, Galion Shops, Marion Machine Shops, Marion Car Shops.

The Susquehanna Team will be accompanied by the famous Susquehanna Shops Band, and the Salamanca Team will be led by the Indian Band of that City.

After much difficulty, accommodations have been reserved for all the teams. Arrangements have been made with the various Committees at Sala-

manca, N. Y., for race course, entertainment, etc.

### OUR NEWSPAPER FRIENDS.

In a recent issue of the Urbana, Ohio, "Democrat," appeared a picture of the Erie's great non-articulated engine, "W. C. Hayes," same having appeared in the May issue of this Magazine.

With the Democrat's picture, was a writeup of the engine. This kind of publicity, given by a newspaper of the clean and fair sort, such as the Urbana "Democrat," is greatly appreciated by the Company and once more defines the friendly feeling that this fine newspaper entertains for the Erie Railroad, which, itself, always tries to be fair with its newspaper friends and the public.

Some one has invented another new dance, but as it is said to be hugless the chance that it is going to crowd any of the tangos off the stage is probably pretty slim.

## CLASS MEETING AT NORTH PATERSON.

**A** VERY interesting and helpful class meeting of Engineers and Firemen, was held on the N. Y., S. & W. R. R., at North Paterson, Sunday, June 6th, 1915.

Among those present were, W. C. Hayes, Superintendent of Locomotive Operation; F. H. Murray, Master Mechanic; G. S. Tillman and J. Coots, Supervisors of Locomotive Operation; J. B. Quackenbush and J. W. Blackburn, Road Foremen of Engines; W. H. Steele and J. D. Rahaley, Trainmasters; G. W. Curren, General Yardmaster; C. J. Smith, General Foreman Outlying Points; Frank Perry, Roundhouse Foreman, and about thirty engineers and firemen from the N. Y., S. & W. and N. J. & N. Y. Railroads.

Mr. G. S. Tillman presided and called the meeting to order at 2 P. M. Mr. J. Coots was the first speaker and gave a lengthy talk about the theories of combustion, the importance of oxygen to the fire, the benefits to be derived from studying the book on "Good Firing" and many other kindred subjects. Mr. Coots introduced quite a novelty, by practically demonstrating to the audience, by the aid of test tubes, chemicals and other apparatus, the theories he was expounding to them. For instance, he showed how oxygen was formed, what combustion was, the cause of smoke, etc. A stereoptican machine was also on hand, and by means of slides, the audience was shown the proper and improper methods of firing a locomotive, waste through the pop valve, smoke, etc.

Mr. W. C. Hayes was the next speaker and gave an interesting talk on "Fuel Economy." He also spoke of the unfair legislation imposed upon the railroads by the Federal and State Governments, such as the Headlight and Full Crew Bills, pointing out the disadvantages of such legislation and requesting the employes to co-operate and do all possible, to prevent the enactment of such legislation.

Mr. J. W. Blackburn and G. S. Tillman, also spoke, and the meeting was adjourned at 4.30 P. M.

This was the first of a series of such meetings, to be held bi-weekly at various points on the N. Y., S. & W. R. R. While these meetings are conducted, primarily, for the promotion of "Fuel Economy," many other subjects dealing with train operation, maintenance of power, service con-

ditions, etc., are, incidentally, brought up and thoroughly discussed. It is thought that, by continuing these meetings, great benefit will be derived therefrom by the employes and officers, and in the long run react to the advantage of the Company in the way of better educated employes, more efficient service and savings in fuel, other supplies, maintenance of equipment, etc.

## DANGER ELEMENT IN BOOZE.

In Massachusetts, some months ago, an accident occurred in one of the industrial concerns and the blame was justly laid upon a drunken employe. Suit for damages was brought by the wife of the workman injured and the case was carried through the lower courts to the Supreme Court, where the Lower Court decisions were sustained, giving the plaintiff judgment for \$20,000 against the owners of the plant where the accident occurred.

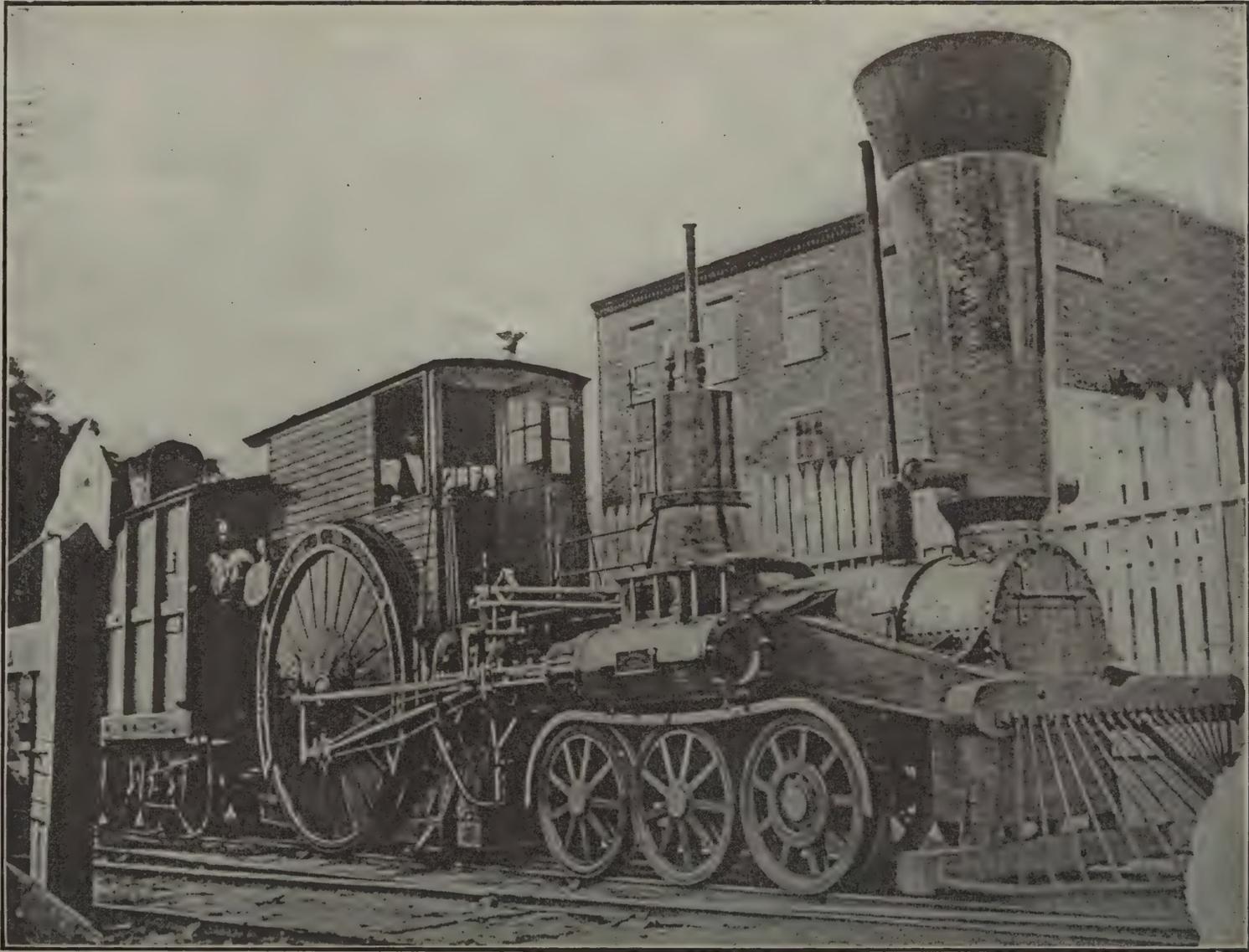
And the following significant language was used in the Supreme Court decisions:

"A drunken employe is a human parallel, to the physical equipment, which may be classed as defective material, and cause injury to workmen. If one workman is injured through a drunken workman, the employe's responsibility does not lessen because of the intoxication. The employer whose defective equipment is the cause of the injury, is responsible. The employer whose drunken workman causes injury to fellow workmen, is also responsible."

Thus, a precedent is established which will be of assistance in furthering the cause of prohibition. Every employer of workmen, and the workmen themselves, will learn that there is no wisdom in permitting the sale of booze, that can make a man incapable of being trustworthy. Nor will the decision affect only industrial concerns. The time is not far distant when any employer who keeps in his service an employee, who is addicted to drink, or any liquor-using professional man, who is depended upon for service, must expect to be discountenanced and to lose out in the business world.

The public wants reliability, above everything.—Yeoman Shield.

Prince Edward Island is virtually the pioneer in rural mail delivery among the Canadian provinces. Eighty-six routes have been established in the island since the plan was undertaken in 1909-1910.



THOMAS RUSSELL CRAMPTON BUILT THIS BEAUTY IN 1847 FOR THE CAMDEN & AMBOY R. R. (See Page 271)

## A "CRAMPTON ENGINE" OF 1847.

A very interesting type of locomotive is shown in the picture on preceding page. It is known as the "Crampton Engine" and was one of the prides of the Camden & Amboy Railroad, now a part of the Pennsylvania System.

This engine was built at the Norris Works, about the year 1847. There were several of these engines built, most of them having driving wheels 8 feet in diameter, and cylinders variously 13 inches by 34; 13 inches, by 38 and 14, by 38 stroke. Their weight was about 22 tons in working order.

This type of engine has the driving wheels behind the fire box, and is known as the "Crampton Class," by reason of the name of its builder. It was patented in 1843 by the late Thomas Russell Crampton, an English engineer of some distinction. He did not, however originate the idea, as Baldwin built engines with the driving wheels behind the fire box in the year 1833.

The advocates of this class of engine claimed that it admitted of driving wheels of practically unlimited diameter, while the boiler could be dropped down to the axles of the carrying wheels, thus enabling

an engine with large driving wheels to have a low center of gravity, which was at that time and for years afterward, considered necessary for safety at high speeds.

Crampton engines never came into general use anywhere, except in France, where the "systeme Crampton" was very popular, and it is believed that some of the engines may be still in service.

It is said of this type of engine, that it made steam slowly, which may have been due to the fact, that the boilers were small, compared with the immense cylinders and driving wheels. Another drawback to them was, that they lacked adhesive weight, having only about 8 tons on the driving wheels; it was, therefore, hard to start them with a train, although when under headway, they occasionally covered a mile in 53 seconds.

But the most serious objection to them, was their tendency to run off the track when traveling fast, the chief reason being, that the propelling mechanism at the rear end, with unbalanced driving wheels, caused the front end to "nose" or oscillate laterally. It will be observed, that the driving wheels had a wood filling between the spokes to prevent "raising dust."

## ONE BOY WITH A FUTURE.

Among the things that recently came to the Treasury Department of the Erie Railroad, was the unusual one of a check for the amount of 76 cents. It was accompanied by a letter written in a boyish hand, explaining that the money was due the Erie for certain fares, which were not collected and for a journey, on which a 50-ticket was not punched.

The check bears the signature of a woman, but not the same initials as the writer of the letter.

This is a story which points a very strong moral. The check was sent to cover a wrong done the Erie Railroad, and it was sent by a boy. It makes no difference which member of the immediate family committed the wrong, the point is, that restitution has been made and, as stated, by a boy, the handwriting indicating him to be such.

If this conclusion is correct, it indicates the proper spirit. A boy starting out in life, has proved his honesty, which is a stock in trade, a reference in itself, that cannot be underestimated, and as valuable as an education to any boy who possesses it.

## THE PITY OF IT.

By M. Irving

She is old, and bent, and wrinkled,  
In her rocker in the sun,  
And the thick, gray, woollen stocking  
That she knits is never done.  
She will ask the news of battle  
If you pass her when you will,  
For to her the troops are marching,  
Marching still.

Seven tall sons about her growing  
Cheered the widowed mother's soul;  
One by one they kissed and left her  
When the drums began to roll.  
They are buried in the trenches  
They are bleaching on the hill;  
But to her the boys are marching,  
Marching still.

She was knitting in the corner  
When the fatal news was read,  
How the last and youngest perished,  
And the letter, ending, said:  
"I am writing on my knapsack  
By the road, with borrowed quill,  
While the stern-browed army's marching  
Marching still."

Reason sank and died within her  
Like a flame for want of air;  
So she knits the woollen stockings  
For the soldier lads to wear,  
Waiting till the war is ended  
For her sons to cross the sill;  
For she thinks they all are marching,  
Marching still.

Eagle Magazine.

A man cannot add to his stature by treading on other people's toes.

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

(Continued From June).

New York Terminal.

Station Correcting.	Number of cor- rections made	Gain	
		Weight	Revenue
Croxtan .....	1	200	\$ .36
Duane Street .....	20	10,651	74.65
Long Dock .....	197	364,006	984.16
New York, Pier 7, E. R. ....	2	3,485	8.93
Total .....	220	378,342	\$1,068.10

New York Division.

Side Lines & Branches.

Dundee .....	1	2,600	\$ 4.11
East Orange .....	1	475	.75
Essex .....	1	250	.79
Garfield .....	2	16,400	25.91
Goshen .....	1	1,668	6.13
Homestead .....	1	950	1.37
Maybrook .....	26	42,557	76.37
Middletown .....	9	40,400	72.25
Montgomery .....	1	4,480	.83
Newark .....	9	4,968	18.61
Newburgh .....	2	8,455	13.40
New Durham .....	1	500	.37
North Newark .....	1	14	.05
Nyack .....	3	6,930	9.80
Orange .....	1	8	.07
Passaic .....	2	4,300	34.82
Paterson .....	26	107,316	125.78
Piermont .....	3	2,890	3.65
Pomona .....	1	2,030	2.11
Port Jervis .....	6	8,100	15.61
Ridgewood .....	1	2,000	6.28
Rutherford .....	1	500	.55
Wanaque-Midvale .....	2	12,850	5.27
West Mahwah .....	2	46,350	21.72
Total .....	104	316,991	\$ 446.60

Delaware & Jefferson Divisions.

Forest City .....	1	510	\$ 1.32
Susquehanna .....	1	100	.26
Total .....	2	610	\$ 1.58

Wyoming Division.

Dunmore .....	3	1,123	\$ 3.01
Pittston .....	5	7,090	7.25
Scranton .....	2	51	1.19
Total .....	10	8,264	\$ 11.45

Susquehanna & Tioga Divisions.

Addison .....	1	295	\$ .68
Binghamton .....	12	30,003	49.97
Blossburg .....	2	1,050	2.12
Cameron Mills .....	1	1,882	2.72
Corning .....	2	2,836	5.27
Elmira .....	59	43,611	78.77
Endicott .....	3	52,431	55.38
Great Bend .....	1	1,615	2.83
Hornell .....	3	3,610	5.79

Station Correcting.	Number of corrections made	Weight	Gain	Revenue
Lestershire .....	3	8,399		13.99
Mansfield .....	1	170		.62
Owego .....	1	540		.85
Tioga .....	1	350		1.73
Waverly .....	1	60		.18
<b>Total</b> .....	<b>91</b>	<b>146,852</b>		<b>\$ 220.90</b>

**Rochester Division.**

Batavia .....	4	2,700	\$	11.46
Bath .....	2	260		2.06
Campbell .....	1	300		.17
Cohocton .....	2	6,070		6.96
Geneseo .....	2	1,875		4.01
Industry .....	1	1,000		.63
Kanona .....	1	1,400		1.68
Mt. Morris .....	1	415		1.86
Rochester .....	7	1,821		2.78
<b>Total</b> .....	<b>21</b>	<b>15,841</b>	<b>\$</b>	<b>31.61</b>

**Allegheny & Bradford Divisions.**

Alfred .....	4	575	\$	1.24
Allegheny .....	1	130		.15
Andover .....	1	45		.10
Bradford .....	3	1,990		2.39
Forestville .....	2	45,900		18.35
Olean .....	24	23,432		79.02
Salamanca .....	6	45,175		26.92
Salamanca Tfr. ....	6	2,630		12.38
Sheridan .....	1	5,500		5.23
Wellsville .....	1	.....		1.34
<b>Total</b> .....	<b>49</b>	<b>125,377</b>	<b>\$</b>	<b>147.12</b>

**Buffalo Division.**

Black Rock .....	2	1,580	\$	1.47
Buffalo .....	8	14,946		12.27
Castile .....	1	1,322		2.56
East Buffalo .....	4	23,390		17.96
Gowanda .....	2	24,480		43.47
Lancaster .....	1	7,000		4.41
Linden .....	1	730		.39
Lockport .....	4	3,495		5.34
Niagara Falls .....	2	14,000		13.88
North Tonawanda .....	1	1,090		2.87
<b>Total</b> .....	<b>26</b>	<b>92,033</b>	<b>\$</b>	<b>104.62</b>

**Meadville Division.**

Cambridge Springs .....	1	1,900	\$	1.25
Cortland .....	1	339		.23
Falconer .....	1	6,200		7.90
Franklin .....	1	1,062		2.35
Jamestown .....	22	31,193		65.43
Kennedy .....	1	216		.33
Meadville .....	1	875		2.20
Randolph .....	3	2,207		4.60
Ravenna .....	1	50		.05
Reno .....	1	1,349		1.07
<b>Total</b> .....	<b>33</b>	<b>45,391</b>	<b>\$</b>	<b>85.41</b>

**Mahoning Division.**

Cleveland .....	10	18,710	\$	35.84
Farrell .....	2	1,100		12.35

Station Correcting.	Number of corrections made	Weight	Gain— Revenue
Garrettsville .....	1	338	.08
Hubbard .....	1	275	.19
Leetonia .....	1	10,000	3.70
New Castle .....	1	510	1.15
North Randall .....	1	180	.14
Sharon .....	7	19,030	11.65
Warren, M. D. ....	1	11,900	3.45
Youngstown .....	38	190,352	180.34
<b>Total</b> .....	<b>63</b>	<b>252,395</b>	<b>\$ 248.89</b>
<b>Cincinnati Division.</b>			
Akron .....	8	45,021	\$ 25.95
Barberton .....	4	19,108	10.72
Dayton .....	3	3,443	3.72
Indianapolis .....	1	2,000	1.90
Kent .....	1	1,000	.28
North Lewisburg .....	1	10,000	2.35
Polk .....	1	2,190	5.98
Wadsworth .....	2	1,500	1.01
<b>Total</b> .....	<b>21</b>	<b>84,262</b>	<b>\$ 51.91</b>
<b>Chicago &amp; Erie Divisions.</b>			
Huntington .....	2	25,200	\$ 85.09
Monterey .....	1	110	.13
<b>Total</b> .....	<b>3</b>	<b>25,310</b>	<b>\$ 85.22</b>
<b>Chicago Terminals.</b>			
Chicago .....	29	64,100	\$ 198.97
Chicago Tfr. ....	53	79,233	279.05
Hammond .....	1	1,400	1.82
<b>Total</b> .....	<b>83</b>	<b>144,733</b>	<b>\$ 479.84</b>
<b>N. Y., S. &amp; W. and W. B. &amp; E.</b>			
Ogdensburg .....	1	19,000	\$ 13.49
Pocono Lake .....	2	2,115	.92
Prompton Lakes .....	1	1,000	1.00
Stillwater .....	1	80	.18
Stockholm .....	6	18,400	4.79
Undercliff .....	24	133,177	93.78
<b>Total</b> .....	<b>35</b>	<b>173,772</b>	<b>\$ 114.16</b>
<b>Summary.</b>			
New York Terminals .....	220	378,342	\$1,068.10
New York Division .....			
Side Lines & Branches .....	104	316,991	446.60
Delaware & Jefferson Divisions .....	2	610	1.58
Wyoming Division .....	10	8,264	11.45
Susquehanna Division .....	91	146,852	220.90
Rochester Division .....	21	15,841	31.61
Allegheny & Bradford Divisions .....	49	125,377	147.12
Buffalo Division .....	26	92,033	104.62
Meadville Division .....	33	45,391	85.41
Mahoning Division .....	63	252,395	248.89
Cincinnati Division .....	21	84,262	51.91
Chicago & Erie Divisions .....	3	25,310	85.22
Chicago Terminals .....	83	144,733	479.84
N. Y., S. and W. B. & E. ....	35	173,772	114.16
<b>Total</b> .....	<b>761</b>	<b>1,810,173</b>	<b>\$3,097.41</b>

## "SAFETY ALWAYS," FROM AN AGENT'S STANDPOINT.

By F. F. Roe, Agent, Erie R. R., Hepburn, Ohio.

**T**HE combination of these two words, in my estimation, has done more good than any two words with the same grammatical meaning. It behooves me, therefore, to believe that, if a person, versed in the spirit, as well as from a statistical standpoint, should be asked to carefully consider the real meaning of these two words, he would gain the same inspiration as comes to an artist when he paints nature.

This phrase, "Safety First," I am advised, was inaugurated by the railroad companies, and seemingly by the Baltimore & Ohio. It seems that at one time they were very unfortunate, and through the thoughtlessness and laxity of their employes, were obliged to withstand some very heavy losses, which created the movement of placing some reminder before their employes, which would be a safeguard against future results of this nature. Other railroads seeing the results, caught the idea and proceeded to adopt it, also.

With all man's greatness, pride and power, we sometimes see him garbed in mourning and shedding tears over his own errors, or the errors which were the misfortunes of some one else. One moment his mind is lifted, as if by the wings of magic, and the next some wondering thought brings back to his mind the recollection of a duty neglected. This movement, which has been created by the railroads, especially in the operating department, can also be handled with good results in the transportation department, from an agent's standpoint.

The word "Safety" is derived from the Latin word *Salvus*, which means freedom from danger or hazard; exempt from hurt, injury or loss, preservation from escape, etc. The first and foremost duty of each and every agent at his respective station, should be to guard against any undue cause, which might result in injury to employes. Special care should be taken in handling station trucks at baggage cars; in not getting truck too close to track; loading trucks so that packages do not project over too far next to train, which might cause injury to Conductor, Brakeman, or possibly some passenger who arrived just as the train was starting out, and was endeavoring to get aboard.

Handle baggage to and from trucks, as if it were your own and avoid

future claims, and discomfort to the traveling public. Agents, or some other employes, should protect passengers and others, when mail trains are due, which dispatch mail sacks or papers at your respective stations, where trains do not make stops; proper warning should be given to safeguard them against being hurt by same. My previous experience along this line, has been an object lesson and I can well appreciate its importance. The best way to view this, is to look at the other fellow's side of the case.

During the winter months, when platforms are liable to be icy, care should be taken before passenger



F. F. ROE.

(Station Agent, Hepburn, O.)

trains arrive, to have platform salted or sanded, to avoid injury. There are many other major and minor things, as well, that count and come under the heading of "Safety Always," pertaining to lessening the danger of life, and personal injury to both employes and patrons.

Today, these two words, "Safety Always" (first), or their derivatives, are known on every railroad in this country, being placed on stationary, buildings, crossing markers, and on most rolling stock equipment, which is a keynote to your next move or action.

In the handling of less car load shipments, "Safety Always" can be applied, as well; your individual effort

in this and other lines of efficiency can reduce loss and damage. A box received in damaged condition, generally can be re-coopered and put in safe condition for safe delivery, eliminating a cause for Bad Order notation and an opening for claim, thereby preventing the ill will of the consignee toward the transportation company and "Safety Always" for new and future business.

Cars that are ordered for car-load shipments, should be chosen with the same regularity, in order to conform with the commodity loaded, thereby eliminating any possibility of friction between carrier and patron.

The selling of passenger transportation should be handled with the same conformity, using courtesy as a real asset. A grouchy agent may often needlessly drive business away, but courtesy is a stepping stone to friendliness toward a railroad. The public knows the railroad, only, and it is regarded on a basis of the action and

attitude of its employes. Every Agent who makes friends for himself makes friends for his railroad. A hearty good laugh, is worth a hundred groans on any market.

Build for yourself a strong box,  
Fashion each part with care;  
When it's as strong as your hand can make it,  
Put all your troubles there;  
Hide there all thoughts of your failures,  
And each bitter cup that you quaff;  
Lock all your heart-aches within it,  
Then sit on the lid and laugh.

Tell no one else its contents,  
Never its secrets share;  
When you've dropped in your cares and  
worrises,  
Keep them forever there;  
Hide them from sight so completely,  
That the world will never dream half;  
Fasten the strong box securely—  
Then sit on the lid and laugh.

By practical demonstration it is to be conceded, that "Safety First" is good, so far as it goes, but "Safety Always," carries with it more emphasis, inasmuch as it has a future.

#### AN APPRENTICE SCHOOL THAT "DOES THINGS."

**T**HE following work was performed by the apprentice boys of the Dunmore Apprentice School, from Sept. 1, 1914, to June 30, 1915, or in 250 actual working days.

Prints, patterns, castings, forgings, same machined-up and assembled in a model of a Class-K-4 locomotive, to one-sixteenth scale.

Prints, patterns, castings, forgings, and all machine work for a 6-inch bench lathe, and drive pulleys and shafting.

Prints, patterns, castings, forgings, and all machine work for a 10-inch shaper, and drive pulleys and shafting.

Prints, patterns, castings, forgings, windings, and all machine work for a one-horse power electric motor.

Prints, patters, castings, forgings, for a one-quarter horse steam turbine.

Prints, forgings and wiring, for an electric bench welder.

Prints, forgings and pipe work, for a portable oil burner.

Two hundred and twenty prints were made from objects in the school.

One hundred and fifty prints were made from objects in the shop.

Thirty-five prints were made for outside shops.

Four hundred mechanical periodicals were received.

One hundred and twenty mechanical journals were received.

Fifteen apprentices graduated.

Twelve apprentices remained with the company.

Three apprentices graduated in two years.

Average scholarship record, 85%.

Average shop efficiency, 80%.

Average school attendance, 90%.

Average number of apprentices employed, 57.

#### NUJOL WHITE MINERAL OIL.

A new remedy for Constipation, has very recently made its appearance on the market and is now advertised in the Erie's suburban cars.

It is the best product of its kind yet discovered, as well as being a merciful substitute for the innumerable purgatives and system-destroying quacks, with which the country is flooded.

Nujol is a white mineral oil of purest quality, and does all that is claimed for it, with benefit, instead of injury to the system.

It is placed on the market by the Standard Oil Company, which, in itself, is an endorsement, which needs no further comment.

At home, more than anywhere else you need to keep a bridle on your tongue, more especially if it is a tongue, that is apt to say unkind things.

Stella—I hear you had a terrible experience. Bella—Yes; I was rescued from drowning by another girl.—Hartford Times.

### ERIE RAILROAD ATHLETIC ASSOCIATION HAS BEEN ORGANIZED.

On Friday afternoon, June 25th, 40 Erie Railroad employes at Headquarters, assembled in the office of Mr. D. W. Cooke, Vice-President, for the purpose of organizing an athletic association.

The project met with ready response and enthusiasm, and when the meeting adjourned the object was attained and everybody was pleased.

A Constitution and By-Laws was also adopted and the Association starts off with a promise of unbounded success.

The prime object in view is the forming of a strong baseball league of Erie employes in Greater New York. This league, it is understood, will have for its chief patron, the President of the Company, Mr. F. D. Underwood.

Other officers of the Company have promised their co-operation.

The following Officers and Committees of the Association were elected:

William H. Hooker, President; R. C. Wheeler, Vice-President; W. M. Mortimer, Secretary; R. M. Scott, Treasurer. Trustees.—J. B. Curran, C. L. Chapman, W. A. Cotton. Scout Committee.—R. C. Wheeler, H. M. Clawson, A. J. Dussaul. Games Committee.—R. C. Wheeler, H. M. Clawson, A. J. Dussaul, J. F. Collins, W. A. Cotton.

This league will have nearly 2,000 men from which to choose. Eight teams are in process of formation at the present time, and the work of elimination is in progress. It is believed that a large amount of good material is available, as there are a number of former college and semi-professional players in the employ of the Railroad, in the territory named.

The association has been formed, not only for promotion of the great national sport, but also all other athletics, including track sports, bowling, basketball, etc.

### AN ERIE HEADQUARTER'S BAND HAS BEEN ORGANIZED.

THE announcement of executive patronage, in regard to the formation of baseball teams and of brass bands, has stirred the rank and file of our general offices, as never before. That there would be immediate action taken by the devotees of the national game, was to have been expected, but the response accorded the suggested organization of a general office or headquarters band was, indeed, surprising, and revealed for the first time, what an array of musical talent we have in our midst, indicating that many of our young men appreciate the value of a musical education and have learned to pursue and enjoy the noblest of the arts.

A canvass was made and in an incredibly short time more than fifty men expressed their desire to join. Of that number, twenty-three are in possession of their own instruments, and it was found that a good proportion of them had had previous band experience.

In view of the enthusiastic reception, with which the project was received, a meeting was called and a temporary organization established, a chairman and a secretary pro tem having been elected, and Mr. A. D. Schaefer of Paterson, N. J., a former United States Army Band Master, and the organizer and leader at the present

time of a number of bands, was present, by invitation, to make suggestions as to the balancing of the instruments and their assignment.

While the instruments assigned will be new to a number of the men, it is gratifying to know that all of our prospective members have musical knowledge and in a majority of cases are performers on other instruments, so that under proper tuition and leadership, their ability to play their parts will be a matter of short time, only.

It is anticipated that a lively and encouraging statement, as to doings, will be available for the August issue of this Magazine.

### A GRAND PRIZE WINNER.

Among the exhibits in the Transportation Department at the Panama-Pacific International Exposition at San Francisco, was one of exceptional interest entered by The Rail Joint Company of New York.

The only Medal of Honor awarded for Rail Joint Products, was to this Company.

Although Pittsburgh ranks fifth among the cities of the United States for population, having only about one-fourth as many residents as New York, it is the largest fuel consumer in the world.

### UNDERWOOD ATHLETIC ASSOCIATION ORGANIZING A BAND.

**T**HERE'S music in the air, as sure as you live, and it is developing into a sort of epidemic along the line of the Erie Railroad.

Not that there is not a whole lot of musical talent developed already on the "Old Reliable," but it is believed there are Erie men galore, who are accomplished musicians, but are not yet members of an employes' band, for the reason, that it may not have occurred to anyone to start the musical bug a-buzzing.

Let it be now said, that the Erie Railroad intends to have its musical strength investigated, and when this has been done, it will be surprising to know what a great amount of latent talent will rise to the surface. There's nothing on earth half so lovely or consoling, as music, hence the poet's reason for saying, "Music hath charms, to soothe the savage breast."

The Underwood Athletic Association, which has been honored by the use of our President's name, and whose headquarters are at Jersey City, is a strong organization of young Erie men, who have already made good in their performances on the diamond. And they have as strong an ambition in another direction, which is to organize a Military Band. And, what's more, they are going to organize it. This comes straight from a young hustler, who does duty at the Jersey City Terminal Tower and whose name is Henry Menchor, Secretary of the Association.

This Band project is not a new scheme with Henry; in fact, a year or more ago, when the Underwood Athletic Association was organized, he

conceived the idea of making a call on his musically-inclined associates, the result being, that today the band consists of a dozen trained performers and others are becoming interested.

Henry Menchor, it may be stated, is not a baseball enthusiast, in the sense that he is what is called a "bug," but he is decidedly a "bug" on music. The fact is, he performs proficiently, on four brass instruments, for which reason he has been chosen Band Leader. He is so much interested in perfecting his Military Band, that he has already given free instructions to more than one employe, who has expressed a desire to become a musician, and he says they have qualified and are now ready to become regulars.

What Henry wants is to develop a membership of 30 regular musicians, or, if any Erie employe desires to join, and is already a musician, all the better. Also, he is anxious to obtain 30 substitutes, who can be relied on to take the places of any regular member who may be absent from duty for some unexpected cause.

Finally, Henry is ready and willing, to give free instruction to any employe wishing to join, and he will do this ungrudgingly in his own time and in any way that will best serve the cause. Nothing could be fairer or more self-sacrificing than this offer, so it is now up to those who are willing to become performers and good members, to get aboard the Erie Band Wagon. No stipulation is made as to where an employe may reside; all he has to do is to enroll and Henry Menchor will show him the way.

### R. S. MOUNCE'S PROMOTION.

Announcement is made of the promotion of Mr. R. S. Mounce, from a position in the office of General Mechanical Superintendent, New York, to General Foreman Car Repairs, Jersey City, succeeding the late Mr. Patrick Fox.

Mr. Mounce is a young man of quiet manner, and for one of his age has had a varied mechanical experience, besides having taken a Mechanical course at Cornell University, Ithaca, N. Y.

Following is his railroad record:

Machinist Apprentice, Erie Railroad, 1902 to 1905; Machinist, Lehigh Valley Railroad, Sayre, Pa., June 1, 1906 to September 15, 1906; Machinist, Lehigh Valley Railroad, June 1,

1907 to September 15, 1907; Special Apprentice, Erie Railroad, office of General Mechanical Superintendent, July 1, 1908 to October, 1908; Draughtsman, office of General Mechanical Superintendent, April 1, 1909 to February 3, 1910; Machine Shop Foreman, Port Jervis, N. Y., February 23, 1910 to November 1, 1911; Assistant to General Foreman, Cleveland, O., November 1, 1911 to March 15, 1912; Inspector, office of General Mechanical Superintendent, March 15, 1912 to May 18, 1915; appointed General Foreman, Car Repairs, Jersey City, May 18, 1915.

The girl who marries her ideal generally lives to discover that there isn't any such thing.

## THE ERIE ROLL OF HONOR

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

### New York Division.

F. A. Eglinger, Operator; William Franklin, Switch Tender; William LeRoy, Brakeman; J. A. Campbell, Station Agent; J. W. Dunlap, Engineer.

### Delaware Division.

F. A. Lane, Brakeman.

### Wyoming Division.

J. F. Fanning, Brakeman; John J. Hogan, Brakeman.

### Susquehanna Division.

F. E. Carpenter, Operator; W. J. Peck, Operator; W. W. Wixon, Operator (2); S. L. Jackson, Operator (2); A. J. Brooks, Operator; Charles Wilson, Brakeman; Henry S. Garthwait, Crossing Watchman; W. Boyden, Engineer; E. W. Francis, Operator (2); P. M. Donovan, Yard Conductor; E. J. Moore, Engineer; H. B. Layton, Engineer; G. Chase, Operator; F. M. Reidy, Signalman; A. W. Barkalow, Operator.

### Allegheny Division.

W. P. Freaney, Operator; James Ross, Section Foreman.

### Cincinnati Division.

Thomas O'Neil, Crossing Watchman; R. G. Ling, Engineer.

### New York Division.

F. A. Eglinger, Operator at Suffern, N. Y., noticed a brakebeam dragging under car, C. M. & St. P. 201760, while Train Extra 3057, was passing and reported same so that train was stopped at Sterlington and the broken parts removed.

William Franklin, Switch Tender, noticed brakebeam down under car Erie 107443 in Train 3057, while passing "B. C." Tower, and notified P. O. office, so that train was stopped at Port Jervis and broken parts removed.

William Leroy, Brakeman, noticed doors open on refrigerator car in Train 87, passing Suffern, as his train 3043, was also passing, and he notified the proper person, so that train was stopped and door closed.

J. W. Dunlap, Engineer, noticed brakebeam down under car in Train 3rd 78, near Allendale and reported same, so that train was stopped at Ridgewood Junction and broken parts removed.

J. A. Campbell Station Agent at Highwood, N. J., Northern Railroad of New Jersey Division, discovered

broken rail in Eastbound track, a short distance east of his station, and reported same, so that Track force made immediate repairs.

### Delaware Division.

F. A. Lane, Brakeman, discovered brake rigging down on engine 2731 hauling Train 6, while passing Callicoon, and took prompt action in having train stopped and rigging removed.

### Wyoming Division.

J. F. Fanning, Brakeman, discovered and promptly reported a defective brake shoe on car in Train Extra 3083.

John J. Hogan, Brakeman, discovered brake rigging down under car in Train 98 and gave the alarm in time to have train stopped before defect caused an accident.

### Susquehanna Division.

F. E. Carpenter, Operator at Canis-teo, discovered brake rigging down under car R. O. T. X. 131 in Train Extra 1765, passing his tower, and promptly notified Conductor who had train stopped and rigging adjusted.

W. J. Peck, Operator, "J. F." Tower,

Elmira, noticed brake shoe fly from Coach 1023 in Train and promptly reported same to Dispatcher, who had train examined at Waverly and new shoe applied at Susquehanna.

W. W. Wixon, Operator at Endicott, N. Y., discovered brakebeam down under car Erie 108938 in Extra 1690, passing his tower, and promptly reported same to Dispatcher, who had train stopped at "K. Z." Tower and defective beam removed.

W. W. Wixon also discovered brake rod down under car Erie 67925 in Train Extra 1679, passing Campville, while he was on his way home from work at Endicott, and promptly reported same to Dispatcher, who had train stopped at Owego, where rod was found missing from car.

S. L. Jackson Operator, Cameron, N. Y., discovered bent journal on west pair of wheels on Erie car 101703 in Train Extra 1679, passing his tower and promptly reported same to Dispatcher, who had train stopped at Magees and car cut out in passing track at that point.

S. L. Jackson, Operator, Cameron, N. Y., also discovered bent journal on car N. Y., N. H. & H. 74908 in Train Extra 1785, passing his tower, and promptly reported same to Dispatcher, who had train stopped at Addison, where car was cut out for repairs.

A. J. Brooks, Operator, Smithboro, N. Y., while following Train 1 from Tioga Center on speeder car, on way to work, at "B. S." Tower, Smithboro, found broken rail just west of Tioga Center, and promptly notified trackman, who put in new rail.

Charles Wilson, Brakeman, was giving strict attention to track, and in so doing, noticed obstructions near Cameron, which he removed.

Henry S. Garthwait, Crossing Watchman, Elmira, N. Y., discovered brake rigging down on car in Train 18, passing over his crossing, and promptly reported same to Dispatcher, who had defective rigging chained up on car at Elmira.

W. Boyden, Engineer, made 20,660 miles in switching service, from December 19, 1913, to May 15, 1915, without an engine failure.

E. W. Francis, Operator, Great Bend, Pa., discovered brakebeam dragging under car in Train 88, passing his tower, and took prompt action to have train stopped, which was done before passing crossover, although car had been derailed.

E. W. Francis, Operator, Great

Bend, Pa., also discovered bent journal on stock car M. S. C. X. 3859 in Train Extra 1640, passing his tower, and promptly reported same to Dispatcher, who had train stopped at "B. D." and car cut out for repairs.

P. M. Donovan, Yard Conductor, Binghamton, N. Y., discovered broken rail in westbound track at "J. B.", and promptly notified General Yardmaster, who notified trackmen, who made repairs.

E. J. Moore, Engineer, made 22,108 miles in ordinary freight service, from September 29, 1914, to June 8, 1915, without an engine failure.

H. B. Layton, Engineer, made 22,928 miles in switching service, from May 1, 1914, to June 8, 1915, without an engine failure.

G. Chase, Operator, Endicott, N. Y., discovered door loose at bottom of car 79518, in Train Extra 1703, passing his tower and reported same to Dispatcher, who notified train at Binghamton, where door was fastened.

F. M. Reidy, Signalman, Elmira, N. Y., discovered piece of iron hanging from right side of Erie car 54449, in Train Extra 1749, passing Elmira, and took necessary steps, to notify Dispatcher, who had Conductor of train remove obstruction at "J. F." Tower.

A. W. Barkalow, Operator, Addison, N. Y., discovered piece of lumber sticking out of car door on north side of train 2nd, 80, passing his tower, and promptly reported same to Dispatcher, who notified Conductor, and train was stopped east of Addison and obstruction removed.

#### Allegheny Division.

W. P. Freaney, Operator, Carrollton, N. Y., stopped Train 1604, account of discovering brakebeam falling under R. A. L. car 48173, which may have saved train from accident.

James Ross, Section Foreman, discovered brakebeam down under P. S. & N. car 4298, in train 223, and notified crew who had the defect attended to.

#### Cincinnati Division.

Thomas O'Neil, Crossing Watchman, discovered broken rail at Galion, O., while on his way home from work, and notified section men, who made necessary repairs.

R. G. Ling, Engineer, discovered a box on the rods of a car, that was passing through Marion Yard. This led to the recovery of stolen freight, thereby saving the company a loss and claim.

**ANOTHER VETERAN RETIRED.**

On May 31st, last, Charles A. Newman, at the time an employe of the Erie's Auditing Department, was retired, having reached the age, when all good railroad men are relieved from further labor.

Mr. Newman served the Erie well and faithfully and is now entitled to the rest that comes to hard and earnest workers.

This veteran departed from these parts, to take up his residence at Ann Arbor, Mich., where a happily married daughter resides. But, he leaves behind a son, T. I. Newman, who is the Erie's Ticket Agent at 1278 Broadway, New York City.

Following is a brief biographical sketch of Mr. Newman:



CHARLES A. NEWMAN.

Born May 29, 1844, at Deposit, Delaware County, New York. Enlisted in Company A, 144th Regiment, N. Y. S. V. in 1862; served during the war, mustered out in 1865; went to Lowell's Commercial College, at Binghamton, N. Y.; graduated in 1867.

Entered the service of the Erie R. R. Company, 1868, as clerk at Callicoon, N. Y.; appointed Station Agent at Callicoon in 1870, being the third agent at that station. He was also Traveling Passenger and Excursion Agent for the Delaware Division

during the time that John N. Abbott was General Passenger Agent.

Appointed City Passenger and Ticket Agent at Jersey City in 1888; resigned in 1899; accepted position as Agent for the New York Central at Tupper Lake, N. Y., in 1899, resigned from the New York Central in 1902.

Re-entered the Erie service in 1902 in the Auditing Department. Retired from the service, May 31, 1915, and moved to Ann Arbor, Mich., where he and Mrs. Newman will make their future home.

**FLAGS OF A SHIP.**

Here is the complete story of a ship's flags, where they are flown and what they signify:

On the staff in the bow—The jack of nation to which vessel belong.

On the foremast—Flag of foreign nation vessel is going to. If going to own national port she carries flag of nation she is leaving if that nation happens to be foreign.

On the mainmast—The house flag, always.

On the aftermain (if she has one)—Flag bearing vessel's name.

On the mizzen—Nothing.

On the staff at the stern—The national ensign of the nation to which the vessel belongs.—New York Tribune.

**LET US HAVE PEACE.**

By James J. Montague.

Over a quiet ocean,  
Thrilling its farthest shore,  
Echoes the cry of a mother  
Who kneels by the son she bore.  
Loud is the noise of battle  
Over the blackened hill,  
But there he lies by the roadway,  
Pallid, and cold, and still.

What though he dies for glory?  
What though his humble name  
Shall stand with a thousand others  
On war's grim roll of fame?  
The light in his eyes are faded.  
The flush on his cheek has fled;  
Her world is turned to ashes;  
The boy that she loved is dead.

Killed for a king's ambition,  
Sent to an alien land  
To fight for a royal hatred  
He could not understand.  
For this a mother bore him,  
For this was her love and pain,  
This silent form by the roadway  
On the red and riven plain.

And here in a happier country  
Mothers with babes in arms  
Shrink of the tales of glory  
Won 'mid a war's alarms—  
And pray that a pitying Heaven  
May bid the blood-feuds cease,  
Heeding the cry of the mothers  
Who plead for their sons, and peace!



BRIGHT INTERIOR OF AN ERIE DINING CAR OF TODAY.

#### ERIE'S NEW DINING CARS.

The above picture shows the interior of one of the Erie's new Dining Cars. These cars are modern in every respect, and have a seating capacity of 30 people.

Pantry and Kitchen facilities are so arranged, that the service is greatly facilitated.

Candelabras are attached to side-walls over each table. In addition, two rows of deck lights give the car a bright and cheerful appearance. Two electric fans at either end of car, keep it cool.

The bountiful circulation of air is obtained by Ward Ventilators. Kitchen is ventilated by exhaust fan, which is placed so as to remove any odor of cooking.

Mr. William Ross, who is the steward in charge of the car illustrated, has been in the Dining Car Service of the Erie Railroad Company since August 10, 1897, and he is justly proud of his new car. He is seen standing at the end of car, with his corps of assistants in the foreground.

#### THE PEANUT CROP.

Virginia still leads in the production of peanuts, with Oklahoma and Texas following. The last statistics show that there were 680,000 acres in this country planted to this product. Curiously enough, Marseilles, France, is the greatest peanut consumer in the world, owing to the use made of the nut in the production of oil, which substitutes to a great extent for olive oil.

#### HEADQUARTER'S LIMERICKS

Between Buf-fa-lo and To-ron-to,  
They opened our bags and mussed 'em.  
It sure makes you sick,  
But it's no use to kick;  
It is simply the country's Custom.

There was a young man from Port Jervis,  
Whose bad habits made him quite nervis.  
He'd have made a fine clerk,  
But fell off in his werk,  
And now he is out of the servis.

A. Nutt.

His wife's bills I saw him scan.  
I knew his heart must ache him.  
He said, "Clothes may not make the man,  
But they can often break him."  
—Cincinnati Enquirer.

# Chautauqua Lake



ON THE  
ERIE RAILROAD

R. H. WALLACE  
General Passenger Agent  
NEW YORK

1915

(See page 284)

### ROMANTIC CHAUTAUQUA LAKE

Motor-boating, sailing, fishing, canoeing and bathing are popular past-times at Chautauqua Lake, which is 1,450 feet above sea level and, barring Lake Tahoe, in California, is the highest navigable lake in the United States. Though but eight miles from Lake Erie, it is 877 feet above it.

Chautauqua Lake is twenty-two miles long and varies in width from three-quarters of a mile to three miles; its general shape being not unlike a bag tied in the center. From Jamestown, N. Y., a hustling, thriving city, at the foot, to its head, both sides of the Lake are dotted with settlements harboring many comfortable, commodious hotels, cottages, boarding-houses and ideal sites for camping. Celoron (where Celoron Amusement Park is located), Lakewood, Greenhurst, Sheldon Hall, Lakeside, Bemus Point, Victoria, Point Chautauqua, Midway Park and Chautauqua are the more important points.

Chautauqua is the home of the original and famous institution of that name, delightfully located about half way up the Lake and the mecca of thousands each season who desire to combine rational recreation with some of the exceptional opportunities for study offered. The lecturers, including some of the most brilliant speakers of the country, and other features announced for this, the 42d Season of the Chautauqua Institution, assure a large attendance.

Chautauqua Lake is best reached from any direction via the Erie Railroad, which touches it at two points—Jamestown, N. Y., at the extreme foot, and Lakewood, N. Y., six miles west. At the former point connection is made with the Chautauqua Traction Co., operating frequent trolley service the entire length of the Lake on the south, the Jamestown, Westfield & Northwestern Railway on the opposite side and the Chautauqua Steamship Company, whose boats touch at all the important points on both shores. At Lakewood, Chautauqua Traction Company cars operate from the Erie Station direct to the institution and other stations, and by a transfer of one-fourth mile the steamboat dock may be reached. Through tickets may be purchased to any point on the Lake and are optional via any of the three lines.

Both Jamestown and Lakewood are on the Erie Main Line.

### "MY AUTO, TIS OF THEE."

John J. Gibson recited the following at a dinner given by him to his agents at the Hofbrau:

"My auto, tis of thee, short road to poverty—of thee I chant. I blew a pile of dough, on you three years ago, and now you refuse to go, or won't or can't. Through town and countryside, you were my joy and pride, a happy day. I loved thy gaudy hue, thy nice white tires so new, but now you're down and out for true, in every way. To thee, old rattle box, came many bumps and knocks, for thee I grieve. Badly thy top is torn, frayed are the seats and worn; the whooping cough affects thy horn, I do believe. Thy perfume swells the breeze, while good folks choke and wheeze, as we pass by; I paid for thee a price 'twould buy a mansion twice, now everybody yelling 'ice'—I wonder why? Thy mother has the grip, thy spark plug has the pip and woe is thine. I too have suffered chills, ague and kindred ills, endeavoring to pay my bills since thou wert mine. Gone is my bank roll now, no more 'twould choke the cow, as once before. Yet, if I had the mon, so help me John—amen, I'd buy myself a car again, and speed some more."

### 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.

### IRISH SPEED.

In Judge McKinley's court they were examining talesmen for the trial of a boy, who had killed his father. The lawyers dwelt mostly on the facts of marriage, paternity and whether there had ben insanity in the family of the men under examination.

When they got around to Michael McCarthy the wait had been long and he proceeded to whip up.

Asked the first question he galloped away with this:

"My name is Michael McCarthy and I live at 1336 Fulton Street and I am thirty-five years old and I am married and have one child and I have never had any insanity in the family and if I had I wouldn't be fool enough to tell you."

WITH THE PLAYERS OF THE NATIONAL GAME.

ERIE R. R. BASEBALL LEAGUE.

The following officers have been elected:

B. L. Watson, President; A. L. Forbes, Secretary.

Board of Directors: D. R. Horrigan, Susquehanna, Pa.; W. Gaston, Buffalo Car Shop; A. J. Davis, Hornell, N. Y.; A. L. Forbes, Meadville Pa.; W. R. Mitchell, Kent, Ohio; L. A. Keller, Marion, Ohio; B. L. Watson, Hornell, N. Y.; F. B. Jenkins, Dunmore, Pa.; L. W. Hendricks, Salamanca, N. Y.; C. B. Crine, Port Jervis, N. Y.

Following is the score of games played June 5, 1915:

Kent at Marion: Kent—4; Marion—12.

Briar Hill at Meadville: Briar Hill—7; Meadville—5.

Susquehanna at Hornell: Hornell—8; Susquehanna—7.

Salamanca at Buffalo: Salamanca—22; Buffalo—6.

Dunmore at Port Jervis: Dunmore—3; Port Jervis—2.

Second game played June 12, 1915: Marion at Kent: Kent—9; Marion—3.

Buffalo at Salamanca: Salamanca—14; Buffalo—7.

Susquehanna at Dunmore: Dunmore—3; Susquehanna—2.

Meadville at Briar Hill: Briar Hill—8; Meadville—7.

Hornell at Port Jervis: Hornell—8; Port Jervis—5.

Following is standing of the various teams:

Team	Won	Lost	Percent.
Hornell	2	0	1,000
Dunmore	2	0	1,000
Salamanca	2	0	1,000
Briar Hill	2	0	1,000
Kent	1	1	500
Marion	1	1	500
Buffalo	0	2	0,000
Meadville	0	2	0,000
Port Jervis	0	2	0,000
Susquehanna	0	2	0,000

Managers of teams are invited to send in scores for publication. Address the editor.

WIZARDS DEFEAT ALL STARS.

Saturday, May 29th, at Dold's Park, Buffalo, the Wizards opened the season, defeating the All Stars by the score of 7 to 0. The usual ceremonies preceded the game. After the flag raising ceremonies, Gillig's Band rendered selections. Manager Lied was presented with a beautiful

diamond studded watch fob, by the Rooter's Club, who were out in full force, headed by the old stand-by, "Bill" Daley. Alderman T. P. Coughlin threw the first ball. J. J. Mahoney called balls and strikes, while D. V. Hibbard had charge of the bases.

Frambach held the All Stars without a run, while the Wizards scored seven times off the delivery of Binkert, in five innings. Cronfield, who took Binkert's place in the box, did not allow a hit in the last four innings. The feature of the game was the remarkable pitching of Frambach, who showed wonderful speed control and displayed a most deceptive "spitter." White's work at short was brilliant.

BOX SCORE.

Wizards.	A	B	R	H	P	A	E
F. Heeman, L. F.....	4	1	1	1	1	0	0
J. Ortner, 3rd B. ....	3	0	1	1	2	0	0
H. J. Bordwell, 1st B..	5	1	1	11	0	0	0
W. V. Kelly, 2nd B. ..	4	1	3	1	4	0	0
J. J. Reardon, C. F....	5	1	1	2	0	0	0
E. A. Kratzer, S. S. ..	4	1	1	4	4	0	0
J. Brennan, R. F.....	3	2	2	1	0	0	0
H. Welsh, C. ....	4	0	0	6	0	0	0
J. Frambach, P. ....	4	0	0	0	1	0	0

Totals .....36 7 10 27 11 0

All Stars	A	B	R	H	P	A	E
J. Cannon, R. F. ....	3	0	1	1	1	1	1
H. Turner, 2nd B. ....	4	0	1	2	1	0	0
R. J. White, S. S. ....	4	0	3	2	1	0	0
J. Quinlan, 3rd B. ....	4	0	0	2	1	0	0
G. Mample, L. F. ....	1	0	0	1	0	0	0
F. Hill, 1st B. ....	4	0	1	8	1	0	0
J. Sheeman, C. F. ....	4	0	0	4	0	0	0
A. Codd, C. ....	4	0	0	6	0	0	0
A. Binkert, P. ....	1	0	0	0	1	0	0
H. Cronfield, P. ....	1	0	0	0	0	0	0
E. Gorman	1	0	0	0	0	0	0

Total .....37 0 6 26 9 1

All Stars 0 0 0 0 0 0 0 0 0—0  
Wizards 3 0 0 0 4 0 0 0 0—7

Two-Base Hits—Hill, White (2), Heeman, Kelly. Three-Base Hits—Bordwell. Stolen Base—Heeman. Double Plays—Kelly, Bordwell, Reardon, Ortner, White, Hill. Left On Bases—Wizards, 5; All Stars, 8. First Base on Ball—Off Binkert, 1; Cronfield, 1; Frambach, 4. Hits—Off Binkert, 10 in five innings; Cronfield, 0, 4 innings. Hit by Pitcher—By Binkert, 1. Struck Out—By Binkert, 1; Cronfield, 4; Frambach, 6. Umpires—Messrs. Hubbard and Mahoney.

Attendance 4,500.

All teams desiring games, address John C. Lied, Station Master, Buffalo, N. Y.

**DUANE STREET WON.**

T. A. Hart's Duane St. youngsters, defeated J. O. Shay's Central Billing Dept. Boys, by the score of 11 to 8, at Mary Benson Park, Jersey City, Sunday Morning, June 13.

Their crack pitcher, Jean Madden, a semi-pro pitcher of Jersey City, was hit for 21 bingles.

The feature of the game was the fielding of Duane Street's old-timer, Wm. Deer, and the good hitting of "Dutch" Fallor.

Would like to book games with any office teams of the Erie. Address Frank Allen, Mgr., Duane St., New York City.

**N. Y. S. & W. BALL TOSSERS.**

The Susequehanna F. C., a newly organized baseball team, composed of employes of the Susquehanna R. R., would like to arrange games with any Erie teams, or other teams that play morning games, either Sundays or week days.

Address all challenges to T. Fulton, manager, 179 Madison Ave., Clifton, N. J.

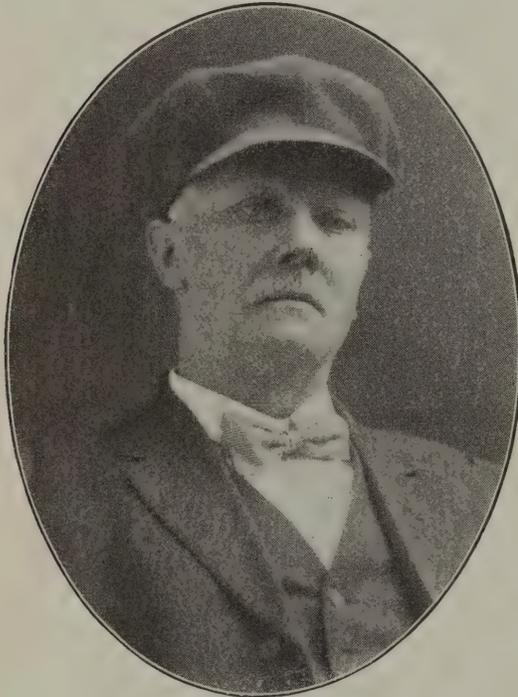
**YOUNGSTOWN IS YEARNING.**

Found at Youngstown, O., the fastest and best baseball nine on the Erie system?

In order to arrange games, write E. P. Reeber, care of A. M. North, Freight Agent, Youngstown, O.

**OBITUARY.****Herman Kobbe.**

Mr. Herman Kobbe, the Erie's faithful Night Roundhouse Foreman, at Port Jervis, N. Y., passed away recently after a long illness, caused by paralysis.



HERMAN KOBBE.  
(Night R. H. Foreman)

He was 65 years of age, and is greatly missed by all his associates, and in the community where he resided so long.

Mr. Kobbe came to this country forty-five years ago, from the Town

of his birth, Bromberg, Germany. He served on various gangs in Roundhouses, and because of his ability was very soon made Night Roundhouse Foreman. This was about 35 years ago, and he had served in the position up to the time of his death.

Our kind friend had a firm but pleasant way of doing his work, and "Old Reliable" lost one of its most faithful workers by his death.

He was a member of the Benevolent and Protective Order of Elks, and Knights of Maccabees of Port Jervis. The employes at Port Jervis Shop extend their deepest sympathy to his family.

**Patrick Fox.**

A feeling of general regret is manifested at Jersey City, that there should have been taken from their midst, Mr. Patrick Fox, General Foreman Car Repairs, and a man whose good qualities and fairness of mind, made him a prime favorite among Erie men, particularly in the Mechanical Department, in which he was so many years employed. He was an Erie man and always an Erie booster.

Mr. Fox died at the age of 56 in his home, Jersey City.

Following is his record.

From 1876 to March, 1886, Car Builder, Gang Foreman and Shop Inspector, Buffalo Car Shop. March, 1886 to October 1, 1887, Foreman, Jamestown, N. Y. October 1, 1887 to May 23, 1892, Foreman Car Repairs, Galion, Ohio. May 23, 1892, to April 1, 1902, General Foreman Car Repairs, Huntington, Ind. April 1,

1902, to July 1, 1905, General Foreman Car Repairs, Buffalo, N. Y. July 1, 1905, General Foreman Car Repairs, Jersey City, N. J.

#### Matt H. Shay.

Matthew H. Shay, a retired Erie Railroad engineer, and one of the most picturesque railroad men in this country, died at his home in Cleveland, O., July 2nd, at the age of 72.

Mr. Shay was the engineer after whom the Erie Railroad named its famous engine, the most powerful in the world and about which more has been printed than any other engine ever built. His splendid record as a man, a Christian and railroad man, was the reason why the honor was conferred on him. He had served the Erie well and faithfully since 1860, when he entered the service as fireman. He was an engineer since 1865 serving on the Buffalo, Susquehanna and Mahoning Divisions.

He had been Grand Secretary-Treasurer of the Brotherhood of Locomotive Engineers for 12 years, and ill health caused him to decline further honors at the last annual meeting.

The death of this good man has caused sorrow throughout the Erie System.

#### ALLEGIANCE.

There is no such thing as a divided allegiance. When such a proposition enters the heart of man, and is subconsciously harbored, he is cruelly deceiving himself by one of the most dangerous delusions that could overtake him.

We are either serving God or Mammon. There is not, nor can there be, a middle ground on which a man can stand, as between the two propositions, Allegiance or Disloyalty. There is no such thing as harmony between these two propositions. Loyalty means an honest, conscientious endeavor at all times, to promote the interests of our employer, and, thereby, promote our own, which then becomes a mutual and common cause, harmoniously working for accomplishment of the mutual good of all concerned.

The man who fails to recognize this principle fails in his conception of duty to himself, his neighbor and the community in which he resides, and is not a common friend to a common interest. There is no field of effort where a common cause can

be so richly and beneficially served, as falls to the railroadman's opportunity, to accomplish much good, and achieve success.

In one of life's avocations is this field of opportunity so great for promoting the common welfare of employer and employee, as lies in the path of the railroad man.

With these privileges and opportunities before him, he should accept them with an optimistic spirit, and determination to accomplish the greatest good for the mutual and common cause, to which he devotes and consecrates himself and time.

This, summed up, means pure and unadulterated loyalty; otherwise he can hardly lay claim conscientiously to the full and unbiased recognition of the company's officers, who are responsible to the stockholders for the proper administration of the affairs of their company.

#### BARRIE AND KIPLING.

Mr. Barrie was one day at Waterloo Station in a hurry to catch a train. He was hastening from the bookstall laden with papers, "a good many six-penny ones among them," he dolefully relates, when, in rushing around a corner, he fell into the arms of Rudyard Kipling, equally in a tearing hurry. They turned on each other with scowling faces, then smiled in recognition and asked each other whither he went. Then Kipling, exclaiming, "Lucky beggar, you've got papers!" seized the bundle from Barrie, flung him some money and made off. "But you did not stoop to pick up his dirty halfpence, did you?" queried one of Mr. Barrie's hearers amusedly. "Didn't I, though?" returned Barrie, and added ruefully, "But he hadn't flung me half enough."—St. James' Gazette.

#### INDELIBLE INK TREE.

An indelible ink tree, known to botanists as *Semecarpus atnacdium*, is chiefly found in India, but grows also in North Australia and the West Indies. Its nut supplies the natural marking fluid. When dried for commerce the nut is heart shaped and nearly black and contains a black viscid juice. For marking linen or cotton this juice is mixed with quicklime. It can be made into marking ink by treating the nut with a mixture of alcohol and sulphuric ether and is also used for black varnish.

## RAILROAD MEN SHOULD NOT DRINK.

By W. C. Hayes, Superintendent of Locomotive Operation.

**T**HIS article is not written as an argument in favor of Prohibition, as it is thought that Prohibition never did prohibit. It is simply intended as a plain talk to railroad men, advising them against the use of intoxicants, because of their tendency to reduce their own efficiency, as well as the service.

The cost of liquor is the greatest tax that humanity bears. It is estimated that more than two billion, two hundred millions of dollars, is spent, annually, in the United States, alone, for drink. This, in addition to the millions spent yearly for the care of criminals, paupers, orphans, etc., is the cause for about 75% of whose condition can be traced to "booze."

Whiskey fills the jails, the insane asylums, the poor houses, as well as all other penal and charitable institutions. The cost of erecting and maintaining these institutions, as well as the support of their inmates, falls not on the men who have profited by the indulgence of these inebriates, but on the Public, in general.

But the question will be asked, "What has whiskey to do with railroad men?" It is thoroughly appreciated, that the railroad man of today, stands, perhaps, as the highest class of worker, and as a general rule, they are sober men. They fully realize that many lives are continually entrusted to their care, and, therefore, the necessity at all times of steady nerves, a cool head and a clear eye—they know that whiskey may make red lights green; that it may blur their vision, so that they see no light, when one is displayed, or they may see several, when only one is exhibited.

Then, again, railroad men have seen good engineers, who temporarily went off the "water wagon" and who were not summarily dismissed, put back firing; they have seen passenger conductors put back braking, as well as many other glaring failures of excellent railroad men, due to indulgence in intoxicating liquors.

It has been estimated, that of all the failures of railroad men, 70% can be traced to the use of spirituous liquors.

Also, railroad men are generally affectionate and domestic. They know that when pay day comes around, if a part of their wages are passed "over the bar," there is just so much less to take home—the wife

may have to forego the new dress, that she had so anxiously been expecting since Christmas, or the baby the pair of shoes to cover its chubby little toes. It may also mean that the wife has to "take in washin'," to keep the family from starving. It goes without saying, that what goes for "booze" can't go for bread. Whiskey is the enemy of the home and family—it is one of the chief causes of poverty and misery.

The human system can be compared to a locomotive—they are both machines and can stand so much and no more.

Sometimes men who have drunk all their lives and have reached a ripe old age, will go around "bragging" that they have drunk all their lives and drink never hurt them a bit. You will also hear of engineers who always speed up to fifty or sixty miles per hour, who claim that their engine is just as good as new and never needed any repairs.

These are exceptions. Accidents are more apt to happen at fifty or sixty than at twenty-five miles per hour—and when the accident does happen, the damage is proportionate to the speed.

A drinking man has less resisting power—he is easily susceptible to disease, and when he is attacked, the results are generally fatal. Strong drink drags many good men down to death and destruction—as a general rule drinking men die comparatively young.

In conclusion, every railroad man should shun drink, as he would a leper, not simply because the rules forbid it, but because it decreases his efficiency, reduces his chances of promotion, costs too much and deprives himself and family of food and clothing and, at the same time, reduces his vitality, resulting in a diseased life and an early grave. But, in addition to all this, the railroad man who drinks is unfair to his fellow servants, and violates the faith and trust, which his employers and the public place in him.

**BEST WOOD FOR FURNITURE.**

The latest use for locust wood is in the manufacture of fine furniture and interior finishing of fine residences. The wood has a grain and color not found in any other timber.

## INDIFFERENTISM.

By P. K. Sullivan, Engine Dispatcher, Mahoning Division.

**N**EVER before in the history of America, has the call been so loud for the employment of skilled labor, as at present, nor has the reward been so sure.

It has been argued by many, that all that is necessary for the artisan of today is, just do as little as possible, for the highest price, be it in any branch of service you may mention.

The writer's experience is, that this is a truism all admit. It applies to every branch of business. It is hard for us to see the fitness of a distant observer's conclusions as to ourselves. The evidence of our weakness does not seem to strike home, and the lesson is generally lost.

Now, let us look at the matter from the other side of the fence. We measure our own worth by one or two virtues we think we possess, and depreciate and ignore the objectionable features of our combination. From the other side of the fence this vision is greatly altered. Our virtues are these, to be sure, but they are lonely in their frames, and the pictures are not pleasing, and the critical eye looks somewhere else.

Let us look into a case or two for illustration. Here is Mr. Smith, who expects promotion; he has been in the service of a company for a long term of years; true, he has been punctual, and no fault found with his service; but he has no expert knowledge of the work allotted to him and knows only enough to allow his work to pass muster. But, he thinks this sufficient; he makes no effort to study his profession, therefore, is unable to give cause or effect, which makes him incompetent to instruct. He sees Mr. Jones who has not been in the employ of this same company as long as himself, promoted to a higher position and he wonders why he is left behind. His friends, of course, see through it, but will not enlighten him for fear of hurting his feelings; if he has courage to mention the slight, as he will call it, these so-called friends, will try and have him believe that this fellow had a pull, and he would not believe his enemies were they to tell him the facts. To accept this excuse is a false cover for inability.

The young men of today who are at the throttle, or firing an engine, or at the machinist's bench, should ponder

and think well of the position which they are filling. If the spirit of indifference is stealing over them, they should arouse and shake it off, as skilled men are wanted and sought after; any man who thinks he is doing enough for the compensation he is receiving, is acting unwisely, for just here is when and where indifferentism begins, and here is when and where the man, be he young or old, falls a prey, for there is an honorable and bright future in their calling, if they will but seek it, also, they should remember that their future rests with the individual, and he must force his own way upward. No doubt, he will meet with obstructions, but if he is made of the proper stuff, he will succeed.

Attention to duty is necessary. Study is essential and application a pleasure.

A man of this character will not be overlooked or passed by when the call for skilled men is made. It must be admitted though, with regret, that the majority of men, though they have worked a number of years for different corporations, are always finding fault with the other fellow, and are doing every day something, which, if they were in charge of the property, their employers would not tolerate. This shows, clearly, that they are not ambitious; they do not take pride in the work they are well paid for performing. In the opinion of the writer, this is a deplorable state of affairs.

Such men have not ambition enough to learn the rudiments of the apparatus before them, but are willing to accept positions of responsibility, for the few extra dollars that are in it.

The writer has often witnessed cases of this character, which have been the greatest object lessons of his life. Hundreds of thousands of dollars are wasted annually, by the indifference of men in various positions. This results through the lack of educating themselves up to the standard which their profession requires of them. They cannot understand why the companies which pay them the highest wages given in America, should require them to economize. This is caused by what is now called "Indifferentism."

The man who, by persistent effort, has developed himself into an expert, has greatly enhanced his value. The

**Boss** who demands expert service from **untrained men**, is either a **Tyrant** or **Fool**, and you can safely say that he is **both**. The executive, who develops novices into experts, and the foreman who transforms mere handymen into mechanics, are well worth proper recognition, for the ser-

VICES rendered to their respective companies and the men.

The difference between a machine and a man is, that the man is capable of adjusting himself to the different situations, while the machine will work more rapidly and accurately, but is capable of nothing more.

### COMMON INTERESTS OF THE COMPANY AND PUBLIC.

(Something for Agents to Read).

**T**HE following paper was read at a recent meeting of agents of the Cincinnati Division. It is printed in the common welfare, the belief being that something is always said and done at agents meetings on one division, that is of interest to agents on all divisions of the Erie system.

It was written by one well known to all employees of the Cincinnati Division, whose pen always evolves articles that carry wisdom, strength and good advice.

He writes as follows:

Mr. W. W. Wagoner, Secretary,  
Akron, Ohio.

Dear Mr. Wagoner:

I have been requested by our worthy General Manager, Mr. Parsons, to meet with you and represent him on this occasion, and join in your discussions of matters pertaining to the interest of the Erie Company.

I shall be denied the pleasure of this opportunity, because of important legislation pending at Columbus, in which I have represented him throughout the present session of the general assembly. Some sixty odd bills have been introduced affecting adversely the interests of our Ohio railroads—that would, if they should become laws, increase their burdens several millions of dollars per year. A great deal of this undesirable public attitude toward our railroads, is due to indifference of employes, to the common interest of the people and the transportation companies. These interests cannot be treated indifferently or shabbily, and the public acquaintance ignored continually, without inviting the ill will and displeasure of those it is most desirable to have as friends.

Shippers and passengers who have matters of common concern to take up with the company, naturally go to its nearest agent, either by letter or in person, and file with him their case or complaint. Not hearing from him, they do so, again and again, until they become disgusted; also, convinced of the fact, that no considera-

tion has or will be given the matters they desire to have adjusted.

This silent contempt of the public's common interest, is the planting of the most vicious seed of ill will, and hatred for the management of our railroads, that it is possible to engineer within the public mind; the ill effects of which is so far-reaching, that its damage to the reputation of the company cannot be even approximated.

The aggrieved party's last hope and final thought, is an appeal through the representatives and senators from this district, to the general assembly, for laws to regulate the railroads.

I know whereof I speak, having had four years personal experience with Ohio legislative bodies. Any man in any walk of life who only takes into account the objective side of life and loses its subjective phase is, innocently, no doubt, cultivating moral depravity and incapacity.

That kind of man works from a purely selfish standpoint and has no avocation in life. He has no initiative, determination, resourcefulness, enthusiasm or dispatch. The man who is blessed with these traits is an optimist, and sees to it that everything with which he may have to deal as an employe of the company, is cheerfully worked out to the company's interest in every instance.

There is no occasion for an appeal to the legislature from his district, for relief from burden, the other kind of agent or employe invites through and by his indifference.

There should be a keen sympathy between the employes, the officers of the company and its patrons, kept warmly alive at all times. Under its influence all differences will disappear, and general and permanent good accrue to all through harmonious relations, thus established.

The man who justifies himself to himself, and renders excuses for mistakes, instead of admitting them and profiting by overcoming them, is a failure unto himself.

Recently, when I was calling on the manufacturing interests at an important station, the manager at each of two of these concerns remarked that, "your agent seemingly has a pretty stiff job, and more than he can well take care of, as he does not get around to see us as did some of his predecessors, offering as a reason for his absence, that he was kept close to his office because of inexperienced clerks and other things."

The agent who foolishly allows himself to be deluded into such a belief, should not carry his imaginary troubles to the company's patrons, who cannot possibly, have any interest in them, and, in fact, has not the time to listen to them. Besides, such

communications confirm the shipper's conclusions, when matters he takes up with such an agent for adjustment, are not promptly attended to, that it is due to his being over-worked at the hands of a soulless corporation, thereby inviting unwarranted reproach upon the management.

Moral: Keep your troubles to yourself. If they have to be ventilated, do it through our official family and not the public. What we wish at the hands of our patrons is, that if our service is good, tell others, if poor, forget it or tell us.

Don't forget the words Initiative, Dispatch, Resourcefulness, Enthusiasm and Determination, and the maintenance of a cheerful and courteous disposition.

### ERIE CARRIES DISTINGUISHED PARTY FROM CHINA.

**G**ERMAN Red Cross Doctors and Nurses, with Mrs. Meyer Waldeck, wife of Governor-General, Kiautschau, China, left Tientsin, China, May 25th, via Pekin, to Shanghai.

They left Shanghai, May 29th, on Pacific Mail Steamship "Korea," arriving San Francisco, June 21st.

Party left San Francisco, evening of June 21st, via Santa Fe R. R., arriving at Chicago, June 25th, 9 A. M.

They were met at Chicago by representatives of Red Cross, and left Chicago, 11 A. M., June 25th, via Erie R. R., arriving at Jersey City, 3:50 P. M., June 26th.

Party, which was in charge of Dr. Huss, Chief Surgeon-Doctor, consisted of ten doctors, 58 male nurses, Mrs. Meyer Waldeck, Hans Waldeck, 12 years, Pettee, 9 years, Dagmar, 7 years, nurse and Mrs. Von Pappenheim.

Doctors and nurses were placed aboard the steamship "President Lincoln" at Hoboken and sailed with steamship "Frederick VIII," June 30th.

The party were members of the garrison at Kiautschau, China, which surrendered to Japanese investing army of 50,000.

German garrison of 4,000, surrendered November 7th.

Garrison, with officers and Governor Meyer Waldeck, are interned in Japan.

This party was kept in Kiautschau, from November to May, and after strict examination they were released and allowed safe transit to the United States by the Japanese.

To New York the party has traveled 12,500 miles.

Miss Dagmar Meyer Waldeck, seven years old and youngest child of Governor Meyer Waldeck, spent her birthday aboard the Erie Special, Friday, June 25th. She was the recipient of hearty congratulations, and also received a splendid cake, which was specially made for her by the chef.

The children were greatly pleased and enjoyed a hearty feast.

### \$10 CONSCIENCE MONEY.

The following was received June 27th, from one who is, apparently, trying to lead an upright life, same being indicated by the last paragraph.

Treasurer,  
Erie Railroad Co.

Dear Sir:

Enclosed please find \$10.00 for postage stamps also for car fare used for personal use.  
One who is leading a Christian life.

### A NO HIT, NO RUN GAME.

Credit for a no hit, no run game, goes to Pitcher Conger of the Erie Railroad baseball nine, of Jersey City.

Twirling against representatives of the Lackawanna road of Hoboken, in Jersey City, the Erie star performed the feat and the Erie men won the initial clash of an annual series by the score of 8 to 0.

In addition to letting down the opposing forces without hits and runs, Pitcher-Conger fanned fourteen men, which is considered a rare performance in these "diggins."

Sanderson's stick work was a pre-dominating feature of the contest. He

belted out a triple, double and a slashing single in four trips to the plate. Gene Pfohl was another reliable man with the stick. He registered three safe clouts, one of which enabled him to make a clean run around the circuit.

Mathison, who started for the Lackawanna team, was very unsteady and the Erie men took advantage of his indisposition in the initial inning, by tallying four times. After that Mathison was consigned to the show-

ers and Lee went to the rescue of the Hobokenites. The succeeding hurler pitched good ball, even though he yielded two tallies in the fourth and one in the eighth and ninth.

Both teams are booked to clash in the second serial game next Sunday afternoon on the Lackawanna's home grounds in Hoboken.

The score by innings:

	R. H. E.
Erie . . . . .	4 0 0 2 0 1 0 0 1—8 16 2
Lack. . . . .	0 0 0 0 0 0 0 0 0—0 0 5

### THE STOVE COMMITTEE.

#### Appointments.

#### Mechanical Dept.

#### Meadville.

Harry Porter, Mach. Helper, Assistant Labor Foreman, vice A. Kekaison.

#### Cleveland.

A. Whitworth, Fitting Shop Foreman, vice F. M. Dwight, resigned.

#### Delaware Division.

Mr. Charles Rinn, Acting Supervisor of Sub-Division No. 2, vice Mr. C. H. Jones, assigned, temporarily, to other duties.

There was a nice crowd present and everything was so congenial, it turned into an old-fashioned family gathering, everybody enjoying themselves well.

Professor C. Lyons gave an exhibition of fancy roller skating, that was well appreciated.

The Committee responsible for this affair consisted of, Neil Reardon—Chairman, Wm. Hakmeyer, J. J. Snyder, J. McEneaney, R. J. Crane and H. Behrens, and we are pleased to extend them the thanks of all who attended for the enjoyable evening furnished.

### JAMES SALLEY RETIRED.

Engineer James Salley, one of the veterans of the New York Division, has been retired on account of physical disability.

Mr. Salley was one of many fine types of engineer, employed by the Erie Railroad, and he quits the service conscious of having rendered faithful duty, as his record shows that, during his long connection with the Company, his slate was absolutely clean. He had been an Erie man since 1864, or 51 years.

On retiring, Superintendent Elston wrote him a felicitous letter, congratulating him on the fine showing he made, expressing his good will and wishing him good fortune in the future.

### DON'T WORRIES ENTERTAIN.

The "Don't Worry" boys, held their 9th Annual Picnic, Flag Day, June 14, 1915, at Grand View Hall, Jersey City, N. J. It was a grand night for such an outing. This, together with the perfect arrangements of the committee, made it impossible for those attending to have anything but a good time.

### ORDER OF THE RED SPOT.

#### Mahoning Division.

#### June Membership.

No.	Engineer	Fireman
102	W. H. Forney	A. Niles
665	Ed. Alexander	R. Leiber
720	W. C. Dunn	J. Skillcorn
2535	R. M. Shane	Geo. Dill
1817	B. C. Whalen	F. E. Phole
2548	M. L. Forbes	W. Weber
557	S. G. Corlett	W. A. Woods
1864	C. Ramser	F. Baker
1812	W. B. Kolb	F. J. Tamplin
88	C. Bowker	D. H. Fultz
2729	J. J. Brannon	T. Mahar

#### Mahoning Division.

#### July Membership.

Engine No.	Engineer	Fireman
102	W. H. Forney	A. Niles
665	Ed. Alexander	R. Leiber
720	W. C. Dunn	J. Skillcorn
2535	R. M. Shane	Geo. Dill
1817	B. C. Whalen	F. E. Phole
2548	M. L. Forbes	W. Weber
557	S. G. Corlett	W. A. Woods
1864	C. Ramser	F. Baker
1812	W. B. Kolb	F. J. Tamplin
88	C. Bowker	D. H. Fultz
2729	J. J. Brannon	T. Mahar
3080	C. Shull	H. M. Booth

#### Meadville Division.

#### June Membership.

No.	Engineer	Fireman
672	H. E. Lane	F. E. Carr
717	C. H. Van Order	F. Luce

732	S. Cochran	J. I. Lalor
1440	A. Minium	F. Simmons
1448	J. N. Hunsicker	H. L. Knightlinger
2035	R. T. Bell	G. S. Mangle
2043	J. Fix	L. M. Deshner
2520	C. F. Dunbar and G. Dinegar	N. H. Benninghoff M. D. Crist
2521	J. J. Stenger and P. J. Eckert	W. S. Stearns F. P. Smock
2725	B. L. Luce and G. B. Benson	W. J. Lupher H. L. Ensworth
3069	B. Bailey	J. A. Holsbaugh

**Meadville Division.**

**July Membership.**

Engine No.	Engineer	Firemen
672	H. E. Lane	F. E. Carr
717	C. H. Van Order	F. Luce
732	S. Cochran	J. I. Lalor
1440	A. Minium	F. Simmons
1448	J. N. Hunsicker	H. L. Knightlinger
2035	R. T. Bell	G. S. Mangel
2045	J. Fix	L. M. Deshner
2520	C. F. Dunbar G. Wingar	N. H. Benninghoff M. D. Crist
2521	J. J. Stenger P. J. Eckert	W. S. Stearns F. P. Smock
2725	B. L. Luce B. G. Benson	W. J. Lupher J. A. Holabaugh
3069	B. Bailey	H. L. Ensworth

**Cincinnati Division.**

**June Membership.**

Engine No.	Engineer	Fireman
2709	W. R. Shade	
2709	J. Haley	
533	F. E. Smythe	J. W. Henderson
554	J. B. Murphy	E. Hosler
555	W. A. Walker	C. H. Lowe
550	C. P. Hall	
667	E. M. Jones	J. A. Bechtle
854	J. McNanamy	Wm. Hurley
1686	W. G. Richards	Z. H. Smith
1729	O. H. Guckes	R. W. Mahoney
1800	G. Hulme	
3135	L. L. Hoffman	A. C. Boutwell
3136	J. E. Hill	I. C. Baird
3151	Geo. Keihl	L. B. Straushaugh
3153	J. F. Spraw	C. E. Bonecutter
1669	A. Lamb	J. F. Hausman

**Allegheny Division.**

**July Membership.**

No.	Engineer	Fireman
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. Eisehardt & R. D. Hurlbert
510	L. T. Howard	J. R. Burghardt

**Bradford Division.**

183	C. Swanson	C. A. Johnson
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
1542	J. Roberts	R. M. Scouten

**Chicago & Erie Division.**

**June Membership.**

**FIRST DISTRICT.**

No.	Engineer	Fireman
463	W. T. Fields	W. G. Sutton
465	L. C. Guest	B. Lewis
796	S. M. Oswald	G. E. Tallman
2555	John Cull and T. O. McIlvaine	S. Snyder W. C. Belding
2557	F. H. Lee and Geo. Marston	W. L. Chalmers J. H. Flanagan
2551	L. O'Brien and A. H. Wyman	A. A. Bitner 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	H. C. Miller

**SECOND DISTRICT.**

725	B. O'Connor	W. F. Hurd
755	A. E. Collins	S. L. Perry
806	J. W. Shearer	W. Yant
2554	John Wonderly and L. F. Truman	Wm. Wagoner A. F. Briggs
2560	Geo. Kehler	F. H. Phillely
1757	H. Kesler	A. F. Miller
1761	D. C. Colclessor	J. H. Thomas
1767	Wm. O'Laughlin	J. K. Davidson
2007	F. H. Happy	F. M. Lenwell
2020	H. M. Sprinkle	E. E. Coughlin
2050	G. W. Davis	P. S. Blackburn
2053	E. C. Schepper	J. M. Dunn
2075	Ed. Walknetz	

**N. Y., S. & W. Division.**

**July Membership.**

Engine No.	Engineer.	Fireman.
23	P. Nixon	A. C. Oakley
9	C. C. Marean	Geo. Houser
9&10	Geo. Chamberlain	S. M. Gunderman
10	George Mann	Jos. Lawler
25	John Klopman	J. Anderson
28	John Witty	Frank Barton
26	Jas. Havens	M. L. Kinney
29	G. Voorman	A. Lagner
18	Samuel Cox	Walter Loney
13	M. Carroll	John D. Smith
6	M. Snover	C. C. Nystrand
12	J. W. Pugh	John Woodward
45	O. Montanye	Wm. Buist
33	Wm. Daley	I. E. Kinney
33	Geo. Titus	J. D. Bosschieter

**W. B. & E. Division.**

52	J. C. Sullivan	Chas. F. Hill
58	Geo. Jopling	J. F. Smith
57	Wm. Steele	B. L. Scott
59	M. R. Carey	S. W. Rinehart
63	Jas. Stetler	Arthur Heller

**Susquehanna & Tioga Divisions.**

**July Membership.**

**Susquehanna Division.**

No.	Engineer	Fireman
2565	I. A. Hammond and Jas. Richardson	B. F. Dailey H. N. Foulke
2567	A. C. VanDemark and E. A. Brink	L. B. Eastman C. H. O'Donnell
2564	John Haire and S. E. Mason	L. A. Jackson W. F. Zeltwanger
2563	H. S. Brook and W. T. McElwee	E. E. Flint J. H. Bly
2542	W. H. Tiffany and W. H. Anderson	I. A. Graves J. H. Graves

2545	G. A. Badgley and B. C. Moore	M. D. Peck B. W. Georgia
518	J. C. Miller and M. A. Lynch	H. Houghtelling G. W. Jones
528	G. C. Redfield and A. Jordan	L. M. Wescott G. W. Kosinsky
2025	G. A. O'Dell	F. H. Slack
1616	G. H. Herrnecker	G. P. Lounsberry
1620	J. J. McAndrews	L. Swisher
1690	E. J. Moore	J. O. Bender
1648	G. E. Lynn	L. L. Roe
1639	H. B. Garrett	W. A. Codner
1703	G. W. Estabrook	A. L. Hendrickson
1765	J. W. McCarthy	W. W. Fisk
1065	J. M. O'Loughlin	B. J. Brick
1073	P. Hickey and F. Green	P. J. Caney R. R. Hanson
1045	D. McCarthy	H. Andrus
600	T. Smith	W. G. Cuthbert
1002	J. J. Gorman	J. Cushing
1061	J. J. Currier	B. W. Frederick
1074	E. L. Jack	C. Curran
1070	R. Ploutz zz	K. M. Edickson

#### New York Central Division.

1059	C. J. Doolittle	J. A. Baker
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#### Tioga Division.

##### Air Test Engine at Blossburg.

401	Frank Hebe	S. Powell
402	W. T. Delaney	A. Bunn
1101	T. D. Jones	H. Brooks
1117	L. S. Higgins	E. L. Martin
1242	W. H. Hughes	A. S. Knapp
292	W. H. Cook	
84	G. Watson and L. E. Coleman	F. Kinney C. J. Saunders
617	W. Mattison and D. Chapman	J. W. Monaghan F. L. Thurbur

#### New York Division and Branches.

#### July Membership.

Engine No.	Engineer.	Fireman.
11	J. H. Linley	
105	G. Cowan	J. Pender
118	H. E. Reed	J. Gilshion
514	W. A. Johnson	
517	D. J. Ackerman	
526	W. G. Cole	J. J. Coneys
548	J. L. Van Orden	W. H. Myers
591	A. Bell	C. G. Clegg
598	J. Walker	
793	H. W. Smith	
820	E. M. Carlough	
822	G. Wallace	G. Eckerson
824	C. Voorhis	
825	G. Beatty	
831	T. Duffy	
842	E. Saunders	G. O. Doremus
844	H. 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	
1473	W. McKeon	
2503	J. Downs	J. Ruegger
2718	W. H. Menner	
2723	E. T. Reed	G. O. Wheeling
3038	J. Fitzgibbons	J. W. Wellon
3050	D. Brahaney	M. Grathwohl
3064	E. J. Murphy	

#### "A GOOD SUPPLY OF SAND."

I observed a locomotive in the railroad yards  
one day,

It was waiting in the roundhouse where the  
locomotives stay;

It was panting for the journey, it was coaled  
and fully manned,

And it had a box the fireman was filling full  
of sand.

It appears that locomotives cannot always get  
a grip

On their slender iron pavement, 'cause the  
wheels are apt to slip;

And when they reach a slippery spot their  
tactics they command,

And to get a grip upon the rail they sprinkle  
it with sand.

It's about the way with travel along life's slip-  
pery track;

If your load is rather heavy and you're always  
sliding back;

So, if a common locomotive you completely  
understand,

You'll provide yourself in starting with a good  
supply of sand.

If your track is steep and hilly and you have  
a heavy grade,

If those who've gone before you have the rails  
quite slippery made,

If you ever reach the summit of the upper  
tableland,

You'll find you'll have to do it with a liberal  
use of sand.

If you strike some frigid weather and discover,  
to your cost,

That you're liable to slip on a heavy coat of  
frost,

Then some prompt, decided action will be  
called into demand,  
And you'll slip way to the bottom if you  
haven't any sand.

You can get to any station that is on life's  
schedule seen

If there's fire beneath the boiler of ambition's  
strong machine,

And you'll reach a place called Flushtown at  
a rate of speed that's grand.

If for all the slippery places you've a good  
supply of sand.

—Unknown.

#### GENERAL KNOWLEDGE.

Winds from Sahara desert warm  
Europe.

The deaf and dumb language was  
introduced in the year 1749.

Nearly all the sandpaper in use is  
made with powdered glass.

Sugar is said to have been known to  
the Chinese 3,000 years ago.

The area of Alaska is nearly 600,000  
square miles, almost equal to that of  
the entire eastern half of the United  
States.

Sweden claims to have the oldest  
vessel in Europe—perhaps in the  
world—in the schooner Emanuel,  
built in 1749. She was a privateer  
and is now in the timber trade.

It's a good plan to stand your  
ground, but be sure you have some.

**WELL MEANT.**

On one occasion when the king and Queen of England visited Doncaster together very elaborate preparations were made for their reception.

The city was lavishly decorated, and one enterprising tradesman, desiring to display his loyalty, had the words, "Heaven bless them both!" outlined in paper flowers across the front of his shop. Unfortunately he forgot to remove a large business sign that was just above.

The result read:

Ham and beef sandwiches.  
Heaven bless them both!

**THE FIRST LANGUAGE.**

No one of the existing languages has any legitimate claim to be considered the original of the family of languages, standing to the others as Latin, for instance, stands to Italian and French. Of an original primitive language of mankind the most patient research has found no trace. All of them—Assyrian, Phoenician, Hebrew, Arabic—are sister languages, pointing back to an earlier parent language, which has long disappeared. Since the historical period man has done little in the way of the absolute creation of language. The work had already been accomplished ages before the birth of written inscriptions.—New York American.

**MOST ANCIENT OF CUSTOMS.**

The mind of man does not run back to the time when there was no dancing. Ever since the morning stars danced together for joy there have been dances grave and gay in celebration of all the happenings in the life of man. So interwoven with love, war and religion are the movements of the body that the dance has been an integral part of the history, art and literature in which are preserved the records of all generations.

**From Correspondents Along the Line****HEADQUARTERS ITEMS.**

Owing to transfer of Howard Budd, from General Freight Office, to Office of Vice-President & General Traffic Manager, the following promotions were made in General Freight Office and Tariff Bureau:

Joseph Colgan, Clerk, Tariff Bureau to File Clerk, G. F. O.; John Hughes, Mailing Clerk, Tariff Bureau, to Clerk, Tariff Bureau; Martin Whritenor, Assistant File Clerk, G. F. O., to clerk; Tariff Bureau, Walter Vanderliet,

**VALUABLE HANDKERCHIEF.**

The most beautiful and at the same time the most valuable handkerchief in the world is said to belong to the Queen of Italy. According to a Paris contemporary, her majesty, as a young girl, had a passion for collecting lace, and she still follows her hobby. The handkerchief in question is an example of the earliest Venetian point lace, dating toward the end of the fifteenth century, about the time the art was introduced into the city of the doges. The piece, in spite of its great age, is in perfect preservation, and it is valued at £4,000, although it is stated that two American millionaires have offered three times that sum for it, but in vain.—London Globe.

**JUST LIKE A BOY.**

The teacher was having an interesting half hour with the children, asking them questions, anyone having the privilege to answer. It was a great time to show off. The teacher asked about various things, and one question was about locusts. Several hands were raised, and finally one boy was selected to speak. "A locust is a bug that gives people tuberculosis," was his answer.

**COULDN'T TELL.**

"Why did you help the defendant in the fight, if that's the case?" asked the examining counsel.

Mr. Cassidy looked at the lawyer with contempt, and answered in a tone of blighting scorn: "For the ra'son that at that toime Oi had no means of knowing which o' thim would be the defendant."

Mother, may I go out to dance?

Yes, my dear, you can go.

The onestep I will let you prance,

But don't go near the tango.

—Detroit Free Press.

Clerk, G. F. O., to Asst. File Clerk, G. F. O.; C. E. Courter, Clerk, G. F. O., to Clerk, Tariff Bureau; K. W. Phelan, Messenger, G. F. O., to Clerk, G. F. O.; William Allen, Messenger, Tariff Bureau, to Messenger, G. F. O.; Arthur Johnson, Messenger, Tariff Bureau.

David Boyle, Stenographer, General Freight Office, promoted to Stenographer, Tariff Bureau; Henry Hermann, Stenographer, promoted from Stenographer to Chief Clerk, G. F.

O.; William Abbott, Stenographer, Lighterage Department, promoted to Stenographer, General Freight Office.

The many friends of Joseph Colgan, File Clerk, General Freight Office, who recently underwent an operation in St. Mary's Hospital, Brooklyn, N. Y., for appendicitis, are glad to hear that he is convalescent.

John Hughes, Clerk, Tariff Bureau, and Miss May Hilton, Paterson, who were recently married were presented with a handsome gift from the Clerks of the General Freight Office and Tariff Bureau.

#### BRADFORD ITEMS.

Charles Quinn who has been caller at the shop for the past year, has resigned and left for his home in Corning, N. Y.

Our old friend, Frederick Cook Wickwire, of Cleveland, was recently a visitor in this city.

L. W. Nephew, of Meadville, was a visitor in Bradford, recently.

George I. Kelly, employed at the shops, was united in marriage to Miss Manetta Potts on June 23rd. Mr. and Mrs. Kelly have the best wishes of their many friends.

Brakeman J. Gallagher and Miss Mabel Benson, were recently married in this city. Mr. and Mrs. Gallagher left for Cleveland and other points on their wedding trip. They have the best wishes of a host of friends.

Some one should inform "Red" Wheeler to lay low on Saturdays and Sundays.

I. W. Collins, our local freight agent has been very much interested in baseball of late and has organized a team. Grounds have been broken for a baseball diamond. There is no doubt, in the opinion of many, "Tim's" team will be the best on the Erie system this year.

#### BUFFALO CAR SHOPS.

On Saturday, June 5, the first game of baseball was played by clubs representing the Buffalo Division, at Cazavonia Park. The Buffalo & Salamanca teams crossed bats. As regards the general appearance of our visitors, too much cannot be said in their praise, a well set up, gentlemanly appearing lot of young men. Our team, for appearance, held their own. It is only natural that we should expect our team to create a furore and win the first game, but, sad to relate, it resulted in a miserable fiasco for the Car Shop team. Ye Gods, the

score was 24 to 5. There was some very spectacular plays made by our team, which would be cruel to mention. Nuff said. Let us sincerely hope they do better in their return match with the boys from Salamanca.

It is impossible to improve upon nature, but you can make nature look better by placing it in conspicuous places. This has been done at the Buffalo Car Shops. Quite a number of flower boxes have been placed in the windows of the office, which gives a very pleasing effect, as these boxes of flowers are the hobby of the men who take a delight in having them about. Mr. Davey, Mr. Waddy, Mr. Davis, Mr. Krause, Mr. Hamilton, Mr. Goldsmith and Mr. Loustead, all have applied these boxes to their offices, with others to follow. There is an old saying that the man who loves flowers, loves God, which I believe to be true.

The General appearance of our yard and shops, was very favorably commented upon during the last visit of our officials. Everything spick and span, which reflects great credit on Mr. T. S. Davey, Mr. G. M. Waddy and Mr. G. Goldsmith as well as the rest of the foremen. These gentlemen are studiously working for the best interest of the Company every minute of their time and the result is very gratifying, as our surroundings show.

Last month we were very pleased to announce the birth of a son to Mr. and Mrs. O. Truhn. Very unfortunately we have to announce the death of the same. This being the first born to the young couple, makes the matter much harder. We at the Erie Car Shop, sincerely tender our sympathy and condolence to Mr. and Mrs. Truhn.

Say, did you notice our boy, J. B. Snyder, P. W. C. in the Grotto Parade on the night of June 8, 1915? Some gink this Snyder boy, with his flowing Burnnosee and his scarlet turbin. We also noticed that he was on the extreme left flank of his section, so that his lady friends could admire his manly form and martial bearing. More power to you Jack.

A splendid addition has been made to our machinery. A paint mixer, which has been installed in the paint mixing shed entirely does away with the primitive method of mixing paint by hand. This machine is giving very gratifying results and satisfaction to all concerned.

Mr. J. Davis, storekeeper, was at the

Storekeeper's Convention at Chicago, Ill. Where a great many ideas of his were commended and accepted.

The Second Edition of the Baseball Series was played at Salamanca, Saturday, June 12th. Score: Salamanca, 14; Buffalo, 7. 'Nuff said.

The Fire Team is polishing up daily in their practice for their Annual Event. Get busy, boys, and do something this time. We believe that a smart appearance goes a long way. But, nevertheless, that does not bring home the bacon.

Mr. W. Claus has been transferred from the East Buffalo shops to the Buffalo Car Shops, as Clerk at the Distribution Desk. Mr. J. Hennessy, Piece Work Inspector, underwent a serious operation at the Sister's Hospital, for throat trouble. Jack pulled out allright and is with us again, which we are glad of, as he is a good scout and well-liked. During the time he was under the effects of ether he was continually calling Beatrice! Beatrice! Question: who is Beatrice?

Sam Goldman, East Buffalo Car Shops, has purchased a double-seated motorcycle, "Indian" make. What does this mean, Sam? The other brother is going in for dissecting instruments, as he is studying to be an M. D. They are both fine fellows and we wish them good luck.

Our Chief, Mr. T. S. Davey, has returned from the M. C. B. Convention at Atlantic City, looking fine and fit.

#### BUFFALO MACHINE SHOPS.

The employes of this company at Buffalo, received with deep regret, announcement of the death in St. Thomas, Ont., June 11, 1915, of Road Foreman of Engines W. G. Cooper, of the Wabash R. R. Although Mr. Cooper was connected with the Wabash R. R., his duties often brought him in touch with the staff at this shop, and we always found him to be a man of large heart, keen sympathies and sunny nature, and none will be missed more than he, for the entire Erie Mechanical Organization feel the loss of a kindly friend, and know that the Wabash R. R. loses a loyal official, who gave the best that was in him. We wish to convey our regrets and sympathy to the bereaved ones of Mr. Cooper for, although he has departed, the bereaved may rest assured that his full and well-rounded life, now ended in peace and honor, was held in the highest esteem at Buffalo, by all connected with the Mechanical Depart-

ment of the Erie R. R. Words cannot express how much the Wabash Engineers and all concerned, have endeared themselves to the Erie representatives who attended the funeral of Mr. Cooper at St. Thomas, and we wish to convey our thanks for the manner in which the representation of this shop was received and the manner in which they were taken care of.

Edward Tracy, Machinist at this shop, who was injured May 18th, is again rounding into shape. He suffered a severe injury, when a fifty-ton capacity jack fell on his left leg, cutting a deep gash.

We were pleased to have with us, again, John A. Talty, Assistant Supervisor of Equipment, Public Service Commission, 2nd District, he having recovered from his illness, after an operation for appendicitis. He inspected our equipment on June 14, 15 and 16, covering the Buffalo, B. & S. W. and Niagara Falls Branches; also Buffalo Yard, and expressed his satisfaction at the good condition he found the power in at this point, and highly complimented our organization on the way the power is maintained.

The shop quartet, under the direction of John Hackemer, former "Tango Instructor," gave a recital during the noon hour one day recently and were complimented and praised by their co-workers on their good performance, especially on their new song hit, "What My Morning Mail Contains." The quartet consists of Jerry Scanlon, R. Proctor, Frank Newell and Link Deichman.

By the way, have you seen Tom McMahon in his eight-cylinder stone crusher? "Some Boat."

Edward Higgins, the Beau Brummel of this shop, was recently seen walking out William Street with a bouquet of flowers. Did she move, Ed?

E. E. Dick, the boy painter at this shop, whose fighting sobriquet is "Kid Jap-a-Lac," says this talk of Spring clean-up is all rubbish.

Engineer Fred W. Swank, has joined the ranks of Benedicts; here's success and good luck to you, Fred. Many thanks for the cigars.

Fireman Conway Cabado has also joined the ranks. A bright and happy future is our sincere wish.

L. C. Maecker, former Piece-Work Checker at this shop, was a recent visitor.

August Steve, says he would rather pump the organ in his church, than blow the bugle in Princess Pat's Regiment.

The shop fire brigade is faithfully at work, and their motto is, "The Trumpet for Buffalo." Work hard, you gallant fire fighters!

In conclusion, we are proud to state that we, today, June 24th, celebrate one hundred sixty consecutive days of successful passenger engine operation, without an engine failure. That is going some.

#### STROUDSBURG NUPTIALS.

June roses, June brides. Stroudsburg shops is right up to date in these too. Russell A. Smith, Material Clerk, on Wednesday afternoon, June 9th, led Miss Cora Linaberry, to the altar, at the home of the bride in Columbia, N. J., where the Rev. Mr. James, pastor of the Methodist Episcopal Church, in that village, made them man and wife. After congratulations and the wedding dinner, an automobile whisked the happy pair off to Hainesburg, when they boarded the Susquehanna "flyer" for a wedding journey, which was spent at Niagara Falls.

Not to be beaten entirely by Russell, Harry E. West, Clerk to General Foreman Lee, hastened to Portland and persuaded Miss Norma Cisco, that now was the opportune time to unite herself with him. Harry's language must have been of the compelling kind, for Miss Cisco came to Stroudsburg, and on Wednesday afternoon, June 16th, at 2:30 by the town clock, the Rev. Charles E. Roth, Pastor of Zion Reformed Church, did the same thing for Harry as Rev. James did for Russell the week before.

Harry reasoned, that there were waters a-plenty around Stroudsburg, without going to Niagara Falls for more, and the only proper place to spend a honeymoon was inspecting coal mines, so to Scranton and Wilkes-Barre he went.

Suffice it to say, Russell and Harry are back now, apparently none the worse for their venture, and receiving the congratulations of their many friends.

They are fine young men, none better, and they married splendid girls.

The boys at the shop have made a beautiful flower bed between the back shop and paint shop. It is diamond-shape, and makes beautiful, what was heretofore an unsightly place.

General Foreman Lee is now driving a jitney; no not for hire, but for dinner; he's particular as to his passengers. None may ride, but his assistant, the mayor, and the yardmas-

ter. His "bus" is a candidate for the "antique shop," and as she snorts, puffs and jumps through Main Street, the citizens hasten to the doors and windows of their home, thinking some farmer has come to town, to thresh his grain by the aid of gasolene engine.

#### HORNELL SHOPS.

We regret to announce the illness of E. M. Hart, of the Paint Shop—one of the veterans in the service at Hornell. It is stated that Mr. Hart is threatened with pneumonia. Our best wishes, and those of this Magazine, go with him for a speedy recovery.

Plans are now under way for the organization of a shop band. Mr. Underwood has kindly announced that he will purchase instruments for such shops as desire to take advantage of his offer. A canvass of the shop at Hornell disclosed that there are about 20 employes who have had more or less experience in bands and orchestras, and who are desirous of forming a band.

Engineer Charles Watts of the Buffalo Division, showed his appreciation of the good work done on his engine—516—recently turned out of shop, by presenting the Foreman of the Erecting Shop with a box of cigars.

W. H. Sholl, Roundhouse Foreman, is busy receiving the congratulations of his friends, on account of his ability as a fisherman. It seems that Mr. Sholl, together with some other artists, recently made a trip to Silver Lake and while there caught the largest fish that has been booked this season—some say the largest in the lake, but we cannot vouch for this. Mr. Sholl asserts that this fish weighed  $9\frac{3}{4}$  pounds, which, if true, is certainly some fish. We might say, however, in this connection, that Mr. Sholl has always had a good record for veracity.

One other item deserves special mention, this being the marriage of Miss Reta Beard, formerly employed in the office of the Master Mechanic, to Mr. L. J. Raisor of Hornell. While the bridegroom is not a barber, notwithstanding his name, we believe that he is well qualified to give a close shave. Miss Lovina has succeeded Miss Beard as Stenographer.

Blacksmith John Dick, has announced his intention of attending the Exposition at San Francisco and states that he has received transportation the whole distance. As Mr. Dick has been in the service about thirty years, this trip will be a well-merited vaca-

tion. Mr. Dick considers that the granting of this transportation is as good as a raise in pay.

The Mikado engines are beginning to come to this shop for general overhauling. At this writing engines 3036 and 3052 are here.

#### AVON, N. Y. SHOPS.

Ed. McEvoy, Baggage man, and Homer Hogmire, Supervisor's Clerk, at Avon, have been trying to persuade John McGinty, Yard Clerk, not to get an automobile. They say they have lost their girls since they purchased machines, but John is positive he can get a girl with his auto. We will wait and see what luck he has.

Ted Peterson, Operator at Mt. Morris, has been seen around Avon a great deal lately. Ted says he wishes one of the operators at Avon would change positions with him. He says a certain girl in Avon has his heart and he can't stand much longer, to be so far away from her.

W. E. Stenson, Supervisor; Frank Getman, Master Carpenter; Frank Dutcher, Division Plumber; Wm. Wingate, Car Repairer; S. Leighton, Station Agent; John McGinty, Western Union Lineman; John Fitzgerald, Car Inspector, have elected William Stenson captain of a tug-of-war team. They have been busy for the last two weeks testing their strength, and claim they can pull any ten men on the Rochester Division. Any team averaging 220 lbs. desiring a contest, may correspond with John Kelly, Manager, Avon, N. Y.

Scott Jacobs, Operator at Avon, is getting quite a reputation as motorcycle salesman. He has several good machines and good bargains; for proof ask Sam Jerris, Operator at Wayland.

Wm. Greene, Clerk at Avon Shop, seems to be thinking a great deal. He says he is sorry Boston is so far away. There is one thing "Bill" cannot understand, and that is, why the Avon High School teachers have vacations.

#### MEADVILLE DIVISION.

C. S. Blystone, Car Distributor, had business on the Division all of last week, conferring with Agents and those handling Distribution and Home Routing of cars.

Dispatcher, D. H. Cronin and Mrs. Cronin, were New York visitors, recently, attending the graduation of Mr. Cronin's brother at Cooper Union School in that city.

Mr. E. E. Schmidt, Operator on the second district, has returned from a Western trip, having visited the Panama Exposition at San Francisco; also points of interest, en route.

First District Engineer, Ed. Gourley, and Miss Belle Phillips, a popular young lady of Meadville, were married June 15th. We extend to Mr. and Mrs. Gourley our congratulations.

Operator G. A. Heckman has gone to Cleveland to work in "XD" office for awhile, during vacation season.

Mr. E. B. Coyle, Special Agent from Gen. Manager Parson's office, Cleveland, was a Meadville visitor on June 24th.

Train Masters O'Laughlin and Klein and Conductor J. J. Williams, were attending Court at Delhi, N. Y., a few days ago.

A great many visitors attended the Centennial celebration of Allegheny College, Meadville, week of June 20th. A unique circumstance in connection was the fact that the weather for that week was insured against rain. The policy being written by an English company.

Robert Knight, now retired, who was Erie Agent at Red House, N. Y., for about 35 years, visited at the home of his son, Wm. Knight, Walnut St., Meadville, recently.

Mr. J. E. Bailey, C. T. D., attended court at Mayville, N. Y., one day last week.

General Charles Miller of Franklin, Pa., has taken great interest in Mead Park, near the Erie passenger station at Meadville. Besides the handsome fountain, of which he was the donor, he has presented a beautiful flower bed, which has been placed between the fountain and the promenade.

Conductor S. LeBarron, has resumed duty on 80 and 78 connections, having spent the Winter at his place in Florida.

Engineer W. A. Smith has resumed work, after taking a vacation.

J. R. Elliott, operator "KX" Tower, Kent, is taking a vacation, visiting Indianapolis and other points.

Trainmaster H. J. Klein has recently moved his family to Meadville, residing on Diamond Park.

Mr. J. D. McGinn, Agent Geneva, Pa., who has been sick at his home, Randolph, N. Y., with mumps, has resumed duty.

Mr. A. W. Thompson, Vice-President, B. & O. R. R., who was a graduate of Allegheny College class of 1897, brought his family to Meadville in his private car to attend the Alle-

gheny College Centennial Celebration. While in Meadville he was the guest of Mr. and Mrs. P. Henry Utech, Park Ave.

Mr. G. G. Derby, formerly General Yard Master, Meadville, Pa., who now holds position as Train Master A. T. & S. F. R., Newton, Kansas, visited Meadville with Mrs. Derby, during the Allegheny College Centennial Celebration; they both being alumni of that institution.

Mr. Robert Schuetz, Clerk in Superintendent's office, Meadville, is often seen taking the air in his new Overland. How about that girl in New Hampshire, Bob?

On Sunday night, June 20th, between the hours of 6 P. M. and 6 A. M., 11 eastbound trains and 9 westbound trains, with a total of 868 cars, were made up and passed out of Meadville. In addition to this, Yard engines made up three local trains. Considering that this work was accomplished with only two yard engines, much credit should be given the yard force at Meadville, as well as Chief Dispatcher Bailey. Train Master O'Laughlin thinks he has some yard.

Engineer O'Leary, engine 1691, June 21st, Marion 80, 71 cars, 7911 Ms., made a run from Meadville to Jamestown, a distance of 70 miles, in 4 hours and 20 mins. If the train had not been delayed east of Jamestown for passenger trains, the run to Salamanca would have been made in six hours, 80's schedule. Engineer O'Leary claims he has the best engine on the first district, and, according to the above run, we agree with him.

#### CLEVELAND SHOP NOTES.

It is with pleasure we announce our new fire brigade, which will compete for the cup in August. With the timely efforts of Chief John F. Moore, we have, no doubt, made up a company, that will do honor to the Boyden plant, and we hope bring the buns to J. A. B.

First on the list is John Kukis, Resident Inspector; Fred Hunter, Machinist; Ed. Heckert, Engine Despatcher's Clerk; Jake Neumann, Piece Work Checker; Harry Burns, Machinist; John Ineman, Machinist; Bob McDowell, Machinist; Ray Chester, Machinist; Geo. Scaller, Handyman; Frank Wiatrowski, Clerk. We are very anxious to have the cup in Cleveland, and if nothing unforeseen happens, those progressive and ambitious young recruits, will land it.

It is a pleasure to say a few words

of praise for that hustling gang at the E. 55th St. freight house. Under the penetrating gaze of Frank Gaskill, Agent, since the new organization went into effect, it has shown good financial results and a large amount of new business is done. L. Belcheck, Billing Clerk, resigned last month. S. H. McAllister, from Newburg freight house, was appointed to fill the vacancy. R. G. Smythe., O. S. & D. Clerk, is holding down the chair. R. H. McAllister, Cashier, is one hustler who will make a record, if he keeps on soliciting, for Erie freight business has increased to such an extent this month that one more truck man was put to work, and he has got to go some to keep up with W. F. Hickey, Foreman of the platform. Hickey never puts off anything for tomorrow.

A great many friends of B. H. Funk, Ticket Agent at E. 55th passenger station, wonder why that happy and contented smile is on his face, when handing out the little pasteboards to the many passengers enroute east and west. It is all caused by a little Funk coming into the world of bliss. The cigars were elegant and of one brand, and he passes them around to his friends. Mother and boy doing well.

The stores department is still holding down the efficiency, put into force some time ago by the youngest storekeeper, R. C. Carlson, who watches every little move and insists on a place for everything and everything put in that place, with the co-operation of Geo. Westall, Storehouse Foreman. For the betterment of the service, the following changes have taken place, with good results: F. Smetts, Receiving Clerk, resigned; R. Johnson was appointed to fill the vacancy; Art Ingram, Shipping Clerk, resigned; Chas Hlavka, Casting Yard Man, was transferred to Shipping Clerk and is making good. Since the severe sickness of our old friend and veteran, Jake Baughman, Window Attendant, we have in his place Jesse Graham, who is making good. Since the resignation of Chas Wetterman, Casting Yard Attendant, the position is well taken care of by H. Kirk, who sees that everything is put in its place, direct from the car. Our old standby, Jimmy Mitchell, has been on nights for several weeks and has done remarkably well, especially on assorting 1,410 orders. Through the resignation of V. E. Huntly, Casting Yard Checker, Wyne Temple was appointed

to fill the vacancy. John Steyskal, Storehouse Man, has the heartfelt sympathy of all his friends and co-workers in the death of his little baby boy.

Our esteemed Master Mechanic, J. A. Boyden, attended the Master Mechanic's convention at Atlantic City and reports a very pleasant and instructive meeting, with a very large attendance.

Since the appointment of Geo. Westall to Storehouse Foreman, some time ago, J. J. O'Leary has been appointed Labor Foreman, under the supervision of Ed. Evans, General Foreman, who is holding down the job very satisfactorily to all and more particularly the Erecting Shop, where our pusher Foreman, Frank Revana, holds full sway.

A great many friends of Jake Baughman, in Meadville and Cleveland, will be pleased to know that he was removed from Emergency Hospital on June 19th and taken to his home, after seven weeks siege with an ulcerated leg. A great deal of sympathy was extended to this veteran by his co-workers, and friends visits were made very frequently, all wishing him an early recovery.

#### MEADVILLE SHOPS.

Meadville Nine won the first game of the season from Susquehanna on the 19th of June, by a 9 to 3 score. Susquehanna played a good game. Manager Forbes made a change in the lineup, substituting Kukus, a Storeman, for the Machinist, as pitcher. The next game will be with the Marion Buckeyes on the 26th day of June. President Underwood's announcement has put spirit into the boys and with the band and quartette, will surely put the Meadville nine far ahead of anything in the Western League.

The Fire Laddies, under Seymour, are not idle and are in daily practice developing much improvement in speed, and, no doubt, another cabinet must be provided for in the office of the Master Mechanic, for the new trumpet.

Engine 970 is named Harvey Springstead, after the man that is at the throttle. He is on deck with his assistant directing the details of completion. Engine 970 is equipped with all the latest improvements and will give a good account of herself when placed in service.

The Erie Railroad Quartette, consisting of Albert Sutherby, James Smith, Edward Benson and Kenneth

Lockie, sang at the Beiderwalf Meeting in Bradford, Pa., on the 18th inst. They reported a very enthusiastic meeting and a large attendance. The "Lower Light" was sung with electric accessories. They met with a rousing reception.

New scales for use of East Yard, are now being installed on the site of former scales.

The Bronze Metal Co. has been awarded the contract for furnishing a good left arm for the figure of "Justice" on the Crawford County Court House. The figure is shown administering Justice with open eyes and for many years has had but one arm. A professional "Steeple Jack" will restore her to normal conditions.

Lew Williams, Time Clerk, has been assigned to Piece Work Checker duties. W. Henry is now filling the place of Michael Brean, who still continues ill at his home.

Neander Smith has again returned to work, after a prolonged illness. When taken ill he was Piece Work Checker in Blacksmith and Paint Shops. He has been assigned to less exacting employment for the present.

Owing to the vigorous climate, Albert Le Barron, Foreman of the Tank Shop, has taken up a residence in Arizona, where it is hoped a speedy recovery awaits him.

Michael Madero, Flue Setter, has become a benedict. Twenty-five autos filled with friends, followed the bridal carriage in the procession through the principal streets of the city on Sunday, June 18th. Congratulations and best wishes.

A number of the lady clerks attended the Pageant exercises during the Centennial Anniversary of Allegheny College.

W. Williams, Asst. Boiler Maker Foreman, attended the Boiler Makers convention at Chicago. The Foreman Boiler Makers of the Western Divisions, held a conference at the Point, Gen. Foreman Patrick, presiding.

Clarence Clum of the Rod Shop force, has inaugurated a Jitney Buss service in this city.

#### GALION, OHIO.

F. L. Lothrop, Boiler Foreman, attended the meeting of boiler foremen at Meadville and reports a most interesting session.

Tinsmith, Rolley Snyder, passed the cigars around among his fellow employes, the occasion being his marriage to Miss Julia Trautman, on

June 15th. Best wishes are extended the newlyweds.

Engine 2708 is in the shop for T. B. M. F. It is the first K-4 engine to receive this class of repairs at Galion shop.

Our chief draftsman, Chas. Titus, made a business trip to Meadville several days ago. Charles also attended the 500 miles race at Indianapolis on Decoration Day, making the trip on his motorcycle, on which his proficiency is only excelled by one John Todd, machine shop foreman.

Shop superintendent G. T. Depue, and Mrs. Depue, enjoyed a trip to Atlantic City the week of June 6th, where Mr. Depue attended the master mechanic's convention.

Engines 762, 792, 851 and 853, have been converted into scrap, making a 12-car shipment from Galion shop.

#### MARION SHOP NOTES.

On Saturday, June 19th, our Piece Work Checker, John Hogan, one of the most valuable men on the base ball team, lost the ball, due to the sun being very strong and getting in his eye. John did not want to make a home run and asked to be taken out to save the game for Brier Hill.

Mr. C. E. Miller, our Boiler Maker Foreman, attended the Boiler Maker's convention at Chicago and states that he had a very enjoyable time and a few new tricks.

We had several visitors out of Cleveland during the past few weeks, including Mech. Supt. C. James, General Foreman, Boiler Makers C. P. Patrick, and Supt. Tools and Machinery, A. Nun, all making an inspection of the shop.

We wish to announce through these columns, the arrival of a big baby girl at the home of our Master Mechanic, C. A. Kothe. Mr. Kothe is now the proud papa of a boy and girl.

Our Supt. Loco. Operation, W. D. Cooper, is spending a week at the spring, Richwood, O., for the benefit of his health. Mr. Cooper could not find the right kind of a Palm Beach suit for the board walk at Magnetic.

During the past two or three months, our Electrician, Mr. Albert Yindley and Boiler Inspector, I. Pool, have spent Saturday evenings at Mansfield and Crestline, doing what, we do not know, and cannot see why they would, if what we hear should be correct. Why every night Ira? We should think three nights sufficient.

Our Chief Storehouse man, Frank

Moody, has just returned from a trip to Spokane, Wash., and advises he had a very nice trip.

How's the minutes, Bill? a shame to be laughed at, after they put one over on you. Bet you were present that time.

We are not dreaming, boys, when we say the bacon will come home from Salamanca this year, and we have elected "Bill" Roller to bring it home on a tray.

Miss Clara Poister is spending her vacation in the little old town, New York, and expects to take in the Falls. Clara, there will be a good many young couples there at this time.

#### CHICAGO & ERIE DIVISION.

Arthur Grass, of the local freight office at Huntington, has gone to Toledo, Ohio, to accept a position with the Erie Stone Co.

The resignation of J. E. Anderson, as agent at Decatur, Ind., resulted in several transfers of agents on this division. O. H. Odell, Agent at Ohio City, transferred to Decatur, to succeed Mr. Anderson; C. E. Harriman, Agent at Boone Grove, transferred to Ohio City, to succeed Mr. Odell; U. H. Wolford, transferred from Hurlburts, to succeed Mr. Harriman; 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.

**MURINE EYE REMEDY CO., Chicago**

J. Spencer, Operator "M. S." Tower, appointed Agent at Hurlburts, to succeed Mr. Wolford.

The Local Agents' Association, held their regular monthly meeting in the Superintendent's Office at Huntington, June 15th. There was a good attendance of agents; also the following visitors: Mr. R. Toussaint, Lieutenant of Police, Chicago; J. E. Leverton, Sergeant of Police, Huntington; O. L. Enos, Traveling Passenger Agent, Mansfield; J. H. Upp, Traveling Auditor, Lima; W. P. Holabird, Inspector Freight Claim Department, Marion. The principal item discussed was lost and damaged freight. Police Department had some very good suggestions to offer for the good of the service, and the Agents pledged their support to help carry them out.

P. A. Bir, Clerk in the M. of W. Department, Superintendent's Office, has grown several inches since June 9th and wears a broad and happy smile. It was a boy and the first one.

C. E. Jenks, C. T. Accountant in the Superintendent's Office, Huntington, passed around the cigars Saturday, in honor of the arrival of a young son at his home Friday night. Clerks in the Huntington Office do not believe in race-suicide.

Mr. Martin Quick, Special Agent, was a welcome visitor at Huntington on the 3rd.

Mr. E. B. Coil, from the General Superintendent's Office, spent the day

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Order whatever you wish  
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Seasonable food, well cooked  
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**TOBACCO HABIT** Conquered easily in 3 days! Improve health, prolong your life. Relieve stomach or kidney trouble, hoarseness, headaches, irritability, nervous worry, heart weakness. Avoid blindness! **FREE** Gain lasting vigor, calm nerves, better memory, clear eyes, superior mental strength. Banish spells of melancholy; avoid collapse. If you chew, dip snuff or **smoke pipe, cigarettes, cigars**, get my interesting free book. Just what you have been looking for. Proved worth weight in gold to others; why not you? Overcome nicotine habit, start anew and be genuinely happy. Book mailed free. **EDW. J. WOODS, 897 C, Station E, New York, N. Y.**

in the Division Offices at Huntington, June 4th, in the interest of the highest efficiency in handling tonnage.

The annual "Booster Day" celebrated in Huntington, Thursday, June 10, was the biggest ever. The Erie boys were out in full force and their appearance in the parade elicited much favorable comment. A cash prize of \$20.00 for the largest number of men in line, was awarded to the Erie. Huntington appreciates the Erie and the Erie appreciates Huntington.

Sunday night, June 27th, Memorial Services were held by Erie Employees for deceased brothers at the Central Christian Church. Rev. Elmer Ward Cole, who is especially near to the Erie men, delivered the address.

The Air Brake Instruction car, in charge of Mr. J. F. Allen, has been at Huntington for several days holding classes, both forenoon and afternoon, in the interest of employees being required to have a knowledge of air-brake operation. Mr. Allen is an instructor of unusual ability and has the faculty of making his classes extremely interesting, as well as instructive. The car is filled to capacity at each session.

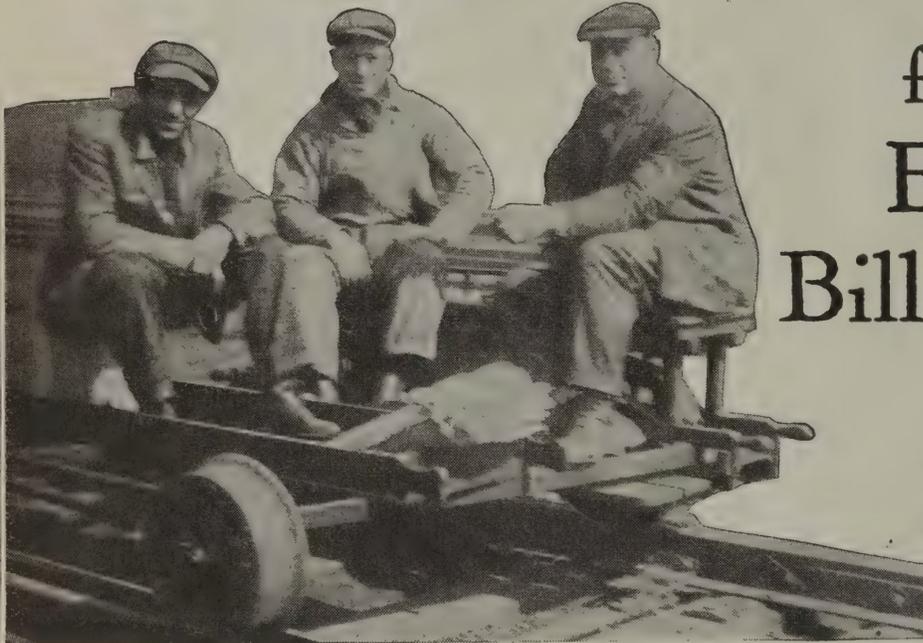
Mr. C. P. Utley, Special Agent from Elmira, was with us on Wednesday, June 9th.

Mr. Walter Johnson, of the General Counsel's Office at Chicago, visited Huntington on legal business in connection with the company, June 17th.

Employees of the C. & E. Division, are filled to the utmost with enthusiasm, on account of the opportunities to be enjoyed, in connection with the Erie Base Ball League, this Summer. We have a team that is out after the championship. Also a band that will be second to none, and all the fans and rooters that go with it. Keep your eye on the C. & E.

Mr. H. J. Klein, late of the C. & E. now Train Master of the Meadville Division, was circulating among his old friends, June 15th and 16th, at which time he shipped his household goods to Meadville, his future home. He expresses himself as well pleased with his new location.

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

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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.

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## FOR ALL ERIE EMPLOYEES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

### THE ERIE R. R. EMPLOYEES' MAGAZINE

Room 1460, No. 50 Church St. - - - New York City

These advertisements are FREE to all Erie Employes.

**15 CHOICE R. C. Red Hens**, at \$2.00 each all laying and prize winners. C. S. Anglemyer, Agent, Washingtonville.

**SPECIAL**—Regular \$1.50 box of toilet preparations, six different high-class articles. As a special inducement, I will ship, on receipt of 50 cents, charges paid. If not entirely satisfactory, money refunded. C. A. Fellows, West Salamanca, New York.

**FOR SALE**—Morris Canoe, 18 feet long. Open gunwale. Complete equipment. Address: W. S. Turner, 224 Paterson Ave., Paterson, N. J.

**ONE DOZEN** pencils, printed with your name and address, 45c. Six dozen for only \$1.75. C. C. McHenry, Agent, Hinsdale, N. Y.

**FOR SALE**—Mudge Adams Motor Car, 6 Horse Power, almost new, cost new, \$227.50. Sell for \$110: if sold at once. Car is in fine condition. Will carry 6 men and tools. M. J. Murray, Section Foreman, Painted Post, R. D. No. 1.

**WHAT AM I OFFERED** in cash or exchange, for One Diamond Solitaire (\$55.00); One Columbia Wright and Dittson Tennis Racket, with cover (\$4.50); Quart Thermos Bottle (\$3.00); Late edition Isaac Pittman's Shorthand Instructor (\$1.90) Irwin Berry, Room 665, 50 Church Street, N. Y.

**WANTED**—Will buy an 18-foot canoe complete with back-rests, pillows and paddles. Morris make preferred. In answering state make, price, and conditions. Ed. Walsh, Room 860, 50 Church Street, New York City.

**FOR SALE**—Strictly Fresh Eggs, daily. "Foot-prints on the sands of time, left by great men, are like impressions on the appetite, left by Leonard's Eggs"—from "The Courier." A rare treat for all. E. A. Leonard, Room 750, 50 Church Street.

**FOR SALE CHEAP**—Twentieth Century Sending Key. Write B. J. Beeman, Cambell, N. Y.

**FOR SALE**—One Edison Exhibition Model Kinetoscope outfit, complete, cheap. Or will exchange for a motor cycle. For particulars and description address C. H. Stanford, Kirkwood, N. Y.

**EXCHANGE**—I have ten fine S. C. White Orpington Pullets, Cook's Strain. Will exchange for ten S. C. R. I. Red Pullets. These Pullets are extra fine and laying. Nothing but first-class Reds accepted. F. W. Harrington, R. F. D. 5, Box 80, Lima, Ohio.

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

**FOR SALE**—Edison Phonograph (Fireside), with Cygnet horn and 200 Amberol records. Address William L. Lake, 207 3rd Ave., Susquehanna, Pa.

**FOR SALE**—One Quick-Time kitchen range, with shalf and nickle trimmings. Equipped with hot water back. Value, when new \$35.00; will sell cheap. Must be seen to be appreciated. G. H. Johnson, Room 665, 50 Church St., New York.

**BOOKS**—Will buy books. Write H. W. Frank, Erie R. R., 50 Church St., New York City.

**FOR SALE**—1 trio full-blooded Buff Cochins, 1 White Orpington Cockerel. Will exchange one Black Minorca Cockerel for one of same breed. M. Malzahn, Box 19, Sparrowbush, N. Y.

**FOR SALE**—S. C. White Leghorn eggs for hatching. Ferris and Tom Barron English strain, \$1.00 for 15 eggs. Address A. G. Miller, Box 202, Hamburg, N. Y.

**FOR SALE**—Models—2 scale model engines (not toys), marine and horizontal, in gun-metal and steel, also a few model boiler fittings, locomotive and car wheels, all new and to perfect scale. Model engineer handbooks and publications. T. J. Bray, 144 Myrtle Avenue, Jersey City, N. J.

**FOR SALE**—Campers' tent, 10x12 feet, 9 feet high, 4 feet wall, complete with ropes and turnbuckles. Absolutely water-proof. Used but once. A bargain. P. H. King, 516 River St., Paterson, N. J.

**SPECIAL**—Regular fifty cent ERIE RAILROAD WATCH FOBS, reduced to thirty-five cents, for a short time. Limited supply left. **ACT QUICK.** R. M. Drews, Asst. City Passenger Agent, Erie R. R., 19 Taylor Arcade, Cleveland, O.

**FOR SALE**—Private detached frame dwelling. At Rutherford, N. J. On main line of Erie R. R., 18 minutes from Jersey City; about 17 trains each way daily.

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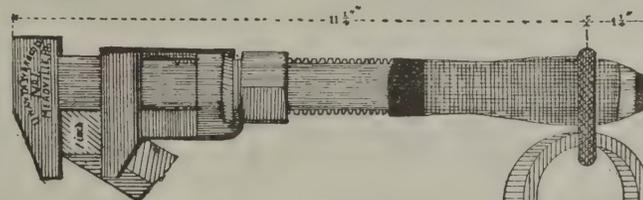
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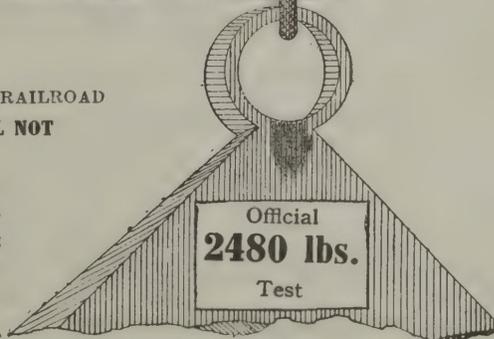


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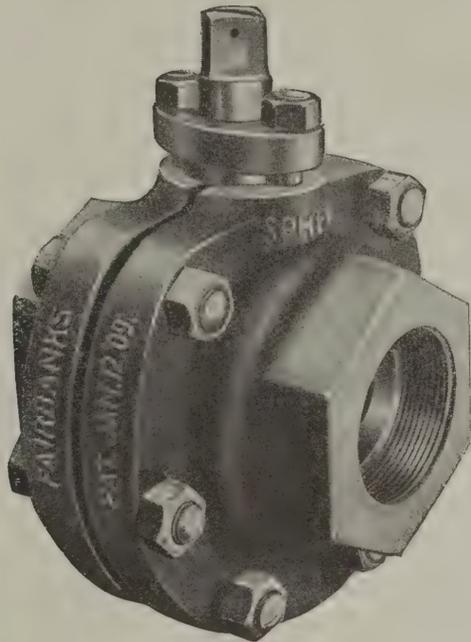
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