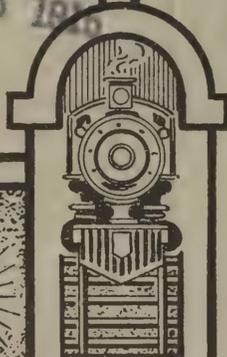
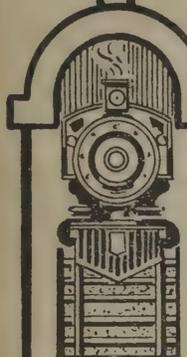


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RAILROAD



EMPLOYEES MAGAZINE



SEPTEMBER

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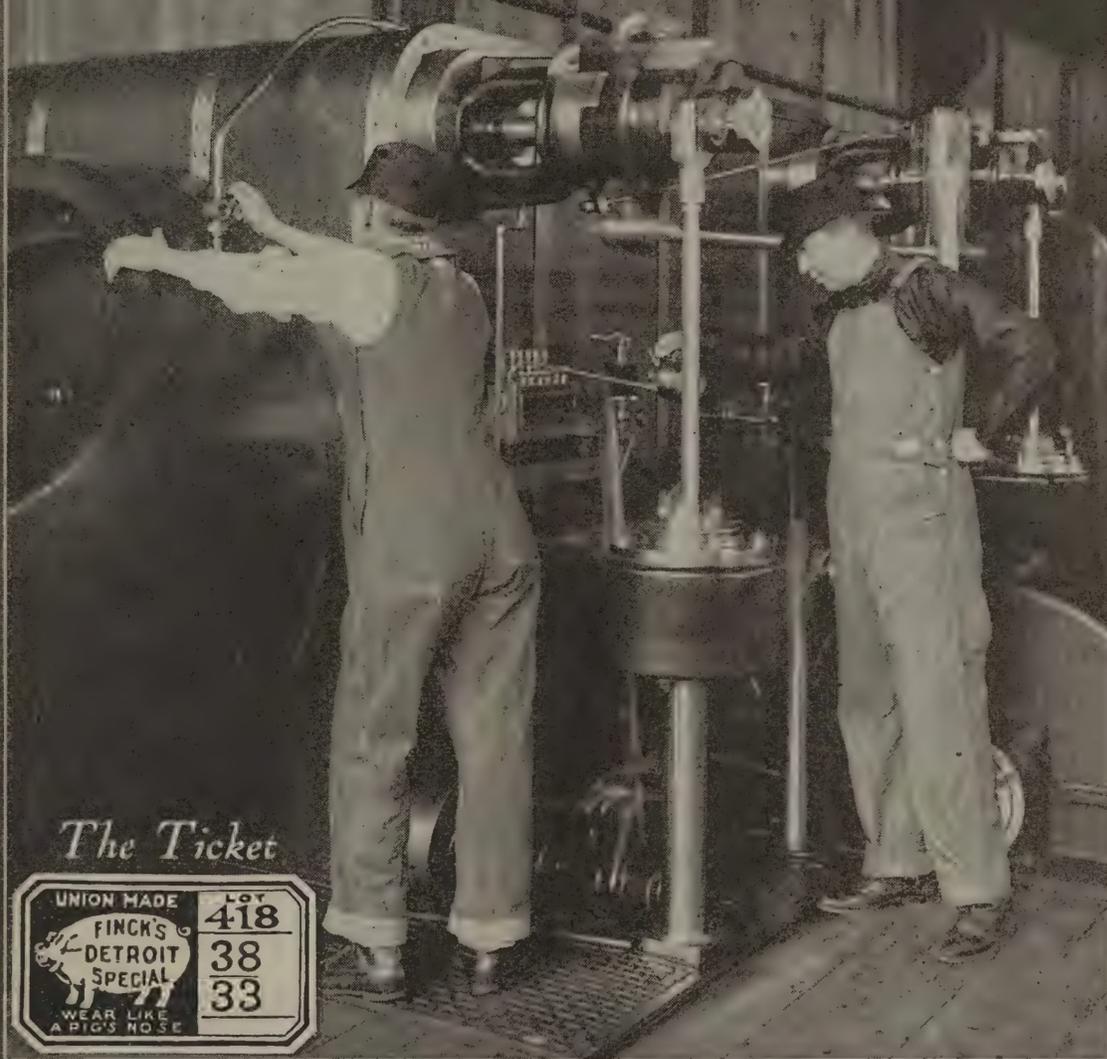
Our new extra high back garment, lot No. 418, is bound to be the hit of the Overall World. Note how completely the clothes of the men running this big engine are protected from grease and dirt. They have the same comfort, fit and wearing qualities of our other celebrated garments.

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

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

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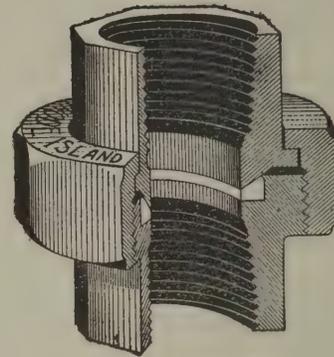
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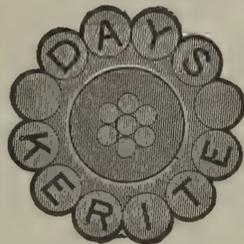
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THE ERIE RAILROAD EMPLOYEES' MAGAZINE

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

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

VOL. II.

SEPTEMBER, 1915.

No. 7

Safety Secures Surety—Efficiency Enlarges Effect—Proficiency Produces Performance

ERIE RAILROAD COMPANY'S FREIGHT TRAFFIC AGENCY. AT JAMESTOWN, N. Y.

By E. W. Batchelder, General Agent.

JAMESTOWN, N. Y., was founded in 1806 by James Prendergast, after whom it was named. It is located in Chautauqua County, in the Southwestern corner of the State, on the Chadakoin River, the outlet of Chautauqua Lake, 70 miles south of Buffalo, 440 miles from New York and 550 miles from Chicago, on the main line of the Erie Railroad, the Erie being the only railroad entering the city. The road was built into Jamestown in 1860, the first train arriving here in August of that year. It may not be generally known, that the first movement towards building the Erie Railroad, originated in the village of Jamestown in 1831, through the efforts of the late Judge Richard P. Marvin.

The population of Jamestown in 1870 was 5,337; in 1880, 9,357; in 1890, 16,038, and in 1900, 22,892. The state census completed in May 1915 shows a population of 36,234, considerably more than doubling its population in a quarter of a century, while the increase since the Federal census in 1900, amounts to 60 per cent. At this rate Jamestown should have a population of 50,000 in 1924, and will then go into the second class of cities of the State.

There is manufactured in and around Jamestown, wood and metal furniture, voting machines, washing machines, pianos, paving bricks, cotton warps and batting, woolen dress goods and suitings, towels, window screens and blinds, tools, rubbing, carving and sanding machines, mir-

rors, automobile running gears complete, veneer for furniture and panels, beehives, etc., which products are shipped to every state in the Union, with a fair percentage exported. Something over 200 factories and 10,000 wage earners are required to produce these goods. This diversity of industry enables Jamestown to successfully resist financial depression. Failures are rare, indeed, and a bank failure has never been experienced.

The leading industry is the manufacture of wood furniture, 60 factories being engaged in this line, employing over 4,000 skilled mechanics. Jamestown ranks second in the United States (Grand Rapids, Michigan, is first) in the manufacture of wood furniture. The Jamestown Shale Paving Brick Company, has a capacity of 100,000 bricks per day. The superiority of this brick enables the manufacturers to successfully compete with other brick products, within a radius of 450 miles, the Jamestown brick having been selected for paving purposes in Brooklyn and cities in New Jersey; also for use in the tunnels of New York. One of the leading industries of Jamestown, is the manufacture of metal products, of which there are six factories, making office desks, tables, railings, filing cases, steel trimmings and mouldings, doors and vaults for banks, public and office buildings, interior and exterior trimmings for cars, etc. 2,500 metal workers are employed in the metal products factories. Approximately 10,000,000 feet of lumber are carried

in sorting yards here, to supply the factories and for supplying mixed carloads for the eastern markets.

Jamestown enjoys an abundant supply of pure water from artesian wells, and with its reservoir, recently constructed at a cost of \$100,000 and its paid fire department, is assured of excellent fire protection. It has a complete system of sewers, both a municipal and private electric lighting plant, a municipal hospital, 95 acres of park property and 50 acres of woodland, purchased for a school park. The Jamestown High School and twelve branch schools, make an excellent school system. It has two Grammar Schools, two Parochial Schools, and Public Night and Summer Schools. Its altitude is about 1,500 feet above sea level, an ideal residence city and one of the healthiest in the State. It is fortunate in having a modern up-to-date hotel, which will accommodate 250 guests and where most excellent service and attention is assured.

TRAINMAN COMPLIMENTED.

The following correspondence tells the story of a faithful Erie trainman.

Binghamton, August 18, 1915.

Supt. Buffalo Division,
Erie Railroad, Buffalo, N. Y.

Dear Sir:

Being on my vacation, access to an official guide giving your name is difficult, hence this informal address.

This is not a kick, but a compliment. I want to congratulate you and the road on one of your trainmen, with whom I rode Tuesday from Castile to Hornell. I was attracted to him first by the care he was taking of a lady and little girl. Later, he offered me a Buffalo paper and secured a Rochester Democrat for my use. During the hour, or more, I was on the train, he seemed to have but one business and that was making the passengers under his care comfortable. It was done so naturally and unostentatiously, that it was clear it was a life-long habit.

When I left the train at Hornell he took my heavy suit case and helped me down the steps with my bag, and then "hoped I had had a pleasant trip." I have traveled in 28 or 30 States during the past ten or fifteen years and have met all kinds of trainmen and conductors. This man stands out in a class by himself. I asked his name and he told me Henry Skeeahan.

Evidently my asking his name caused him to fear lest he had done something wrong, for as I sat in No. 2, just before leaving Hornell, he came through the car and sat down a minute and said he hoped he had left nothing undone that he should have done. "I'd awfully hate to get a black mark," was his remark.

"You'll pardon my 'butting in.'" I know, as one who has employed men, what an asset such a faithful servant as Henry Skeeahan must be. I never saw him before, but his quiet service, spontaneously given, without thought of reward, made my trip a pleasant memory. I wish I could raise his salary \$10 a month.

Yours truly,
(Signed) I. C. Chamberlayne,
Associate Editor,
Union Star, Schenectady, N. Y.

To the above Supt. Robbins replied as follows:

Personal.

Buffalo, N. Y., August 21, 1915.

Mr. I. C. Chamberlayne,
Associate Editor,
Union Star,

Schenectady, N. Y.

Dear Sir:

Permit me to acknowledge receipt of your letter of the 18th instant, from Binghamton, in connection with the service rendered by our Trainman, while traveling on the Erie Railroad.

It is very gratifying, indeed, to receive a communication of this nature. It is and has been the desire and intention of the Erie Railroad Company to see that its patrons are afforded every attention possible by our employes, and in this particular instance we are very glad to learn that Mr. Skeeahan conducted himself in such a manner as to meet with the approval which you so kindly extended.

We trust that in future journeys over the Erie Railroad, you will find that it is the policy of our employes to afford the traveling public all the courtesies that are possible.

Again thanking you for your communication, I am,

Very truly yours,
(Signed) F. G. Robbins,
Superintendent.

WILL SHIP GOODS OVER ERIE.

The following letter was received by Mr. John G. Fitzpatrick, Erie Roundhouse Foreman at Rochester, N. Y. It is very suggestive, as showing appreciation of the Erie's prompt and quick service in "delivering the goods."

FEDERAL SALES CO.

Rochester, N. Y., Feb. 2, 1915.

Mr. John G. Fitzpatrick,
C/o The Erie Railroad Co.

Dear Sir:

Following up your suggestion, that we give "The Erie" a chance to see what they could do for us, we had car Number 96917 shipped from The Speedwell Motor Car Co., Dayton, Ohio, on January 23rd and the car was here in the yards on January 26th, and unloaded by us on the following day.

We are certainly very much pleased with the service, as the best delivery we ever got on other roads, was from six to eight days.

We wish, through you, to thank The Erie Railroad Co. for the attention we received. And it is our intention to have all shipments come over your road, in the future.

Yours very truly,
THE FEDERAL SALES CO.,
(Signed) G. F. Cox.

THE BEST OF FRIENDS.

There are no friends like old friends

To help us with the load
That all must bear who journey
O'er life's uneven road.

And when unconquered sorrows
The weary hours invest
The kindly words of old friends
Are always found the best.

There are no friends like old friends

To calm our frequent fears
When shadows fall and deepen
Through life's declining years,
And when our faltering footsteps
Approach the great divide
We'll long to meet the old friends
Who wait on the other side.

—Anonymous.

RAILROAD MEN'S IMPROVEMENT SOCIETY.

ARE you a member of this Society? Do you know what the Railroad Men's Improvement Society is doing? Are you acquainted with its objects and accomplishments?

If you are not a member you cannot possibly be acquainted with the full meaning of its name—"Improvement Society," as this is an organization for education and the promotion of good fellowship. You need the Society and the Society needs you, in order that both may be successful.

Have you attended any of the meetings in the past? If not, and wish to get better acquainted before joining, accept this as an invitation to the first meeting, which will be held October 7, 1915. Any member will be glad to direct you to the meeting-room and all will extend a hearty welcome.

It would be useless to tell you what has been accomplished by the Society in the past, for that is of little interest, but what we desire to bring to your attention, is the fact that

your membership in the Society will bring you elbow to elbow with the men of action in all lines of railroad work, and they want to meet you.

During the coming season, which extends from October to May, many eminent men will lecture before the Society on various topics pertaining, not only to railroad work as you may see it, but giving you the benefits of many facts relating to railroad topics of the day, which you would not come in contact with in your daily travels.

The Society was organized about seven years ago and has grown to a membership of nearly 400, and will no doubt reach the 600 mark this fall. You should be counted among its members. The Society needs your support, and by sending your name and address to Mr. J. B. Curran, Secretary, Room 274, 50 Church St., N. Y. City, or to any member of the Society, full information and application blank will be immediately furnished you. Membership Committee.

ERIE FIREMEN SAVE HOME.

On August 4th, at about 9.30 A. M., fire was discovered in a barn belonging to H. H. Coffelt, which is located adjacent to shop property at Huntington, Ind. Alarm was turned in and shop fire department responded, laying 800 feet of hose.

On account of the advanced stage of fire in barn the efforts of the Erie men were used entirely in saving the home, which was located close to barn, water being turned on within four minutes after fire alarm was given, 800 feet of hose laid and water played on building about one hour. The building was saved.

City fire department arrived on the scene, but seeing that the Erie fire department was doing all that could be done, they did not use water.

SOME SPLENDID RUNS.

Train 74's connection, August 9, Conductor Seers, Engineer Hewitt, called to leave Meadville 11 P. M.; departed 11-40, arrived "W.C." Tower, 8.55 A. M. Train consisted of 58 loads and 10 empties, 8020 Ms, adjusted rating. Delayed 40 minutes "N.E." Jct. for No. 4; 35 minutes "J.N." tower for 514 and 522, and leaving a car, 20 minutes Waterboro for No. 9; 14 minutes Randolph for No. 5. This run made without taking coal at Falconer.

Ordinary train, August 9, Conductor Rhodes, Engineer Haas, engine 1723, 64 loads, 7932 Ms., adjusted rating; called to leave Meadville at 11.30 A. M., departed 11.40 A. M., arrived "W.C." Tower, 8.32 P. M., delayed 13 minutes "N.E." Jct. for No. 8; 15 minutes Falconer, No. 520; 15 minutes Waterboro, No. 77. Made run without taking coal.

Train 174, August 9, Conductor Zimmer, Engineer Craig, engine 1762; 50 loads, 18 empties, 7938 Ms., adjusted rating; called to leave Meadville, 3.45 P. M., departed 5.05 P. M., arrived "W.C." Tower, 12.55 A. M., delayed at Meadville waiting for train, delayed 45 minutes "C.G." Tower for No. 6; 10 minutes "C.M." Tower for extra 2045, west; 10 minutes Waterboro for extra 2046, west. Did not take coal.

H. D. BROWN'S NEW EMBLEMS.

On Page 434 in this number, will be found an advertisement which tells of the new Erie Railroad Relief Association Emblems, that are made and sold by Mr. H. D. Brown of Huntington, Ind., who is a Company employe.

These emblems have been endorsed by the Association and are in demand by its members. They are very attractive in appearance and the wording on them tells of their purpose.

MAKING BRAKE SHOE KEYS AT GALION SHOP.

ANYONE unacquainted with the anatomy of a freight car, would likely say that the Brake Shoe Key was one of the most insignificant parts of a car's make-up. Size does not always determine value, and even though these keys are comparatively small, they are important factors in the present car-braking arrangement, serving to fasten the brake shoe secure to the brake beam head.

Although small and inexpensive, there are many thousands of these keys required, to meet the annual demands of a large railroad.

Some months ago, the officials in charge of the Mechanical Department, conceived the idea of manufacturing all brake shoe keys for the Erie System, in one of our own shops, and it was thought that Galion would be the logical point to handle the proposition. Mr. H. G. Mitchel, Tool Room Fore-

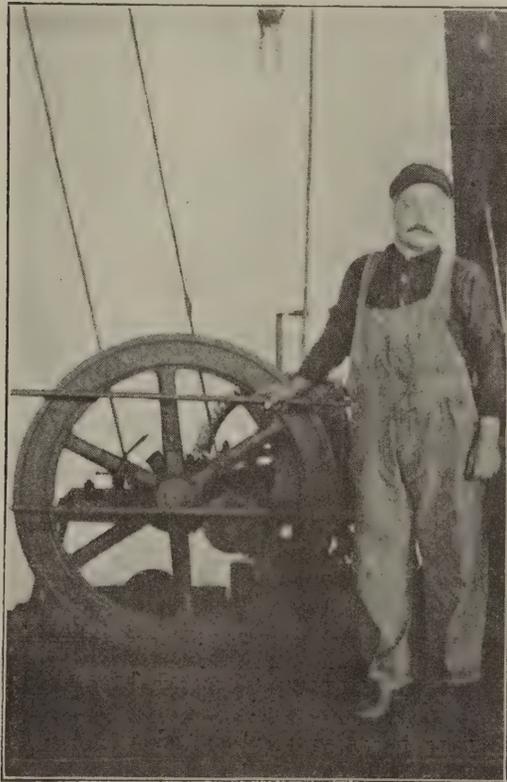
A photograph of Mr. Mitchel, standing beside his brake shoe machine, is shown in the accompanying picture.

During the year 1914, the Erie Railroad purchased 40,765 new keys, at an average cost of .021 each, or a total of \$856.06.

These keys are now made in Galion shop from scrap ladder rounds and grab handles, removed from condemned and torn-down cars.

The total cost to produce, for both labor and material, is but .0055 each. The cost of 40,765 keys at .0055 each is \$224.20, which represents an annual saving of \$631.86, as against purchasing outside.

This only goes to show, that the small items cannot be overlooked in the economic operation of a large corporation, and the above is but one of many instances where second hand or scrap material, is being worked over in such a way, as to make it meet every requirement of the new product.



H. G. MITCHEL.
(Tool Room Foreman)

man at this place, was selected to design and build the required machinery, and under the direction of Shop Superintendent, G. T. Depue, it was worked out and perfected, so that the idea was carried to a successful completion.

QUICK CAR UNLOADING.

There were 12 cars of slag at Niobe Junction, which it was desired to release on account of using the cars for handling coal on the Mahoning Division.

A light crew, Extra 1723, was run out of Salamanca Aug. 13th, for the purpose of picking up cars between there and Meadville. On arrival at Niobe they took the 12 cars of granulated slag and unloaded them between Watts Flats and Ashville on the eastbound track. From the time they started to unload the slag, with 18 men, until they had it all unloaded and the hoppers wound up, it was just one hour.

Train Master J. O'Laughlin, also Supervisor Chas. Pierson, were on the train. A great deal of the credit was given to Supervisor Chas. Pierson, for the way in which he handled the men, as well as Train Master O'Laughlin, for the way in which he handled the other matters.

A RELIEVED CONSCIENCE.

Acknowledgment is made of the receipt of 20c. accompanied by a communication addressed to the Erie Railroad Company as follows:

"Some time ago one of your employes took some small supplies from the place where he works. They were only worth about 20c., but it relieves my conscience, to pay for them, and so I enclose the above amount.

"Sincerely yours,
"_____"

ANNUAL OUTING OF NEW YORK POLICE TRAFFIC SQUAD.

ON August 1st, the men of the Traffic Squad, New York City Police Department, enjoyed their annual outing at Duer's Park, White-stone, L. I.

It was the Seventh Annual Field Day and the men who keep order in the big city and protect property, were out in full force with the peerless Department Band, which played itself into the good graces of those who had the good fortune to be along. It was one fine, orderly outing and couldn't have been otherwise, with all the cops present.

Sergeant Patrick F. Crane, President of the Organization, was right on the job, as usual, and was as busy as a pickpocket endeavoring to escape the cop in pursuit, being in demand all the time.

The Erie Railroad, with its appreciation of the value of the New York Police, and its always friendly attitude toward the members, donated the ferryboat Jamestown, the boat that has conveyed the boys in blue so many times to the scenes of their annual outing; the tug J. C. Stuart and Police patrol boat, acted as convoys. Admiral Stewart, Supt. of the Erie's Marine Dept. and his chief Clerk "Phil" Coyne, went along, to see that the protectors of the people, were protected, themselves, and they made good on the program.

All the way up the East River to the Park, the Traffic men were saluted by passing craft and they got so much attention, that many thought the President (not President Crane), was aboard. The familiar badge of the Squad, hung on everybody's breast and cigars, galore were presented, as well.

It was one big day; in fact, between the good eating, the music and the athletic events for prizes, that were well worth winning, the sail back in the cool of the evening, and the good all round feeling that existed, this was a day long to be remembered.

The guests of honor were Deputy Commissioner Leon G. Godley, Frank A. Lord, Lawrence B. Dunham, and F. D. Underwood, President of the Erie. Among the prominent police officials were Inspector Meyers, in charge of the Traffic Squad, and Inspectors Faurot, Cray, Kelly, Ryan and Boettler.

The athletic events were started soon after the arrival at the grounds, and tug of war teams were entered

from Traffic Squads A, B, C and E. In the preliminary trials team A beat team B and team C beat team E. This left the contest between teams A and C.

In the first trial on the finals team A won in 27 seconds. On the second trial team C won in 41 seconds, tying the score. In the next and final trial team C won in 1 minute 25 seconds.

Sergeant Matthew J. McGrath, in an exhibition throw of the sixty-five pound weight, beat his own world's record of 40 feet $6\frac{3}{4}$ inches by a throw of 42 feet 6 inches. The events of the day were as follows:

100-yard dash (handicap)—Won by James C. Melia (E); second, William Irving (62d Precinct); third, John M. Kelly (C); fourth, Egon Erickson (C). Time, 0:11 2-3.



TRAFFIC SQUAD EMBLEM.

100-yard dash (handicap); for members 25 years or more on the police force)—Won by John T. Nilon (1); second, Thomas McLoughlin (B); third, Charles J. McGrath (C); fourth, Jeremiah Maglin (275th Precinct). Time, 0:13.

Fat man's race—Won by Patrick (Babe) McDonald, the Olympic champion (C); second, Patrick R. Walsh (C.), third, Albert J. Cobey (E); fourth, Joseph S. Sullivan (A). Time, 0.12 2-5.

Putting the 16-pound shot—Won by Henry G. Correll (E), 40 feet 8 1-3 inches; second, Patrick McDonald (C); third, Michael Tierney (C); fourth, John M. Kelly (C).

100-yard dash (handicap; for men on the force 15 years or more)—Won by William Irving (62d Precinct); second, James J. Wall (training school); third, Thomas Quilty (62d Precinct); fourth, Edward D. Brosnan (D). Time, 0:11 3-5.

100-yard dash (handicap; for men on the force 10 years or more)—Won by John V. Lynch (D); second, William H. Eynon (C); third, Daniel J. O'Sullivan (B); fourth, Thomas E. McMahon (C). Time, 0:11.

100-yard dash (handicap; for men on the force 20 years or more)—Won by John T. Nilon (E); second, John M. Leidner 22d Precinct; third, James Gillen (D); fourth, George T. Sheridan (D). Time, 0:13.

Shoe race (during which contestants were required to take off and put on their shoes)—Won by John M. Kelly (C); second, William F. J. Beckly (C); third, John J. Garrason (C); fourth, Louis W. Rochester (Traffic and Marine). Time, 1:36.

Running high jump (handicap)—Won by Egon Erickson (C), 5 feet 9 inches; second, William Nevin (C); third, Thomas Foley (B); fourth, Frank J. Brossner (A).

Potato race—Won by William J. Gould (33d Precinct); second, William Nevin (C); third, Michael Tierney (C); fourth, William D. Kenealy (B). Time, 0:20 4-5.

Half-mile run (handicap)—Won by Peter McGuirk (E); second, Oscar C. Reimer (Traffic and Marine); third, William Nevin (C); fourth, Nicholas Grill (D). Time, 1:56 1-4.

Obstacle race—Won by T. Meehan (A); second, Frank J. Bossner (A); third, John J. Garrason (C); fourth, William J. Gould (33d Precinct). Time, 0:43 1-5.

Consolation race (for members who have never won a prize at the outings)—Won by Frank Rickert (C); second, Richard Reynolds (C); third, Eugene F. Brynes (C); fourth, William T. Oswald (B); fifth, Daniel O'Sullivan (B); sixth, Louis J. Kogel (C). Time, 0:11 2-5.

BEING NICE.

It is a very easy matter for a Dining Car Steward or waiter, to be "nice" to a high executive of the road, but it is another matter, to be nice to the horny-handed farmer that happens along, to partake of a meal in a Dining Car. How nice the Steward can be to the handsome little blonde or stunning brunette, but how hard it is to be equally nice and civil, equally solicitous and polite, to the plain little old lady, who expects and generally gets nothing but her money's worth, in accommodations.

Now, just stop and reflect a moment, Mr. "Steward." Everybody is nice to the high executive, to the pretty blonde and brunette, to big and notable folks, male and female. These prominent, pretty or pampered folk, expect that treatment; it is not new or novel to them; you have to be nice to them or there will be trouble. But, they don't "advertise" you for it, nor remember that you were so nice and

attentive; it is your duty and you should do it, but you make no "hit" with it. Does the Steward or Waiter want to make a real "hit?" Let him see how nice he can be to those who come to his Dining Car, who are not accustomed to having Dining Car people treat them real nice.

But, this "being nice" must be sincere. Be sure that the "common person" who has been treated in a common way, may suspect your sincerity, because, being usually treated in an indifferent and perfunctory manner, he wonders why anyone should show him anything different, and suspects there is an ulterior object. When he comes to leave the Dining Car and has found the Steward and Waiter the "pink of politeness" and obliging to the limit, without reward or hope of reward beyond the regular per diem, he departs with a deep sense of kindness, of appreciation, and says over and over when talking about Dining Cars, "The Erie has the nicest Dining Car I ever ate in"

Yes, Sir, "being nice" pays big dividends, but you must have it in your heart, not do it hypocritically; not wear it as a mere veneer, but do it because, as a Dining Car man, a servant of the public, you owe it to every mother's son and daughter, to be "nice" to them in your Dining Car.

58 YEARS AN ERIE EMPLOYEE.

Employed at the Jersey City Northside Shop, is John L. Brown, who, after nearly 58 years of labor, is still in the race and holding his own with the younger element.

He works at his trade, Copper-smith, and is just as handy with tools, as when he first left the apprentice ranks.

He entered the Erie service at Piermont, N. Y. in 1857 and remained there several years, when he came to Jersey City. When he started at his trade there was a rush for copper work, as all engines had copper flues. Mr. Brown is resourceful in his stories of the railroad days gone by. He remembers well when all engines burned wood and engineers were obliged to stop at various points along the line to reload the tenders.

This veteran is now 76 years old and can be seen any day working diligently at his bench.

Why is it that the man who speeds his automobile the fastest has nothing to do when he gets there?

THEY JUST HATE TO WAIT.

"Hurry up and we can get across. He'll hold the gates for us," said the woman in the automobile approaching the railroad intersection.

But the man who was driving stopped the car at a safe distance from the crossing.

"What's the use?" he answered. "We're in no particular hurry. Why should we risk our lives just to get across before the train comes?"

"Well, I just HATE to wait," pouted the woman.

"Huh!" grunted the man, "you're like a lot of others I know. That's why a crossing watchman's hair gets white after he's been on the job a few months. If you haven't any regard for your own skin, be a little considerate toward the poor devil that's trying to keep it whole for you."

"Why, I never thought of it that way," exclaimed the woman.

"Of course you didn't!" retorted the man. "Nobody ever seems to. It takes a fellow that's had some experience to know how the crossing guard feels. It's these geeks who've never been up against real danger and who've never had the responsibility of keeping other folks out of danger, who take the risks that fill the newspapers with accident reports. At this very crossing there have been several automobile smashups and a number of lives lost, and all because the drivers thought they knew more than the crossing watchman. They thought they could 'make it' even if the gates were going down, and I'll bet that watchman has prayed some pretty stout prayers every time he had to hold the gates half way for one of those fool drivers and every time he watched a pedestrian trying to beat it across the tracks when a fast train is coming."

"Well, I don't think we ought to have these grade crossings, anyway," declared the woman. "They are a menace."

"Right-o," agreed the man. "But as long as they're here I'm going to exercise some common sense about it and not look upon the guardian of the place as my natural born enemy. Gee whiz—the way some folks act when the watchman flags them, you'd think he was doing them a personal injury.

* * *

"It's the same way with the crossing policemen. You'd think he was there just to give you a chance to sidestep

him. He's doing his level best to preserve life and limb and property, but because he represents authority, the average American thinks it's his inalienable right to cut catercorner if he wants to, and abuse the 'cop' if he presumes to curtail a citizen's liberty to do as he pleases.

"You don't see that sort of spirit anywhere except in this country. We resent any kind of authority here, even though it's exercised for our protection. The individual is rampant in America and isn't willing to concede individual rights to others. The spirit in the average American would stop that freight train to let his measly carcass get by first, and it doesn't care a hang about the other fellow's rights or convenience."

"Well, it's a mighty long freight train," complained the woman. "We might be almost down town by this time."

"Yes—and the undertaker's ambulance might be carting us to the morgue," commented the man.—Cleveland news.

UNDERWOOD S. & A. C. TRUSTEES.

The Underwood Social & Athletic Club, with headquarters in Jersey City, has chosen the following Erie men, as trustees, the association having been duly incorporated, and papers kindly drawn up by Messrs. Collins & Corbin, Counsellors-at-Law of Jersey City, without cost to the projectors.

Messrs. F. D. Underwood, President, Erie Railroad Company; H. C. Hooker, Assistant to the President; A. C. Elston, Superintendent, New York Division; A. E. Ruffer, Assistant Superintendent, N. Y. Division; H. R. Cole, Passenger Trainmaster, New York Division; H. Harder, General Yardmaster, Jersey City, and A. W. Munkittrick, Editor, Erie Railroad Employes' Magazine.

The officers of the club are William Nelson, President; Henry Menchor, Treasurer & Corresponding Secretary; Lester Charlock, Financial Secretary.

The band, which is an important feature of the club, is growing to an encouraging size, having attained a membership of fifty performers.

A man doesn't care what his wife thinks of him when he refuses her money. But he will hand a strange waiter a dollar tip rather than have the strange waiter think he is cheap.

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

(Continued From August).

New York Terminal.

Station Correcting.	Number of cor- rections made	Gain	
		Weight	Revenue
Croxtan	1	2,960	\$ 1.24
Duane Street	42	10,402	948.86
Jersey City Local	6	13,753	7.30
Long Dock	195	227,621	612.16
New York, Pier 7, E. R.	1	445	1.45
New York, 28th Street	1	805	1.36
Wallabout	2	150	.24
Weehawken	4	11,253	5.28
Total	252	267,389	\$1,577.89

New York Division.

Side Lines & Branches.

Arlington	1	35,680	\$ 39.43
Dundee	4	29,473	29.86
East Orange	1	637	1.01
Essex	1	522	.81
Essex Fells	2	30,600	7.96
Garfield	5	39,178	67.13
Goshen	1	200	.47
Greycourt	1	1,000	1.70
Maybrook	27	112,212	249.09
Middletown	9	37,662	28.27
Monsey	1	20,000	17.54
Newark	19	28,588	28.62
Newburgh	2	24,670	21.26
New Durham	3	20,120	29.87
North Newark	3	5,503	7.33
Nyack	2	810	4.04
Passaic	5	7,951	4.84
Paterson	24	70,250	47.64
Piermont	11	17,690	20.06
Pompton	1	3,400	9.38
Port Jervis	5	10,880	69.01
Rutherford	4	19,341	10.24
Salisbury Mills	1	814	2.14
Sterling Forest	4	43,300	18.54
Sterlington	1	291	.22
Upper Montclair	1	4,400	5.00
Wanaque-Midvale	2	15,275	6.75
West Haverstraw	1	365	.27
West Mahwah	2	7,422	1.78
Total	144	588,234	\$ 730.26

Delaware & Jefferson Divisions.

Ararat	1	1,000	\$.64
Deposit	5	6,828	7.94
Forest City	2	3,560	6.48
Hankins	1	11,400	10.03
Long Eddy	1	3,310	14.87
Total	10	26,098	\$ 39.96

Wyoming Divisions.

Station Correcting.	Number of corrections made	Weight	Gain	Revenue
Dunmore	4	59,470		\$ 16.99
Hawley	1	4,500		8.36
Pittston	35	1,403,139		451.27
Wimmers	2	800		.84
Total	42	1,467,909		\$ 477.46

Susquehanna & Tioga Divisions.

Addison	1	460		\$.76
Binghamton	25	52,883		53.69
Blossburg	2	410		.72
Canoe Camp	3	990		.35
Chemung	2	16,150		20.76
Corning	2	7,360		9.24
Elmira	53	72,812		60.50
Endicott	3	12,710		6.78
Hornell	6	3,210		7.89
Lawrenceville	1	5,310		1.70
Lestershire	2	10,900		18.13
Mansfield	2	570		1.39
Owego	1	76		.23
Waverly	5	3,262		3.91
Total	108	187,103		\$ 186.05

Rochester Division.

Batavia	1	5,000		\$ 2.22
Bath	3	5,775		35.70
Geneseo	1	1,460		1.53
Kanona	2	10,500		18.70
Rheims	1	40		.08
Rochester	12	17,383		46.81
Total	20	40,158		\$ 105.04

Allegheny & Bradford Divisions.

Almond	1	80		\$.25
Belmont	1	400		2.11
Bradford	2	1,440		3.21
Dunkirk	1	230		.64
Johnsonburg	2	230		.30
Olean	8	20,408		21.31
Salamanca	3	9,668		14.86
Salamanca Tfr.	5	3,540		9.38
Wellsville	2	1,265		2.32
Total	25	37,261		\$ 54.38

Buffalo Division.

Black Rock	1	8,100		\$ 5.50
Buffalo	13	54,604		74.49
Buffalo Lake	2	100		60.20
Burns	1			.06
East Buffalo	8	40,768		28.86
Gowanda	2	9,560		9.51
Hunts	1	210		.81
Linden	1	330		.57
Niagara Falls	5	3,308		13.73
North Tonawanda	2	34,900		12.87
Total	36	151,880		\$ 206.60

Meadville Division.

Station Correcting.	Number of corrections made	Weight	Gain— Revenue
Corry	1	100	\$.10
Greenville	4	12,230	7.86
Jamestown	26	134,546	127.76
Meadville	5	8,025	24.57
Oil City	2	6,800	13.65
Randolph	1	100	.21
Reno	1	1,418	1.12
Total	40	163,219	\$ 175.27

Cincinnati Division.

Akron	6	68,140	\$ 37.97
Ashland	2	300	.48
Barberton	3	1,160	2.96
Cincinnati	3	2,745	2.24
Dayton	1	3,900	4.72
Kent	1	3,098	2.39
Marion	3	525	.36
Tallmadge	1	4,800	1.92
West Salem	161
Total	21	84,668	\$ 53.65

Mahoning Division.

Canfield	1	1,000	\$.58
Cleveland	9	24,596	34.38
Farrell	1	60	1.44
Garrettsville	2	9,500	19.02
Greenford	2	396	.50
Sharon	1	2,600	.88
Youngstown	36	370,419	236.51
Total	52	408,571	\$ 293.31

Chicago & Erie Divisions.

Crown Point	1	235	\$.49
Lima	1	5,000	16.38
Huntington	3	14,670	17.76
Rochester	1	2,400	11.38
Total	6	22,305	\$ 46.01

Chicago Terminals.

Chicago	23	21,535	\$ 96.75
Chicago Tfr.	59	87,757	241.15
Hammond	4	1,067	3.34
Total	86	110,359	\$ 341.24

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

Bogota	2	23,025	\$ 7.48
Hackensack	1	490	.92
Homestead	4	2,930	4.53
North Paterson	1	100	.17
Oakland	2	1,511	1.52
Ogdensburg	1	250	1.75
Pocono Lake	2	10,700	3.71
Stockholm	5	5,200	10.41
Undercliff	7	15,690	32.55
Total	25	59,896	\$ 63.04

Summary.

Station Correcting.	Number of corrections made	Gain	
		Weight	Revenue
New York Terminals	252	267,389	\$1,577.89
New York Division			
Side Lines & Branches	147	588,234	730.26
Delaware & Jefferson Divisions	10	26,098	39.96
Wyoming Division	42	1,467,909	477.46
Susquehanna & Tioga Divisions	108	187,103	186.05
Rochester Division	20	40,158	105.04
Allegheny & Bradford Divisions	25	37,261	54.38
Buffalo Division	36	151,880	206.60
Meadville Division	40	163,219	175.27
Cincinnati Division	21	84,668	53.65
Mahoning Division	52	408,571	293.31
Chicago & Erie Divisions	5	22,305	46.01
Chicago Terminals	86	110,359	341.24
N. Y., S. & W. and W. B. & E.	25	59,896	63.04
Total	869	3,615,050	\$4,350.16

THE APPRENTICE INSTRUCTOR.

WHETHER a practical mechanic from the shop, with a small amount of drafting experience, or a man from college, with a large store of theoretical knowledge, is the more suitable for an instructor of apprentices, all depends on the man himself. As in most things, circumstances alter cases.

The mere training in projection, does not mean that every man so trained, can or will ever design, or even make a print, that will check up in the shop. Unless he knows the location and working nature of a part, his theory is wasted.

Mathematics, pure and simple, applied to the work in hand, is a most valuable lever, but a poor study, when not supplemented by more or less actual experience. All that is needed in a trade is a public school education. If the instructor is up on the higher mathematics, so much the better for himself. But, why sling "trig," "sin," "cos," "tan" and "cot" on a boy, who can't even digest percentage? Why mark a special apprentice eighty per cent. efficient in the shop, when he is spoiling eight out of every hundred bolts that he turns?

In fact, the making of an apprentice instructor is a peculiar proposition. Although he must be able to understand all the tricks of the trade, as well as the boys under his instruction, he must also be possessed of the ability to make the boys satisfied with their work and to lead them into good habits and good morals. Such men are, unfortunately, few and far between.

There is only one way to teach. First, find a boy you are able to teach, and then teach him something he likes. The old-time way is good. It consist of letting mechanical-minded boys build worth-while mechanical things.

In order to do this the instructor has to be somewhat of a psychologist, which means that when you are a hundred miles from college, you have to work the apprentices into such a state of interest in what they are doing, that for the time being, they forget everything else. If you can do that, you are "some" instructor.

A CONDUCTOR'S POLITENESS.

"The Times," Canisteo, N. Y.
 General Passenger Agent,
 Erie Railroad,
 Hudson Terminal, New York City.

Dear Sir:

I wish to thank your Company for the consideration, courtesy and politeness of your conductor on passenger train No. 2, from Buffalo to Canisteo this morning, when my young daughter made the trip alone. Little things sometimes are much more appreciated than one would think at the moment, as was the case this morning. I do not know who this conductor was, but I am pleased to call your attention to the fact that he is a gentleman.

Yours truly,
 (Signed) J. C. Latham, Editor.

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.

GALION SHOPS MOTOR CARS.

Galion, O., shop's monthly output, is not confined to the rebuilding of locomotives, but it also includes from ten to twelve gasoline motor cars. The motor car department, which has not been in existence for a year, has been steadily increasing its output and is maintaining an excellent standard of efficiency.

The picture accompanying this article is an excellent one of car No. 424, built for Mr. S. E. Ferguson, Superintendent of the Meadville division. As will be noted, it is of a type especially designed for inspection purposes, having an added seating capacity, so arranged as to give the officials riding the car, an unobstructed view of the right of way.



NEW MOTOR INSPECTION CAR.
(For Supt. Meadville Division)

The motor car department, consisting of Messrs, Durtsche, Kinsey, Moore, Kruger and Mahoney, are very proud of Number 424, which did fine work in its trial service.

All cars turned out, before being shipped, undergo a rigid test under the capable supervision of Mr. Durtsche. Dennis Mahoney, the only apprentice in the department, is shown in the cut.

CHINA'S FIRST LOCOMOTIVE.

There is a curious story concerning the first locomotive ever seen in China. Li Hung Chang was given permission to construct a railway from the sea to his mines upon the condition that steam power should not be used, and for several months the cars were hauled by mules.

Then Mr. Kindler and some of the foreign machinists secretly constructed a locomotive out of such material as they could find in China. It was a

rude affair, and it was never able to make more than five or six miles an hour, but it was a great advantage over the mule teams, for it could haul seven or eight cars of coal at that speed, where it took four mules to haul one.

But when the mandarins at Peking learned that foreign devils were using a fire eating monster on the railway they immediately made a tremendous fuss about it and called Li Hung Chang to account for violating his concession.

The old gentleman took it very coolly and pretended not to know anything about it, but he afterward restored himself in favor by issuing an order rebuking Mr. Kinder and his associates for their presumption and forbidding them to introduce any more new fangled foreign notions into China. Shortly after he secretly patted them on the back and raised their pay.

The excitement quieted down and was soon forgotten. Then Mr. Kinder got up steam in his clumsy old engine again and was allowed to run it without interference. Later a couple of regularly made locomotives were imported from Europe and have since been hauling the coal trains on that road.

HIS CONSCIENCE SMOTE HIM.

Mr. T. T. Dougherty, City Passenger and Ticket Agent, Paterson, N. J., recently received a letter from an unknown person, whose conscience evidently troubled him, because he had wronged the Erie Railroad out of money, which he should have paid for riding on trains, instead of "beating" his way.

Passaic, N. J.

Dear Sirs:

Enclosed please find one dollar I owe the Erie Railroad Co. I want to make good a few fares, which I did not pay, between Paterson and Ridgewood.

Hoping this Company will forgive me, as I am making it right.

JUNE A GOOD MONTH.

Even though business is nowhere normal with the railroads, still last June was a very good one for the Erie. This condition does not refer to either passenger or coal business, which was not up to the standard, but principally to eastbound merchandise freight.

This class freight was unusually brisk, owing to the demand for food stuffs, etc., abroad. The Erie more than held its own in regard to this business.

AMERICAN BRAKE SHOE & FOUNDRY CO.'S WELFARE WORK.

AT Mahwah, New Jersey, the town located at the foothills of the picturesque Ramapo Mountains in Bergen County, and one of the most healthful in the beautiful northern section of the state, is located the large plant of the progressive American Brake Shoe & Foundry Company, closely abutting the main line tracks of the Erie Railroad.

In the Brake Shoe Company's last annual report, it was modestly revealed that the Company, with characteristic American thoughtfulness for the poorer foreign element among its employes, had placed in operation a system of Welfare Work, that the persons referred to, their wives and children, might be greatly benefitted thereby and made good, loyal and true American citizens, always, having a love and proper respect for their adopted country and its flag.

The Annual Report makes the following reference to the Welfare Work:

"An interesting experiment is well under way at our Mahwah plant. On the petition of several hundred employes a co-operative provision store for their use was started early in the year, financed and supported by the Company, but managed through a committee of employes, on the basis of handling only first-class material at prices merely sufficient to make the undertaking self supporting. A large sized dwelling house with ample grounds adjoining, owned by the Company, has been converted into a headquarters for religious, fraternal, social and other meetings; educational work among both children and adults; the care of the sick and the relief of distress of any character, with some attractive forms of entertainment connected therewith, such as bowling alleys, reading and card rooms, spacious rooms for weddings, dances, etc., and a very capable trained man and woman placed in charge thereof. So far the expense and trouble involved seems justified, even under the prevailing depression of business and labor, as measurably satisfactory results are being achieved."

The Erie Railroad Company, naturally, is much interested in any project which its friends, the business producers along its line, promote, and the Welfare Work that the American Brake Shoe & Foundry Company has under way, is particularly

appealing, on account of the great good it is sure to do.

In fact, when the plan was outlined to the Editor of this Magazine, its value was so apparent, that a good writeup was at once decided on, same to be accompanied by illustrations. The two presented, tell a story, both impressive and interesting, showing, as they do, the Welfare House and a representative group of patrons.

The picture of the group seems particularly appropriate at this time, inasmuch as it shows an orchestra chosen from among the foreign brethren, who are proverbial for their musical talent.

As the Erie Railroad employes have also developed the musical spirit and



HOME OF WELFARE WORK.

are, through the kindness of our President, Mr. F. D. Underwood, forming bands as rapidly as possible all along the line, the fellow feeling is bound to be strongly shown.

The Brake Shoe Company purchased a farm of 45 acres a year or two ago, upon which was a substantial brick house, barns and other outbuildings. The house was converted into a welfare house. The cellar was turned into a bowling alley, toilets, locker rooms, shower baths and furnace room. The first floor was made into one large room, about 40 feet by 40 feet, which is used for social purposes, motion pictures, dancing, pool table, cards, games, etc. The attendance is large on Saturday and Sunday nights.



A GROUP OF EMPLOYEES, MANY HAVING MUSICAL TALENT.

The second floor is used for a school room for the little children, rooms for the older girls, who are taught sewing, drawing, etc.

The third floor is devoted to women's bath room, and other purposes.

In connection with the buildings is a Company's store, where meat and groceries are sold to the employes at cost price, plus the cost of management. Outside there is a garden for children, a ball field, tennis courts, swings, etc. In fact, the farm is an ideal place for the purpose for which it is used, and only five minutes walk from the plant.

The men are in charge of a representative of the Y. M. C. A., and the women and children are in charge of a woman teacher and visiting nurse.

In addition, the Brake Shoe Company has built houses for its employes, to be rented, or purchased on easy terms.

While it is difficult to change the manners and customs of the older people, much may be done for the younger ones. The progress is somewhat slow, but the intentions of the Brake Shoe Company are to be commended.

KEEP YOUR GRIT!

Hang on! Cling on! no matter what they say.
Push on! Sing on! things will come your way.
Sitting down and whining, never helps a bit;
Best way to get there, is by keeping up your grit.

Don't give up hoping when the ship goes down:

Grab a spar or something—just, refuse to drown.

Don't think you're dying, just because you're hit.

Smile in face of danger and hang to your grit.

Folks die too easy—they sort of fade away.

Make a little error and give up in dismay.

Kind of man that's needed, is the man of ready wit,

To laugh at pain and trouble and keep his grit.

ALL IN ONE CLOD OF EARTH.

A clod of earth may not seem to have any romance about it, but it is one of the most wonderful things imaginable. The soil is a living machine, where microbes so small that 10,000,000 to 100,000,000 are contained in enough earth to cover a penny are working together in a systematic way. They cannot be seen and are only known by their work, and the greatest benefactors to the human race are those who promote their activities. The wise gardener looks after their well being, for without them there could be no plant life and no human life since all nutriment is drawn from the soil.—St. Louis Post-Dispatch.

OBITUARY.

Thomas Tracy.

Thomas Tracy, Foreman Car Department, East Buffalo, N. Y., was taken suddenly ill August 17th, dying the same day. Mr. Tracy was an old and valued employe of this department, and his sudden death is sincerely mourned by his fellow employes and a wide circle of friends.

His service record is as follows:

Nov., 1875 to Nov., 1877, repairing cars, East Buffalo; Nov., 1877 to May, 1880, inspecting cars, East Buffalo; May, 1880 to April, 1886, foreman inspectors and repair men, East Buffalo; April, 1886 to Oct., 1892, foreman repairs and wreck master, Buffalo Division; Oct., 1892 to July, 1902, gen. foreman, East Buffalo; July, 1902, to July 1905, gen. foreman, Kent, O.; July, 1905 to May, 1912, asst. supt. car dept., Meadville; May, 1912 to date, foreman car department, East Buffalo.

George W. Knapp.

George W. Knapp, a well known conductor, died at his home in Elmira, N. Y., following a long illness of malarial poisoning, which developed into acute brights disease.

Deceased was born in Damascus Township, Wayne, Co., Penna., August 15, 1856.

He entered the employ of the Erie April 25, 1874, having a record of 41 years of continuous service, as follows: brakeman, Hawley Yard, 2 years; brakeman, Hawley Branch, 3 years; flagman, 4 years, and was promoted to conductor Dec. 3, 1883; about 8 years extra passenger conductor and on Nov. 3, 1896, was assigned to the passenger train running between Honesdale and Port Jervis.

In June, 1907, he was relieved of this train and for a time had the relief crew of the Erie Division and later was assigned to trains 7 and 8, which trains he ran until taken ill. He had the distinction of being the conductor of the first train operating over the E. & W. V. R. R., now the the Wyoming Division; also in charge of the first train that left the Honesdale Union Station.

Funeral was held at his late home in Elmira, N. Y.

He was a member of the Methodist Church of Elmira and on its official board; also the Masonic Fraternity, Odd Fellows of Honesdale, O. R. C. of Port Jervis, and the Don't Worry Club of Jersey City. Interment was at Honesdale.

Joseph Crandall Gould.

Engineer Joseph Crandall Gould died at his home, No. 106 Front St., Port Jervis, N. Y., after an illness of three weeks of malarial fever. He was aged 63 years.

In September, 1871, he entered the service of the Erie Railroad Company as fireman on the Delaware Division. In 1878 he was promoted to engineer and had since held that position. For many years he had run first class trains and was in charge of trains 5 and 6 at the time of his recent illness.

He was a member of Port Jervis Lodge, No. 645, B. P. O. E., Mount William Lodge No. 105, K. of P.; Division 732 Brotherhood of Locomotive Engineers and of the Methodist Church.

Amasa Wood De Witt.

Amasa Wood De Witt, a veteran employe of the Erie Railroad, died at Avon, N. Y., August 3, in the 75th year of his age. He was at his post of duty, block operator at "E.A." Tower, Avon, the day before his death.

With nearly 57 years of service to his credit, this veteran will be greatly missed by the employes of the Rochester Division, with whom he labored so long.

Following is his record:

October, 1858, entered the service of this company as operator at Rosas Switch on Delaware Division; from there went to Campville on Susquehanna Division, as Operator, in June, 1860; from there to Painted Post on the Susquehanna Division, as Agent and Operator, in February, 1866. Resigned in July 1869, re-employed as ticket clerk and Operator at Avon, N. Y., in December, 1872; was promoted to Dispatcher in May, 1874 and appointed Division Operator, in addition, in November, 1881. Was appointed Conductor in August, 1886, with full rights.

Sept. 2, 1910, retired from the Train service account of age limit.

Nov. 10, 1910, transferred to Block Operator at "E.A." Tower, Avon, N. Y.

Vast expanses of grazing land and immense forests await exploitation in northwestern part of Paraguay, known as the Gran Ghaco, which is inhabited mostly by nomadic tribes of Indians. It is estimated that Paraguay has a population of 1,000,000.

Sidney, Australia, is to have a daily labor newspaper.

THE ERIE ROLL OF HONOR

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

New York Division.

H. L. Sohnker, Rodman; I. F. Pellington, Conductor; T. J. Sullivan, Foreman, Passenger Car Department.

E. P. Ward, Station Helper; F. L. Kane, Fireman; E. R. Ernst, Brakeman.

Delaware Division.

J. B. Winters, Conductor; M. L. Teeple, Operator.

F. A. Lane, Brakeman.

Susquehanna Division.

R. P. Dooley, Yardmaster; W. McIntyre, Conductor; S. L. Jackson, Operator; W. W. Wixson, Operator; M. D. Peck, Engineer; B. H. Moore, Engineer; H. F. Clark, Section Foreman; J. H. Alden, Yard Conductor.

M. J. Kennedy, Brakeman.

Buffalo Division.

E. B. Bronson, Operator; H. Curtis, Conductor.

Meadville Division.

D. P. McDonald, Operator.

R. A. Wishart, Conductor; F. E. Johnson, Operator.

Mahoning Division.

Patrick Wrynn, Conductor.

J. Gerlach, Engineer; M. Kaczmarck, Engineer.

Chicago & Erie Division.

M. D. Beverly, Brakeman; H. O. Bowman, Conductor; J. A. Ward, Brakeman; O. D. Dyer, Switchman.

C. W. Patterson, Engineer.

N. Y. S. & W. Division.

Christopher Glenn, Crossing Flagman; G. B. Van Auken, Brakeman.

H. L. Sohnker, Rodman, New York Division, took prompt action in notifying crew of Train 175 of a broken flange on coach 1873, which action may have prevented a serious accident.

I. F. Pellington, Conductor, New York Division, observed that east end of cross-over at Arlington, N. J., was improperly thrown, while passing same on Train 513. He stopped his train in time to permit of the cross-over

being straightened up, before it was run through, thereby preventing damage.

T. J. Sullivan, Passenger Car Dept., Jersey City, N. Y. Division, while inspecting Train 175 a few minutes before its leaving time, discovered that the bottom brake connection on tender of engine 2902 had become disconnected. Rod was removed and brakes cut out on tender, without delaying train's departure. This keen observa-

tion on Mr. Sullivan's part, probably prevented trouble.

J. B. Winters, Conductor, Delaware Division, discovered broken truck under Erie car 49572 in Train Extra 2722, East, at Rosas, and took prompt action in stopping train and setting car out.

M. L. Teeple, Operator, Delaware Division, discovered brake connection down under P. S. & N. car 8898 in Train 1st 80, when passing his tower, and took prompt action in stopping train and making report of same, so that repairs could be made before an accident resulted.

R. P. Dooley, Yardmaster at Waverly, N. Y., Susquehanna Division, discovered brake rigging down under Erie car 104902 in Train 87, passing Waverly, and promptly notified Conductor of same, who had train stopped and rigging adjusted.

W. McIntyre, Conductor, Susquehanna Division, discovered brake rigging down under C. M. & P. S. car 206466 in Train 77, passing Painted Post, and promptly reported same to Dispatcher, who had train stopped at Erwins, where defective rigging was removed from car.

S. L. Jackson, Operator, Susquehanna Division, discovered hook of car door off from slide in Train 2nd 80, passing his tower, and promptly notified Dispatcher, who advised Conductor at Addison, where one pulley wheel was found off track on car door of Erie 110,029. Door was nailed at that point.

W. W. Wixson, Operator, Susquehanna Division, discovered something dragging under car in Train Extra 1679, East, passing his tower, and took prompt measures to stop train at "D.H." where Conductor found dead lever on Erie car 72490, dragging.

M. D. Peck, Engineer, Susquehanna Division, made 22,210 miles in ordinary freight service, from April 21, 1914 to July 15, 1915, without an engine failure.

B. H. Moore, Engineer, Susquehanna Division, made 26,332 miles in fast freight service, from September 19, 1914 to July 15, 1915, without an engine failure.

H. F. Clark, Section Foreman, Susquehanna Division, took prompt action in flagging Lehigh Valley train, on account of washout on that line.

J. H. Alden, Yard Conductor, Susquehanna Division, discovered brake-beam down under Erie car 85647 in Train 87, passing Binghamton, and took prompt measures to have train stopped and defective beam removed.

E. B. Bronson, Operator, Buffalo

Division, took prompt action, when he discovered broken truck under Erie car 49189 in Train Extra 3121, West and had same attended to before it caused an accident.

D. P. McDonald, Operator, Meadville Division, discovered wheel sliding on car in Train 2048, West, while passing through Union City. He quickly went to office, wrote a note and handed it to Conductor, who had train stopped and car cut out, which undoubtedly prevented an accident, as wheel was very hot.

Patrick Wrynn, Conductor, Mahoning Division, noticed while going over train, which was stopped at Warren, O., that rear wheel on East truck of D. & H. car 21139, was broken, and to avoid derailment it was necessary to handle car carefully in taking it to Warren Coal Yard, where it was set out.

M. D. Beverly, Brakeman, Chicago & Erie Division, discovered broken flange on car in Extra 2010, West, stopped train and had car set out, which, it is believed, prevented a derailment.

H. O. Bowman, Conductor and J. A. Ward, Brakeman, Chicago & Erie Division, by prompt and efficient action, arrested five train riders, who were connected with the derailment of Train 2010 last July. They were held until a police officer arrived to take them in charge.

G. D. Dyer, Switchman, Chicago & Erie Division, discovered eight inches of flange missing from wheel under car S. L. S. E. 1368, arriving at Huntington in Train Extra 1751, and reported same to proper persons.

Christopher Glenn, Crossing Flagman, N. Y. S. & W. Division, discovered brake rigging down under car Erie 107003, in Train Extra 92, as it was passing Godwin Street, Paterson, N. J., and had train stopped and defective rigging removed.

George B. Van Auken, Brakeman, N. Y. S. & W. Division, discovered bent axle under car Erie 73393 in Train 92, while at Coalburg, and promptly reported same, with result that car was switched in cripple track.

H. Curtis, Conductor, Buffalo Division, discovered broken rail in the Westbound track, west of Signal 370-B, while handling Train 78, and took necessary measures to have Maintenance of Way Dept. apprised of it.

E. P. Ward, Station Helper, New York Division, noticed brake rigging down under a car in Train Extra 1852, passing Noth Newark Station, and

reported same, so that train could be stopped before further damage resulted.

F. L. Kane, Fireman, New York Division, discovered broken rail in Eastbound track, Hackensack Bridge, while working as Fireman passing west over bridge on Train 85, and having his train brought to a stop, so that rail could be examined and changed out, before an accident resulted.

E. R. Ernst, Brakeman, New York Division, observed a switch being improperly set from the Eastbound track, to the freight house at Central Valley, while he was passing west on Train Extra 3084, and setting switch in proper position, thereby preventing damage.

F. A. Lane, Brakeman, Delaware Division, discovered car with broken truck in his train, Extra 2722, East, at Rosas, and called Conductor's attention to same.

M. J. Kennedy, Brakeman, Susquehanna Division, while going to work on Corning Extra, discovered brake-beam down under P. F. E. car 7255, in Train 1st 80, passing Corning, and promptly notified Conductor, who stopped train and had beam removed.

R. A. Wishart, Conductor, Meadville Division, while watching Train 2nd 80 pass at Cortland, O., noticed wheel sliding on car S. R. L. 10547 and notified Conductor of train as it passed. Train was stopped and brakes released, when it was found that wheel was very hot and liable to break at any moment, had not train been stopped.

F. E. Johnson, Operator, Meadville Division, was watching Train Extra 1715, West, as it was passing his tower (R. H.) 2 miles west of Steamburg, and noticed brakebeam down under S. R. L. Car 12944. He signalled to stop, but it was too late and train was derailed from this cause, blocking Main Track 3 hours. Recognition is accorded Mr. Johnson for the great effort he made to prevent an accident.

J. Gerlach, Engineer, Mahoning Division, on a recent date, just before Train 3 was due at Valley Street, Youngstown, O., discovered a brake rigging between Main Tracks between Himrod Tower and Valley Street, and arranged to have it cleared before train reached that point, thereby avoiding delay to that train and a possible accident.

M. Kaczmarck, Engineer, Mahoning Division, was standing on Eastbound passing siding at Solon, O., waiting for special passenger train to pass, and went to public highway crossing and

gave signals to passing pedestrians and vehicles, flagging crossing for the approach of special passenger train, which was about due.

C. W. Patterson, Engineer, Chicago & Erie Division, discovered broken rail west of Clanricarde and reported same to Dispatcher, so that it could be repaired.

ATHLETIC MEET, SEPT. 25TH.

The First Annual Athletic and Field Meet, of the Erie Railroad Athletic Association, will be held at the Jersey City International League Baseball Park, West Side and Culver Aves., Jersey City, N. J., on Saturday afternoon, September 25, 1915. Games to start at 2 P. M. sharp.

The following events will be open to all employes of the Erie R. R., at New York and Jersey City Terminal.

Track Events.

- 100-yard dash, scratch.
- 440-yard run, scratch.
- One-half mile run, scratch.
- One mile relay race, scratch.
(Limited to seven teams.)
- 100-yard dash, scratch.
(For men, 200 lbs. and over.)

Field Events.

- Putting 12-lb. Shot.
- Running High Jump.
- Standing Broad Jump.
- Entry fee, 25c. each event.

All entries to close Monday, September 20th, 1915.

At the conclusion of the Athletic and Field Events, the Erie All-Star Baseball Team, will cross bats with the Erie Shops' Team, which may be winner of the contests now being played between the teams representing the shops of the Erie and Ohio Divisions.

This will be the biggest day's sport offered by the Erie boys this season, and should be largely attended, as the teams have made a sensational record and are entitled to the support of every loyal Erie man, who can possibly be present.

MUSICALLY BANKRUPT.

"Who is the man wearing a high hat and dyed mustache?"

"That is Gargle, the famous tenor."

"What is he so mad about?"

"Why, he has just been reading the critics' views of his last performance and found that some of his notes have gone to protest."—Richmond Times-Dispatch.

THE ERIE RAILROAD ATHLETIC ASSOCIATION, CLEVELAND.

INSPIRED by the well known liberality of President Frederick D. Underwood, Cleveland employes of the Erie met on June 21, 1915, and organized, for the purpose of promoting athletic relations and developing athletic activities among the various officers and employes.

A constitution was adopted and sixty men became charter members. The following officers were chosen: President, R. S. Parsons; Vice-President, C. James; Secretary, J. J. McNamara; Treasurer, Frank Laughlin; Director of Sports, E. B. Collister.

These officers, with J. B. Dickson and F. S. Howard, constitute the Ex-

ecutive Committee. After the By-Laws were adopted the following team Captains were selected:

Base Ball, Jack McHugh; Tennis, E. B. Coyle; Bowling, E. J. Campion.

Under the stimulus of the association, the Erie Baseball team of this City, has battled its way into second position in the Cleveland City Railroad Baseball League, comprised of teams from the various railroads in Cleveland. There are four remaining games to be played and as only one game separates the Erie team from the leaders, our boys are hopeful of gaining that position before the season closes.

OUR BOOK REVIEWS.

The August "N. B. C."

The National Biscuit Company's "The N. B. C." for August, having on the front cover, the Uneeda Biscuit Boy, is a splendid number, including, as it does, many fine and instructive illustrations, covered by matter describing same.

Some very funny illustrations, are the Zu-Zu boys playing ball, attired in the familiar uniforms worn by the Zu-Zu's, the world over. Then there are pictures of all sorts of children, shown en masse, on donkeys, in carts, afoot and under trees, each with his favorite National Biscuit Company product. Pictures of parades, wagons and groups, showing the devotees of the dainty cracker products, are spread throughout the August number.

Not the least prominent among the pictures, is "National Biscuit Company in the Movies." And it is true, they are in the "Movies." They move fast, North, East, South, West; in fact, wherever the human taste craves for crackers, that are unbeatable for flavor, baked just right and enclosed in packages, complying with the strictest sanitary conditions.

Send for the "N. B. C.," read it carefully and learn what is meant by the "In-er Seal." It is published monthly.

Dr. Sinclair's New Edition.

"Locomotive Engine Running and Management," is the title of a comprehensive work by Dr. Angus Sinclair, M. E.

The 23rd edition has just been issued and 25 thousand have already been printed. It shows how to manage locomotives in running different kinds of trains with economy and dispatch. It gives plain descriptions of valve gears, injectors, brakes, lubricators and other locomotive attachments, and treats on the economical use of fuel and steam, while presenting valuable directions about the care, management and repairs of locomotives and their connections. Book contains 436 pages, 44 figures and 7 plates. Price, \$2.00.

It is published by John Wiley & Sons, Inc., 432 Fourth Ave., N. Y.

Better Business.

With the above title, which is very attractive, in itself, N. W. Ayer & Son, Philadelphia, New York, Boston, Chicago; Promoters of and Purveyors in high-grade advertising, have issued a handsome little book, divided into seven interesting chapters, each telling a story of "Better Business."

This little publication is intended to tell the story of the art of advertising, its intricacies, shortcomings and methods of exploiting

manufactured products in the right and proper manner. And it does tell these things in a way so convincing, that no person possessing fairmindedness, will question the philosophy of its argument.

The book contains 45 pages, printed in 12-Point, black-face type and is so attractively written, that once taken up for a hurried glance, every page will be certain to be read through.

Another Swell N. W. Ayer Book.

Messrs. N. W. Ayer & Son, the advertising publicity experts, seem to have almost outdone themselves, when they issued a dainty book, entitled, "The Show Windows of an Advertising Agency."

This attractive publication is 11½ x 9 inches in size and is contained inside a cover of deep blue, having a picture in many bright colors, of an assemblage of persons gazing intently into a shop window, which contains a display of cards, so attractively arranged, as to impel the passer-by to stop, look in and think it over.

The 78 pages contained in this book are devoted to representations of the Ayer style of advertising, all with suitable and appropriate illustrations, or fancy letters—mostly the former. These advertisements are located at the top-left of each page, with a sufficient margin below, above and at the sides, to permit of a delicately tinted brown picture, of a group of wide-awake pedestrians on a sight-seeing pilgrimage, to be shown.

Those interested in campaigns of up-to-the-minute advertising, or having products that need the Ayer system of publicity, can do no better than secure a copy of "The Show Windows of an Advertising Agency," look it over carefully, then get in touch with the concern that creates business for all who have the courage say, "I'll try it, anyway."

Rome is 2,667 years old. Rome was never a boom town, but it had had a steady, substantial growth.—Toledo Blade.

It is seldom that one has the chance to grab the same brand of opportunity twice.

Mule in the barnyard, lazy and sleek;
Boy with a pin on the end of a stick
Creeps up behind him quiet as a mouse—
Crepe on the door of the little boy's house.



Huntington, Indiana Fire Team—Band and Guests at Erie Fire Tournament, Salamanca, N. Y. Aug. 3, 1915.

Top Row:—Left to Right. Mrs. Carl Weber, Mrs. Earl Humbert, C. W. Dearworth, Storekeeper, Mrs. Carl Beck, Mrs. Lester Morris, T. Mackrell, Supt. E. J. Rielly, Fire chief, Dr. J. A. Taggart, Co. Surgeon, Rev. E. W. Cole, Our Friend, R. S. Parsons, Gen. Manager, J. E. Cleary, Asst. Fire Chief, W. F. Yergens, Master Mechanic. A. W. Munkittrick, Editor Erie Magazine, R. Toussant, Lieut. Police C. & E. Division. C. H. Turner, Secy. Y. M. C. A. Port Jervis.

Middle Row:—Left to right. A. Morris, Chas. McDonald, Dean Newcomb, Prof. J. L. Swihart, Elmer Rahn, W. Patterson, J. H. Whaley, Paul Griffith, Chas. Bailey, H. C. Weiford, Geo. Heitz, E. E. Urschel, Frank Heis, Harry Capps, Earl Keiser, Howard Kacy, Earl Swihart, J. S. Grim, John Otis, Harry Gordon, O. M. Bell, Rox Pauling, Arthur Keiser, E. L. Foote, W. D. Adams, Carl Beck, J. B. Adams, E. E. Walburn R. Yarbrough.

Lower Row:—Left to right. Ralph Humbert, Ben Sellers, Lowell Comer, A. Stalter, Ray Slagenhouf, Clement Ehinger, Carl Weber, Lester Morse, Loyd Wiles, Herman Johnke, Earl Humbert.



"ERIE OLD-TIMERS" READY TO JOIN THE PARADE.

Reading from left to right—Leo Gubala, Leonard Poletto, W. E. Morrison, Andrew Koacher, R. H. Dooley, H. G. Piper, Edward Wineski, N. P. Gaynor, Joe Seperek, John Meek, Andrew Washburn, W. P. Bradley, O. P. Moyer, (Foreman); John Weagraff, Tony Caruso, William Newberry, (Chief); George Foreman, Paul Schreckengost.

ECHOES FROM LAST MONTH'S SHOPS' FIRE TEAM CONTEST.

LATE last month an unusually clear photograph was received from Superintendent Mackrell of the Chicago & Erie Division, showing the victorious Fire Team representing the Huntington, Ind., Shop, the "Mackrell Band, C. & E. Division," and others assembled above them, same having been taken at the home of Dr. Taggart, Erie Railroad Physician, Salamanca Avenue, Salamanca N. Y., immediately after contest. It is one of the very finest photographs that have been received by this magazine, as the reproduction on opposite page will show.

As it was impossible to obtain a photograph of the Loving Cup offered by the City of Salamanca at the time of the contest, its presentation was necessarily deferred until this month. It is a very beautiful trophy and is highly appreciated by the Marion, O., Machine Shop Team, to whom it was awarded for showing the second highest efficiency.

The cup bears the following inscription:

"City of Salamanca, 1915, 2nd prize for efficiency, won by Marion Machine Shop Team, at the 9th Annual Tournament of the Erie Fire Brigade, Salamanca, N. Y., Aug. 3-4, 1915."

It is interesting to know what a great hit these annual affairs are making in the Erie Railroad towns where they are held; in fact they have created so much enthusiasm, that other towns that have not had the pleasure

of holding a contest, are fairly hustling and using every possible effort to secure the event for next year.

Huntington has had one contest and took care of everybody nicely. The race track, not far from the city, proved an excellent place for the runs, having a large covered grand stand and judges' stand. The facilities for reaching it were adequate and all arrangements made by the Board of Trade, both for the contests and night parade following, were as perfect as could be. Huntington is a strong bidder for next year's events.

It is understood that Meadville, Hornell and Port Jervis, are flirting with the affair. Each has had the compliment paid it.

Stroudsburg is very hot on the trail, too, and offers the plea, that that city has never been recognized. His Honor, Mayor C. L. Edinger of Stroudsburg, who is captain of the local Shop Team and foreman of the paint shop, is an Erie rooter, who fairly turns up the soil. At the Salamanca meet he had green pasteboard badges printed and distributed all over town, booming Stroudsburg for 1916. The badges read: "We're for Stroudsburg (ERIE), 1916." His Honor writes that Stroudsburg has a dozen or more hotels to take care of visitors, fine streets, an excellent track close to town, a warm and hearty welcome for all friends and strangers and a guarantee that a perfect system will be maintained throughout. This

he says over his own official signature, after conferring with the Board of Aldermen, other city officials and the local press. The pretty Pennsylvania city on the banks of the Delaware, where the N. Y. S. & W. has its shops, contains a live bunch of hustlers, that's certain.

What is wanted at these annual events, more than anything else, is a little less rain, and it is hoped that Jupiter Pluvius will be more considerate in future, than in the past, Port Jervis and Salamanca, still being sad weather memories.



SALAMANCA LOVING CUP

The mechanical department is particularly solicitous for better weather conditions, as its representatives are lively interested in the boys. At Salamanca, where Messrs W. Schlafge Gen. Mech. Supt., E. S. Fitzsimmons, C. James and J. McMullen Mech. Supts., were present (although their names were inadvertently omitted from the August Magazine), hope faded in their hearts, when the vital time arrived and rain fell. Mr. Schlafge was so discouraged, that he declined the honor of performing the function of Official Announcer, claim-

ing he was unable to do so, because his umbrella was wet.

In connection with the celebration on the day following the Shops Fire Dept. contests, the "Erie Old Timers" got busy and went into the parade. The picture shows how the boys looked attired in their working clothes and white caps. On account of their wide acquaintance with the town folk of Salamanca, the delegation made a decided hit.

All are men who have been in the Erie service, practically all their active lives.

William Newberry, Chief of the "Erie Old Timers," is seated in the cart, which is equipped with the old-fashioned "Force Pump." Mr. Newberry has an excellent record as an engineer, and since his retirement from the road service several years ago, on account of having reached age limit, has been in charge of Store-room at Salamanca Shop.

This aggregation maintains that, although modern appliances have superceded the "Force Pump" and "Bucket Brigade" of past days, they are still in the active service list, if emergency calls them to fight fire.

THE GAME IN RHYME.

The Erie Railroad shop baseball team from Salamanca recently played a game with the Brier Hill shop nine of Youngstown, which resulted in a Cataclysm for the reservation representatives. "Salt Basin" embalms the event in rhyme, as follows:

A bunch of "ginks" from Squawtown,
Made a dash to Brier Hill,
To play a game of baseball
And eat a bitter pill.

They had more wind than "Ginger,"
They had won a game or two;
The score—fifteen and forty,
I would say they're almost thru.

Baseball, you know's, a pastime,
To be played by those with "Pep";
A game that's not for dead ones,
Nor for those without a step.

Bill Freaney once a "Hero,"
Who's been cheered by great and small;
Made corn-fed sort of dashes,
When he scrambled for the ball.

Walt Curtis and Art Benton,
Who were once in line for fame,
Played ball like wooden loggers,
Their performance was a shame.

Oh, please now, Mister Hendricks,
If you wish to have a nine;
Go find some little children,
Who can make your ball team shine.

Servia is contemplating a good deal of new railroad construction in Servian Macedonia.

THE NATIONAL GAME, IN WHICH ERIE BOYS EXCEL.

ERIE BEATS LEHIGH VALLEY.

The All-Erie Baseball Team defeated the Lehigh Valley Team at the Federal League Park, Newark, N. J., Saturday, August 28th, before a large crowd. The All-Erie played a rattling good game, both at bat and in the field.

The team was somewhat handicapped, on account of its regular catcher, Hammer, who was injured in practice, being out of the game, and the absence of Bushman, the substitute catcher, who was away on his vacation. Enright, however, handled Kresch's wide curves like an old-timer and his work behind the bat was exceptionally good, for a youngster.

Clawson starred with the stick. His home run drive went all the way to the ten-cent seats. He also played a brilliant game in the field. The lone tally of the Valley Team, was due to an error of the centre-fielder, who muffed Healey's fly, and allowed Bratch, who had walked, to score by slow handling of the ball. Kresch pitched a fine game and deserved a shut-out. On several occasions, with men on bases, he would tighten up and retire the side on strike-outs.

The Erie Infield was like a stone wall, and whenever a ball was hit anywhere in the diamond, it was a sure out. The score:

	ab.	r.	h.	o.	a.	e.
Clawson, 2b.	5	3	1	1	1	0
Dussault, 1b.	4	2	1	11	0	0
Strauss, cf.	5	1	3	0	0	1
Quackenbush, ss. ..	5	1	1	0	2	0
Enright, c.	4	1	1	10	5	2
Brameld, 3b.	5	1	1	2	3	0
Labaugh, lf.	5	1	1	1	0	0
Forsythe, rf.	5	1	1	2	0	0
Kresch, p.	5	1	1	0	2	0
	43	12	11	27	13	3

	ab.	r.	h.	o.	a.	e.
Kearney, 3b.	4	0	0	2	3	1
Kelley, 1b.	4	0	0	4	1	1
aHamilton, p.-2b. ..	4	0	0	1	2	0
Nagle, ss.	3	0	1	1	1	2
Bratsch, lf.	1	1	0	5	0	0
bHealey, cf.-p.	4	0	0	1	1	0
cMcCabe, rf.-c.	4	0	1	3	1	0
dSherrer, 2b.-cf. ..	4	0	1	1	0	3
eMcCafferty, c.-rf. .	3	0	0	9	1	0
	31	1	3	27	10	7

a-b Hamilton and Healy exchange positions in 4th inning.

c-e McCabe and McCafferty exchange position in 4th and return to original positions in 5th inning.

a-d Hamilton takes Sherrer's place at 2b. after two runs are scored in 4th inning. Sherrer goes to center field.

E.	2	1	5	3	0	0	0	1	0	—12
L. V. ..	0	0	0	0	0	0	0	0	1	—1

Earned runs—Erie, 7; L. V., 0. Two-base hit—Dussault. Home run—Clawson. Left on bases—Erie, 7; Lehigh Valley, 7. First base on errors—Erie, 7; Lehigh Valley, 2. Struck out—By Kresch, 14; by Hamilton, 3 in 3 innings; by Healy, 6 in 6 innings. First base on balls—Off Kresch, 2; off Hamilton, 1; off Healey, 1. Hit by pitcher—Dussault, Bratsch, Nagle. Passed balls—McCafferty, McCabe. Time of game—Two hours and seven minutes. Umpire—Mr. Nagle.

The Erie Team plays Brooklyn Rapid Transit Team at Dexter Park, Brooklyn, September 4th; Central Railroad of New Jersey at Communipaw, September 6th; Providence, R. I., Team of N. Y., N. H. & H. at Colonial League Park, New Haven, Conn., September 11th; Reading Railroad at Philadelphia, September 18th, and a team from the Erie Railroad Shop League at the Field Day of the Erie Athletic Association, at International League Park, Jersey City, N. J., September 25th.

ERIE DEFEATS LACKAWANNA.

Game played Aug. 21st. The score:

	ab.	r.	h.	o.	a.	e.
Wolfe, 3b.	5	1	2	0	2	0
Dussault, 1b.	3	2	3	16	1	0
Kearney, rf.	4	0	1	0	0	0
Quackenbush, ss. .	4	1	3	1	2	0
Labaugh, lf.	2	1	1	0	0	0
Bushman, cf.	3	0	0	0	0	0
Brameld, 2b.	4	1	1	0	6	0
Hammer, c.	4	1	1	10	4	1
Strauss, p.	2	0	1	0	0	0
aKresch, p.	2	0	0	0	1	1
bEnright, lf.	1	0	0	0	0	0
cForsythe, cf.	1	0	0	0	0	0
	35	7	13	27	16	2

	ab.	r.	h.	o.	a.	e.
Donahue, cf.	3	0	0	4	1	0
Caligan, lf.	3	2	2	1	0	0
Magone, 1b.	4	0	0	6	0	1
Turner, 3b.	3	0	0	4	2	1
Farley, 2b.	4	0	0	1	1	1
Sullivan, c.	3	0	0	4	2	0
Jennings, ss.	3	0	0	4	1	1
Eckhardt, p.	2	1	0	0	2	2
Barber, rf.	2	0	0	0	0	0
dMcCabe, rf.	1	0	0	0	0	0

28 3 2 24 9 6

a Takes Strauss' place, 5th inning.
 b Relieved Labaugh, 6th inning.
 c Relieved Bushman, 6th inning.
 d Relieved Barber, 5th inning.
 Earned runs—Erie 5; D. L. & W., 0.
 Left on bases—Erie, 7; D. L. & W., 3.
 Two-base hits—Quackenbush, 3; Labaugh, Brameld, Strauss. Double plays—Quackenbush to Dussault. Sacrifice hit—Donahue. First base on balls—Off Strauss, 2; Kresch, 2; Eckhardt, 2. Struck out—By Strauss, 11 in 4 innings; by Kresch, 2 in 5 innings; by Eckhardt, 3. Passed ball—Hammer. Hit by pitcher—Dussault. Wild pitch—Strauss. Time of game—One hour and fifty minutes. Umpire—Mr. Driscoll.

ERIE BASE BALL LEAGUE.

Eastern Division

	Won	Lost	P. C.
Hornell, N. Y.	3	0	1000
Susquehanna, Pa.	5	1	834
Buffalo, N. Y.	2	2	500
Dunmore, Pa.	2	3	400
Salamanca, N. Y.	1	4	200
Port Jervis, N. Y.	1	4	200

Saturday's Games, August 7, 1915.

At Hornell, 9; Susquehanna, 4.

At Dunmore, 6; Salamanca, 3.

At Buffalo, 12; Port Jervis, 9, 1st game

At Buffalo, 16; Port Jervis, 15, 2d game

Western Division.

	Won	Lost	P. C.
Chicago, Ill.	4	0	1000
Meadville, Pa.	3	0	1000
Kent, Ohio	4	1	800
Brier Hill, Ohio	4	1	800
Marion, Ohio	1	5	166
Huntington, Ind.	0	5	000

..Saturday's Games, August 7th, 1915..

At Kent, 5; Brier Hill, 4.

At Huntington, O; Marion, 1.

At Meadville vs Chicago, Rain.

OHIO DIVISION GAMES.

Marion vs. Chicago.

Marion was defeated by Chicago at Chicago, July 31st, by the score of four to five. The game was lost in the last inning, Marion leading at that time four to one. An error and three passes, followed by a double by Chicago, decided the game.

Dull out-pitched his opponent, fanning eight and allowing but four hits, while his only passes were in the last round. Marion was not satisfied with the decisions of the Chicago umpire, in the last inning.

Teams	R.	H.	E.
Marion	4	7	3
Chicago	5	4	1

Batteries—Dull and Foutz; Grable and Whitehead.

Marion vs. Huntington.

Marion defeated Huntington at the latter place, August 7th by the score of 1-0. The game was a good one in every particular, both teams playing a perfect fielding game. Marion secured four hits to Huntington's two and scored the only run in the second inning, when Dull smashed out a timely double, with a man on second.

For six innings, Dull pitched a great game, allowing but one hit, while Danner allowed but one hit in the last three rounds, Gramble caught a nice game for Marion. Morgan and Elgin composed the battery for Huntington.

Marion vs. Meadville.

Marion lost to Meadville, August 14th, making a poor showing, after playing high-class ball in the two previous games. Meadville outplayed Marion at every stage of the game, winning by the score of 10-2. Clark and Foutz, with singles, counted for both Marion runs in the sixth inning.

Schreckengost, who was on the mound for Meadville, was a puzzle to his opponents. He allowed but four hits and was given fine support, the one mis-play back of him being of no help to Marion. Danner, who did the pitching for Marion, held Meadville safe for three innings, but in the fourth the locals started to boot the ball back of him and hits followed.

CAR DEPT. BALL TEAM.

The Baseball Team of the Car Department, Jersey City, kept up its good work of the year, by winning 2 out of 3 games played. On July 21st they were defeated by the Underwood A. A., by the score of 14-3.

The car department was playing without the services of four of its regular men and this, no doubt, explains the cause of the defeat; but, on the 24th, they defeated the Erie Invaders of Jersey City, by the score of 15-6, and on the 25th, defeated the Monmouth St. Club, by the score of 25-3.

Would like to hear from all light semi-professional teams belonging to the Erie System. Address all communications to Steve J. Kmetz, Jersey City, N. J., care of R. S. Mounce, G. F. C. R.

The latest dance is called the "Twinkle" and comes from Pittsburgh. We fail to get the idea—Pittsburgh is celebrated for twinkling like a chunk of coal.—New York Sun.

**ORDER OF THE RED SPOT.
Mahoning Division.
September Membership.**

Engine No.	Engineer	Fireman
2535	R. M. Shane	D. A. Lane
2524	T. Dill	T. Mahar
720	W. C. Dunn	F. E. Ewing
1817	B. C. Whelan	T. A. Scanlon
2522	M. L. Forbes	W. Weber
1857	J. Whelan	P. Giles
2729	J. J. Brannon	R. R. Miller
665	E. Alexanler	W. G. Brown
2526	S. G. Corlett	T. J. Tamplin
102	W. H. Forney	H. O. Munnell
1841	P. Diehl	R. Ellis
89	W. C. Forrester	M. Hoffard
1812	W. B. Kolk	H. G. Blaney
1406	T. J. McCarthey	S. Bahen
3080	C. Shull	H. M. Booth
1321	M. L. Bahen	F. E. Brannon
1858	J. O'Neil	W. F. Planton

**New York Division and Branches.
September Membership.**

11	J. H. Linley	J. Pender
105	G. Cowan	J. Gilshion
118	H. E. Reed	J. C. Myers
514	W. A. Johnson	T. Balmos
517	D. J. Ackerman	W. H. Myers
545	J. D. Fosdick	J. A. O'Brien
548	J. L. Van Orden	W. E. Jenner
556	B. Walsh	N. M. Cable
591	A. Bell	W. A. Ward
793	H. W. Smith	G. Eckerson
807	H. E. Weyant	J. H. Winters
820	E. M. Carlough	E. P. Doty
822	G. Wallace	W. A. Smiley
824	C. Voorhis	G. O. Doremus
825	G. Beatty	W. H. Dorrell
831	T. Duffy	J. J. Brown
842	E. Saunders	N. F. Quinlan
844	H. Eberling	A. Vanaken
847	R. K. Thornhill	F. A. Ivens
911	W. E. Captain	W. McMahon
917	W. J. Brown	J. J. Reilly
918	F. M. Ferrell	E. Ritter
922	R. King	F. Handy
929	S. F. Ballam	C. C. Rickle
937	H. N. Palmer	F. M. Vernon
955	D. J. O'Brien	R. Axford
956	W. O. Cutler	J. F. Radner
964	C. Schedler	J. Ruegger
965	H. L. Sarvent	G. W. Tomlinson
966	H. Schmoll	
970	H. Springstead	
1029	E. H. Paddock	
1071	J. Knaub	
1081	F. Howe	
1472	C. Landmesser	
1473	M. McKeon	
2503	J. Downs	
2718	W. H. Menner	
2720	T. Cutler	
2723	E. T. Reed	
3028	F. Fitzgibbons	
3050	D. Brahaney	
3064	E. J. Murphy	

**Meadville Division.
September Membership.**

672	H. E. Lane	F. E. Carr
732	S. Cochran	S. G. Stainbrook
1433	E. A. Manges	R. O. Hanson
1440	A. Minium	F. Simmons
1448	J. N. Hunsicker	H. L. Kightlinger
2035	R. T. Bell	W. W. Rogers
2516	C. F. Dunbar and G. Kebort	R. J. Unger and H. C. Kiser
2517	H. P. Maybee	A. McCray
2521	B. L. Luce and P. J. Eckart	E. A. Staley and S. D. Bunting
2725	J. J. Stenger	Wm. Consla and E. J. Schrubb
(At present vacant)		
3069	B. Bailey	N. C. Smith
3070	F. E. Mason	J. A. Boyles

**Chicago & Erie Division.
August Membership.**

FIRST DISTRICT.

Engine No.	Engineer.	Fireman
463	W. T. Fields	W. G. Sutton
465	L. C. Guest	B. Lewis
796	S. M. Oswalt	C. R. Wentz
2555	John Cull	S. Snyder
2557	F. H. Lee	W. L. Chalmers
	Geo. Marston	J. H. Flanagan
2551	L. O'Brien	A. A. Bitner
	A. H. Wyman	E. J. Wahrer
1742	C. E. Scott	J. M. Zent
1748	I. L. Sparks	E. J. Griswold
1751	H. M. Young	E. H. Christ
1753	R. F. Barnes	H. L. Morgan
1754	R. M. Erehart	L. Dolby
1784	R. M. Dungan	A. O. Dinius
2077	W. H. C. LaBar	E. R. Swihart

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	Wm. Wagoner
	L. F. Truman	A. F. Briggs
2560	Geo. Kehler	F. H. Philley
1757	H. Kesler	J. F. Tallman
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	G. E. Lutz
2050	G. W. Davis	P. S. Blackburn
2053	E. C. Schepper	J. M. Dunn
2075	Ed. Walknetz	E. E. Coughlin

USEFUL VASELINE PRODUCTS.

Cards are now being exhibited in the cars of the Erie Railroad, showing the various and interesting products of the Chesebrough Mfg. Co. Cons'd-for instance, Capsicum Vaseline, used externally for Gout, Lumbago and kindred troubles and takes the place of a mustard plaster, with the difference, that it does not blister the skin and is ready for instant use; Mentholated Vaseline for Catarrh, Neuralgia, etc., Camphor Ice, for Sunburn and healing of cracks of the skin, and smooths the roughness of the hands.

No family medicine chest should be without these remedies. They insure the easing of pain and give comfort until the doctor (if necessary), arrives.

Drop a postal to Chesebrough Mfg. Co., State St., N. Y., and ask for their booklet. You will be surprised at its contents, which not only gives full information of their products, but interesting data, as well—adv.

On the road to success you have mighty little time to stop and pick posies by the wayside.

Forget an injury, but never forget that you have forgotten it.

HANG ME ON THE 'PHONE.

The manner in which you use a telephone indicates largely what you are.

Many a man has dug his grave with his tongue.

Discourtesy hurts the person who uses it more than the person towards whom it is directed.

You cannot get away from that truth by drawing a herring across the trail.

We have proven to our satisfaction that courtesy has paid us well.

Mark this point—one discourteous action by you over this 'phone to a patron or a prospective patron does an injury to every man whose name is on the pay roll.

It is not always what a man knows, it's what he does that counts.

Knockers do not kill men—they kill business. They are the persons who sift sand into the gear boxes of progress.

Chickens come home to roost so do harsh words.

"Wunden, von einem Messer verursacht, heilen schneller, als jene verursacht durch eine scharfe Zunge."

BRUCE V. CRANDALL'S BOOK.

With the title, "The Autocrat at the Lunch Table," Mr. Bruce V. Crandall of the Bruce V. Crandall Service, Chicago, who is also publisher, journalist and writer, has given to the world a book, which is a work of inspiration to the wide-awake brethren, known as "Supply Men"—they who would sell anything, from a keg of spikes, to soft seats for comfortable coaches, to any railroad, with a disposition to purchase.

Not that Mr. Crandall's book would add to the big orders, but it tells in 303 pages, printed in dark-face, 12-point type (the large type being for the benefit of those of the fraternity, who have the eye-glass habit), a breezy series of incidents, happenings and experiences of those who have something, or many things, to sell the railroads.

This collection is based on a series of articles first appearing in the "Railway Review," but rewritten and revised to suit the needs of this interesting book. It takes 48 Chapters (not long ones), to tell all the experiences of the Supply Boys, as they have told them at the lunch table, where they have been wont to adjourn to nourish the inner man, and the surest way to find out all about it, is to buy the book, read it, laugh heartily and digest

it thoroughly, even as the Supply Men, themselves, have digested the food partaken of, while each assumed he was "The Autocrat at the Lunch Table." It is published by the Railway Educational Press, 14 East Jackson Boulevard, Chicago, Ill.

BRITISH NORTH BORNEO.

The State of British North Borneo is governed by the British North Borneo Company, a chartered company, the only one remaining under the British flag. The Governor is appointed by the company with the approval of the British Secretary of State for the Colonies. The population is estimated at 500,000, there being less than 400 whites. United States Consul Hanson, at Sandakan, states that he is informed that within twenty miles of that place are natives who have never seen a white man, and who live by the spear and the blow-pipe just as did their ancestors of the tenth century. Mr. Hanson states that elephants and rhinoceroses are so plentiful that they are a nuisance to owners of rubber and cocoanut estates by destroying young trees, and that "the telegraph line across the country is out of commission a third of the time because the elephants rub against the posts and push them down."

PRIDE OF THE JAPANESE.

The Japs are a jolly people and fond of a joke, and they are generous and trustful to a marked degree. They also have a strong sense of pride, and travelers relate a peculiar instance of this trait. If a traveler is annoyed by being followed by a crowd which, however, is always quiet and respectful—he can cause it to melt away like snow-flakes on a hot stove by simply halting and holding out a coin. The Japs feel hurt at being taken for mendicants. Fancy what the result would be if a traveler adopted this expedient in the fee taking cities of Europe. He would be almost torn to pieces by the crowd trying to get the coin.—St. Louis Globe-Democrat.

WELL OF REFINED OIL.

There is an oil well near Calgary, in western Canada, that yields an extraordinary oil, as clear as water, containing 72 per cent. of benzine and capable of being used crude in the engine of a motorcar.

THE STOVE COMMITTEE

APPOINTMENTS.

Executive Department.

Mr. Proctor W. Hansl, Advertising Manager in charge of the Company's printing and publication advertising office, 50 Church Street, New York.

Mechanical Dept. Galion Shop.

J. W. Graham, former Carpenter, Carpenter Foreman, vice J. M. Mitchell, resigned.

Susquehanna Shop.

Mr. V. C. Randolph, Assistant Shop Superintendent at Susquehanna, will have jurisdiction over roundhouses, outside terminal work and all car work on the Susquehanna, Tioga and Jefferson Divisions.

Mahoning Division.

G. A. Blair, Acting Agent, Hubbard, Ohio, vice R. W. Bell, temporarily relieved account of ill health.

DISCOURTESY AS A REDUCER OF BUSINESS DIVIDENDS

Impoliteness of Employes Costs American Railroads, Department Stores, and other Enterprises, Many Thousands Yearly—Chesterfieldian Civilities, however, declared to be on increase, of late.

THE most difficult and dangerous suits that a railroad has to defend are those where the special grievance of the plaintiff is that his feelings have been hurt. Bodily injury cases present something tangible that can be grasped by almost any jury. But when the gravamen of the suit is mental anguish or the inconvenience that has been caused by some of the company's employes the jury usually gives the plaintiff the benefit of the doubt and the railroad loses. The steady growth in the number of these cases and the increasing sums that railroads are compelled to pay on account of alleged discourtesy and inattention on the part of their employes have brought about the "campaign for courtesy" that many lines have instituted within the last few years.

The bill that railroads have to pay for swear words is a big one. Here are a few instances that were brought out recently by Blewett Lee, General Solicitor of the Illinois Central Railroad Company, in the course of an address to the Mississippi Bar Association.

Several years ago a suit was brought for \$10,000 against a railroad company on the ground that the plaintiff had been abused by the agent at the Union Station, Memphis, Tenn., when she went to buy a ticket to a station in Mississippi. The plaintiff was a negro woman, and it was alleged that she conducted a "blind tiger" in a small town in which she lived. She claimed that the ticket

agent had used abusive language to her and had wound up by calling her a "damn liar."

It was shown in the course of the trial that the ticket agent in question was a man of excellent reputation and standing in his community. The agent and all the clerks and employes in the ticket office who were called as witnesses testified that the woman's charge was without any foundation whatever and that the occurrence which she complained of never had taken place.

When the evidence was all in, the woman's attorney approached the attorney for the railroad and offered to settle the case for \$100. The legal representative of the railroad felt so sure of the verdict that he refused absolutely to adjust it out of court on any terms, and insisted that it be left with the jury.

The railroad attorney's confidence in the jury, however, was misplaced. The jury brought in a verdict for \$3,000. Of course, the case was appealed, but the railroad ultimately had to pay the \$3,000.

There was another case, similar in many respects, which cost the railroad nearly as much. A passenger had a dispute with a train auditor over a matter of 15 cents. The train auditor claimed that the passenger was traveling beyond the station to which he bought the ticket. The passenger denied this, and a wordy dispute arose, the train auditor insisting upon getting the 15 cents and the passenger refusing to pay it. It

was one of those cases where any man would be likely to lose his temper. At any rate, the passenger claimed that the train auditor had called him a "damn liar," and that was the basis of his grievance. It was not alleged that the railroad employe had laid hands on the passenger at all.

The jury apparently took the view that "damn" was a good round oath and that the plaintiff's feelings had been seriously hurt by the manner in which the railroad company's representative had disputed his veracity. At any rate, the passenger obtained a verdict of \$2,500, and the railroad company ultimately was compelled to pay that sum to him.

Moral: Don't Swear.

Even if a man is not a passenger on a railway train, the courts have held that a railway employe who swears at him makes his company liable. In a recent case, the plaintiff was a hackman whose stand was in the street outside the entrance to the railway station. He brought suit against the railway, claiming that he had been abused and insulted by the station master while the latter was ordering him away from the entrance to the station building. It does not appear that the station master used extraordinarily vituperative language. In fact, his remarks were mild compared with the profane pleasantries that are interchanged every day between the motormen on the surface cars in the city and truck drivers who get in their way. But the jury considered that the hackman's feelings had been hurt \$1,000 worth, and brought in a verdict in his favor to that effect. The railroad had to pay it, too.

When the case finally was affirmed by the higher court, and the railroad "took its medicine," it was noticed that the hackman in question was blocking the entrance to the station again. So far as is known, he is still doing so, seemingly waiting for another fuss with the station master. In his case, at least, being insulted was considerably more profitable than hack driving.

There are many such cases. They are much more common in some States than others, but everywhere the railroads' attorneys fear such suits on account of the difficulty in defending them and the possibility of heavy damages having to be paid in the end.

As an instance of "punitive dam-

ages," a typical case is one in which a woman who was riding on a railroad in the Middle West was carried a few miles beyond her station. As soon as the oversight was discovered she was sent back by the next train free of charge, with profuse apologies from the railroad employes, who were responsible for the error. All this happened in the daytime, and the woman rode in a parlor car both ways. It did not appear that she suffered any monetary loss by the delay, but she brought suit and obtained a verdict for \$5,000, based on instructions for "punitive damages." The railroad appealed the case, and the judgment was reversed in a higher court on the ground that such instructions were not properly given under the evidence. A retrial of the case was ordered. This resulted in the plaintiff getting a verdict for \$5,000 as actual damages.

Because it was thought by the jury that a station agent did not keep the waiting room warm enough in Winter, the railroad company employing him had to pay enough damages in two suits to heat twenty such places for a year.

The odd part about the first of these suits was that one of the railroad's witnesses testified that he was in the depot at the time in question and did not notice that it was particularly cold, and that he did not suffer in the least from the temperature of the room. This railroad witness had a change of heart, however, when the Supreme Court affirmed a judgment in favor of the plaintiff against whom he had been testifying. He saw that the complainant had been so successful that he decided he, too, would make a try for some of the railroad's money. Thereupon he also brought suit against the company for not heating its depot properly, alleging that the place was cold and that he suffered extraordinary discomfort thereby, at the same time as the plaintiff in the first action. He was confronted with his own testimony in the previous case, but, apparently, the jury did not consider this a serious drawback, and he obtained a judgment of \$750.

The Case of "Fluffy."

Now and then there is a lighter side to the railroad's troubles. The other day a dog, traveling in a baggage car, was lost by the Southern Pacific somewhere in Oregon, while the family to which the dog belonged were going from Seattle to San Francisco. The dog's name was "Fluffy" and its in-

trinsic value was not great, although the children, whose playmate it was, held Fluffy above all price. The eldest of these children was a boy of 11. He was inconsolable when he found that Fluffy had escaped from the train. Forthwith he sat down and wrote a letter to the Southern Pacific Company's officers telling them what he thought of them, and winding up with the threat that if Southern Pacific did not find Fluffy at once he was going to "lick" the railroad.

Probably this eleven-year-old's threat did not disturb the Southern Pacific as much as the fact that the lost dog might be a Russian Spitz or a Spanish terrier or a Siberian spaniel, and that the railroad little knew what valuation a jury might put on it. Therefore, it sent out telegraphic inquiries all along the line for a dog of Fluffy's description. She was found at Ashland, Oregon, and when located was in such a condition that her identification was difficult. The railroad thereupon furnished the eleven-year-old's father with a round trip ticket to Ashland, Oregon, and he returned with the dog.

After Fluffy had been given a bath, an alcohol rub, and other things to get rid of the "woodticks" which the children thought she might have accumulated in her brake-beaming experiences her eleven-year-old master wrote another letter to the Southern Pacific telling the railroad that it need no longer fear a "licking" now that Fluffy had been returned.

It is safe to say that there is not a railroad in America that is not genuinely sincere in its avowed purpose of showing every possible courtesy and accommodation to its passengers. The suits for damages for discourtesy or inattention are initiated, as a general thing, by two classes of its patrons—those who are sticklers for their "rights," and those who are looking for a chance to "beat the company." To protect themselves from the latter class the railroads have been forced to adopt many restrictions and to be continually on guard.

The average passenger may complain loudly of being delayed, even though the causes of delay may be beyond the railroad's control, but he is likely to forget his annoyance in a few hours after having reached his destination in safety. Some years ago a long passenger train pulled out of El Paso bound for Denver and Chicago. It was a season of disastrous floods throughout the Southwest. A night's ride out of El Paso a river was

reached. The bridge had gone out ten minutes before, and the train returned to its starting point. As quickly as possible it began its journey again, traveling by an entirely different railroad from that over which the tickets read. Day after day, for nearly a week, it dodged about Texas and Oklahoma, trying to find bridges that it could get over.

Meanwhile the passengers were fed regularly on the best that the railroad eating stations could furnish, entirely at the railroad's expense. Although the Pullman berths were occupied nearly seven days instead of two, no extra charge was asked. The train became a special and was in motion continually. The train crew was efficient and polite and did everything possible. More than one-fourth of the passengers finally formed a committee to wait upon the conductor of the train to protest against the delay and threaten to sue for damages the railroad selling the tickets. The conductor listened to them and said:

"If the bridge over the South Fork of the Canadian is safe when we get to it, I think your troubles will be over. We are doing our very best. I am as anxious to get home as any of you gentlemen. You can't start any suits until you get home. If you wish to then, that is a matter for your individual judgment."

The passengers retired, they crossed the bridge safely, they reached their homes many days late, but not a single suit was brought for damages on account of the delay.

The Pullman conductor has more troubles than any other man who works on a passenger train. He has cases to settle that would puzzle the most learned Judge on the bench. Having two passengers present tickets for the same berth is not an uncommon occurrence, and there is always a row. If the conductor is of the right sort, however, it is smoothed over and it is soon forgotten.

A train that had just pulled out of Chicago had two men aboard, each of whom held a ticket for lower 6 in the same sleeper. The car was not full. The conductor looked at the tickets, then turned his back, pretending to look out of the car window. This gave him a chance to glance at his diagram. He saw that lower 8 was not taken. He made a hasty mark with his pencil and confronted the two men, who were glaring at each other.

"It's all right," he said cheerily. "Just a clerical error that doesn't

mean anything. The clerk wrote down '6' on your ticket instead of '8.' Your berth's '8.' See, it's marked here on the diagram."

On a crowded train westbound from New York there were two tempestuous souls. Each had a red ticket that called for lower 3. The first one in had gone to bed. The second had caught the train at the last moment. He refused to be pacified with an upper berth and a refund of the difference in price. The conductor offered him a lower in another car, but that was not satisfactory. The irate passenger started to say so in a voice that could be heard above the roar of the train from one end of the car to the other. He claimed to be the heaviest freight shipper on the line and to know every official from the President down.

The conductor did some quick thinking. The drawing room was not likely to be sold, and he put the enraged passenger in that. When he reported the duplicate sale and his action to the Superintendent that official commended him for his good judgment. "Make your passengers comfortable and keep them happy," said the official's letter. "Don't be afraid to take responsibility. We want to attract business, not to drive it from our cars."

But transportation companies are not the only ones which suffer because of discourtesy and inattention on the part of their employes. The big department stores feel it in no small measure.

When the Worm Turned.

"Do we suffer from discourtesy and inattention?" said the manager of one, repeating the question. "We do, both directly and indirectly, though probably more indirectly than we know; but it is hard to control and direct an army of employes every minute of the day and in every detail. I could give you a number of examples of how we suffer directly, but one should be enough.

"A man approached one of our floorwalkers a few weeks ago and said: 'Sir, you seem to have a wrong idea in this store. You appear to think that people are obliged to come here to spend their money. I want to assure you to the contrary; at least I am not. I shall transfer my account to another store.' The floorwalker managed to detain him long enough to learn that he had stood at a counter about five minutes without receiving attention from the salesgirl,

who, he said, was talking to another salesgirl. What counter it was he would not say, telling the floorwalker that he was not our policeman, that it was our business to see that such a thing could not occur, and that he would not be the cause of the girl's losing her place, even if she had neglected him. He gave his name, however, and when we ascertained that he had carried an account with us for twenty years we went to see him. He said he had found the same condition a number of times, that his family had complained about it, and that he was through trying. He withdrew his account, which was quite large and had always been paid promptly. That is a direct loss.

"Indirectly, we lose a great deal from discourtesy and inattention. But it is difficult, in our business, to distinguish between the two. There is very little real impudence, but there is a great deal of inattention. I have seen a customer turn away and, presumably, walk out of the store because a girl slammed down a bolt of goods in front of her instead of laying it down properly. Some girls will give information grudgingly, and so lose a customer; some will show impatience while displaying goods; some will assume a superior attitude, especially when the customer does not appear to be affluent. There are a hundred ways of overt action. They all cost us money."

Even in the small neighborhood stores there is the same loss. In one of these the salesgirl, after having removed four or five pieces of goods from the shelves to the counter because the customer was not quite certain what she wanted, said: "It is pretty hot work to handle these heavy things this weather."

If she had said this with a smile probably no offense would have been taken; she scowled instead and meant it. "Well, you need not bother to handle any more," remarked the customer, and walked out, thereby removing her own trade and that of a sister.

A drummer who "makes" Boston five or six times a year and always patronized the same hotel was paged one evening while sitting in the lobby. It was a telephone call from Albany, whither he was bound ultimately, on trade matters, and the call was to be reversed—that is, he was to meet the expense.

"All right. I'll pay it. Put it in this booth," he told the operator, "and charge it to my room."

The operator told him she could not do that, and he stepped to the desk and asked why. "It is a rule of the house," he was told, "not to charge any calls unless they are received in the rooms."

He expostulated, but the clerk said, with some asperity: "It is a rule of the house. I can't do anything."

"But I can," said the drummer. Then, turning to the cashier: "Make out my bill. I can check out and call this man up from another hotel." He did check out, and he now boasts that he has turned hundreds of dollars of trade away from that hotel.

A man walked up to the desk of one of the big hotels in New York, not far from the Grand Central Station, and asked the clerk if Mr. R. of Buffalo was a guest. The clerk looked at him vacantly and continued what he was doing. The gentleman spoke again and got no answer. Once more he persisted, saying that he had an appointment with the man for whom he was asking and was fifteen minutes late. Finally the clerk said that Mr. R. had arrived that morning and was, he thought, in his room.

No response being made to the telephone call to the room, the clerk thought Mr. R. was taking breakfast; he would page him. The page started in the direction away from the dining room. The questioning man started for the dining room. In fifteen seconds, perhaps, Mr. R. stopped at the desk, told the clerk to inform any inquirer that he was called away, but would return at 11 o'clock, and left the hotel.

The seeker eventually returned to the desk and was told that Mr. R. had just passed out, but not that the clerk had not told Mr. R. that he was being sought. The seeker, one of the biggest men in his line of business, was putting through a large combination in which Mr. R. was to participate. Mr. R. never could explain satisfactorily and he was left out of the combination altogether, which cost him thousands of dollars. It would have been difficult, at least, to sue the hotel, but it was not at all difficult for Mr. R. to remove his custom, which was considerable during a year. Doubtless a number of his friends followed his example.

Politeness Required Here.

There is a man who owns several hotels that are called by his name, and he has built up a large business because he appreciates the value of courtesy and attention, and insists upon it from his employes to his

guests. It is a pleasure to stop at one of his houses. In every room in his hotel, and everywhere else they can find a resting place, copies of a small folder are placed. Every worker about the hotel is made to read it, or it is read to him or her, and every guest gets one. I cannot reproduce at this moment the language of the circular, but it is in effect this:

"This is a hotel; a place of public entertainment. Every guest admitted to this hotel becomes at once our employer. He pays for our services and is entitled to them. He is entitled to more than merely that. This hotel furnishes not only rooms and meals and ordinary services, but courtesy and attention as well. They are charged for in the bill, and our guest must receive what he pays for. If we do not furnish them we break our contract, and the guest has a right to repudiate his part of it. The management is responsible for the actions of the employes, and insists upon kind words and full attention."

If you talk with a man who travels for business you will get the idea that railroads, hotels, business houses, restaurants and stores abound in incivility; that the further West you go the less of this you find. If you talk with men who spend their time in the East they will tell you of a distinct improvement during the last decade. If you talk with managers of large enterprises, especially public service corporations, they will tell you that they are striving to eliminate discourtesy and inattention because they are too costly. And all will urge that the public, either careless of its dignity, unwilling to spend the time to make proper complaint, or itself impudent and discourteous, is to blame.

A QUAIN POLITICIAN.

Lord Sherbrooke was physically one of the quaintest men who ever rose to eminence in English politics. Mr. H. Preston-Thomas, who served under Sherbrooke in the education department, describes him as "half blind and almost an albino. His appearance, with his white hair, massive white eyebrows and pink complexion, was remarkable. He was known in the house of commons as the Whitehead torpedo. He generally rode a white horse of uncertain temper, but he was also one of the earliest men of note to use a bicycle, and I often saw him careering about London on this, despite his defective eyesight."—London Chronicle.

THE HEROINES OF NOVELS.

If I were his satanic majesty, and a novelist came to me for judgment. I should beetle my brows in a horrible manner and quiz him thus:

"Did you ever make your heroine eighteen years old? Did you ever endow a maiden with the repartee of Pinero, the intuition of Blavatsky, the carriage of Garden, the hauteur of the Medici, the beauty of Aphrodite and the wisdom of Athene—all at the age of eighteen years?"

If the novelist answered me "Certainly not!" I should say: "To heaven with you!" But if he answered: "Sure I did!" I would blast him where he stood.

For, of all the iniquitous, fallacious, unfair and dangerous doctrines, this takes the icing of the cake—that the female species reaches her apogee at the immature age of eighteen.—From "Balm of Lovers," by George Weston in the Saturday Evening Post.

THE SWITCHMAN'S PRAYER.

Dedicated to Buffalo Division Car Distributor.

"Oh, Lord, now that I have flagged thee, lift my feet off the rough road of this life and plant them safely on the deck of the train of salvation. Let me use the safety lamp, known as 'prudence,' make all couplings in the train, with the strong link of Thy love. And, dear Heavenly Father, keep all switches closed that lead off to sidings, particularly those with blind end.

"Oh, Lord, if it be Thy pleasure, have every semaphore block along the line, show the white line of hope, that I may make the run of life without stopping. And, Lord, give me the Ten Commandments, as a schedule time to run by, so that when my train shall pull into the great dark

station of Death, may Thou, the Superintendent, of this great Universe, say with a smile: 'Well done thou good and faithful servant; come in and sign the payroll and receive your check for eternal happiness, evermore.'

CURIOSITIES OF FLAT FISH.

Flat fish are very peculiar creatures in many ways. Really they are not flat; they are narrow, and that part usually termed the back of a sole is really its side. When young, these fishes are quite symmetrical, but as they grow older one of the eyes performs a most remarkable feat; it begins to travel from one side of the head to the other until it joins its fellow eye. Then it is possible for the fish to lie down on one side at the bottom of the sea for the rest of its life. On a flat fish which is not too old it is easy to trace the channel along which the eye has passed. Among these curious fishes are the flounder, plaice, sole, turbot and dab.

CONCERNING THE CIPHER.

How strange it would seem to be without a cipher in our notation, yet there was a time when this useful sign was wanting. The Roman system had no zero, nor did the Arabic, until the year 813. It was not until the fifteenth century that the Arabic numerals came into general use in Europe, and, like all innovations, it was resisted. Another strange thing is that while the 1, 3, 5, 6, 8, 9 and 0 are about the same now as in the thirteenth century, the 2 and 7 have undergone great changes. The 2 looked like a crooked 7, the 7 like an inverted A, and the 4 somewhat resembled the 5.

From Correspondents Along the Line.**KENT SHOP SHOTS.**

Veterans, L. N. Kaw, accompanied by grandson and H. O. Barton, accompanied by wife, will visit Washington, D. C., during the G. A. R. Reunion and Encampment and while there meet some of their former comrades and review some of the old camp fire scenes. Your ranks are thinning boys; go while you can and enjoy these annual gatherings.

D. H. Plump, whose health has been failing for some time, paid us a visit and is in somewhat improved health. Harry has been a faithful and honorable employee of this company many

years and he deserves retirement when he reaches the age limit, which occurs shortly.

Shops, in all departments, are working full time, business booming; coal, ore and grain moving. Prospects for still more increased business.

W. H. Lamb, the veteran of the coach department, accompanied by his daughter, made the trip to San Francisco, to visit the fair and also friends, while in California.

W. H. Lobdell, after 44 years of continuous service in the paint shop, retired at the age of 70 years, taking advantage of the pension benefit.

The Erie Shop baseball team's downfall to the Bloomer girls, whom they played recently, can be attributed to various causes, mainly in failing to touch the fair sex players while sliding to bases. Their chivalry even induced them to gently raise and assist them to their feet, while in lying position after a slide. Among the local rooters who enjoyed the game, was Bessie, our stenographer, accompanied by other members of the fair sex. It was told that the Bloomer girls will adopt "Swartzzy" as the official bat boy.

Joe Clark, accompanied by family, is visiting his former home among the hills of Coshocton Co., and while there on his vacation is enjoying that good old home-cured bacon and country sausage, that that county is known for.

NEW YORK DIVISION NOTES.

The third and deciding baseball game between the Erie Invaders, representing Supt. Elston's Office Staff and the Erie Car Department, Jersey City, was played at Clifton Oval, Saturday, August 21st. As predicted, the Invaders trounced the Car Department, by the score of 8 to 3. The masterful pitching of "Jimmie" Kane of the Invaders, proved to be the main feature of the contest.

"Jimmie" Walsh, star first baseman of the Invaders, jumped to the Operating Team of the Federal League. Never mind "Jim," you'll lose that smile when we split the proceeds from that melon we intend to cut.

J. J. Bridges, Chief Accountant, is sojourning at Ocean Grove while on his vacation. The phone girls miss him.

O. C. Dolson, our efficient Timekeeper, has taken to the wilds of Port Jervis for his vacation.

Miss I. Houghton, paid a visit to the office last week. The boys were pleased to note, she still retains that pleasant, coy smile.

Since the organization of the Erie Band, Harry Drury has been entertaining the boys with some of those old time melodies. Stick to it, Harry, the "Old Reliable" needs you.

BRADFORD ITEMS.

"Red" Wheeler, alias "Slim Jim," clerk at the shops, has been visiting on Forman Street, spending the evenings playing the Victrola. He arrives to the tune of "Onward Chris-

tian Soldiers" and departs to "Silver Threads Among the Gold."

Announcement is made of the marriage of Miss Lydia Cross and Lyle Kinney, which took place in Olean, Aug. 7th. Mr. Kinney is a brakeman on the Bradford Division. Mr. and Mrs. Kinney have the best wishes of their many friends.

The marriage of Miss Frances Manry and brakeman F. G. Coyne, took place in Bradford, August 10th. After the ceremony Mr. and Mrs. Coyne left for Buffalo and Cleveland on their wedding trip. They have the best wishes of a host of friends, in their new wedded life.

We wonder why Eugene Wright gets sore feet, when he leaves Bradford.

Thomas Deerey, Chief Clerk at the freight house, has been enjoying a week's vacation down on the farm.

Clarence Ledden and Mrs. Ledden have returned from a visit to Newark, O.

STROUDSBURG NOTES.

Mr. Chas. H. Turner, the popular General Secretary of the Y. M. C. A. of Port Jervis, motored to Stroudsburg, recently, accompanied by Mrs. Turner and friends. "Charlie" did not forget the fire laddies at the shops, for he gave us a call.

Come again, "Charlie." Stroudsburg boys are always glad to see you.

A. J. Crane is spending his vacation at Dunmore, Pa., visiting relatives. "Drew" will motor home in his new Buick.

Stroudsburg shop boasts of having the only two iron men living, at this writing.

John Barrier, a member of the shop fire team, resigned recently, to accept a position elsewhere. Thos. Phillips was elected to fill the vacancy. "Bones" is some runner. The history of Bones will be given in the next issue. Bones is 6 feet 2 in. tall, 11 in. waist measure; calf of right leg, 3 in. left leg 3¾ in.; chest measurement, 14 in.; when expanded, 14⅞ in.; hat, size 7; shoes, size 8; age, 19; drinks nothing but spring water and never smoked.

Stroudsburg boys were delighted at meeting Mr. A. W. Munkittrick, Editor of the Erie Employes' Magazine. Mr. Munkittrick is a strong Erie man, and made a great hit with the Stroudsburg boys. Welcome to our city in 1916, Mr. Editor; we hope to have you as our guest.

Congratulations Youngstown! You sure were winners in that parade.

Stroudsburg wishes to express its appreciation of the music rendered by the Susquehanna band, while on their recent trip. It added wonderfully to the pleasures of the journey.

Jersey City team is a winner of friends and a great booster in everything that is good for the Erie. Every man a live wire; and we're glad to have so good a neighbor. Stroudsburg wishes you every success.

Stroudsburg shop fire team, wishes to express its hearty appreciation of the kind treatment received during the firemen's meet at Salamanca, N. Y. Every member enjoyed the trip. Congratulations, Mr. Reilly! Your electric starter is very nifty—"the right man in the right place."

The good old N. Y., S. & W. is landing many summer visitors through this section. The scenery from Jersey City to Stroudsburg, over the N. Y., S. & W. is unsurpassed in its beauty.

R. S. Lee, General Foreman, and Mrs. Lee, made a flying trip to New York, recently. They tell us Mr. Lee is looking for a certain make of auto.

Thanks to Bradford. We appreciate your favor and hope to be able to return the same.

C. L. Edinger, Captain of the Fire team, and Mayor of our city, says, since meeting the boys at Salamanca, that the Erie employs the best type of men in the country. The Erie can well feel proud of the men, that so ably represented her at the Salamanca meet.

Come to Stroudsburg in 1916; let our people look you over.

Stroudsburg shop hopes to have a band, well seasoned for our next meet in 1916. We now have a twelve-piece orchestra, which is doing splendid work.

"Billy Will," the popular Assistant to the General Foreman, has been looking up gasoline buggies. Billy would buy "Ben's," but he doesn't like the toot.

Mr. Rease, from Mr. Cozad's office, is spending some time here. He speaks very highly of our scenery and amusements in Stroudsburg. Our friend, Mr. Rease, has a better color already.

Full time is now being made at the Shops, much to the joy of every employe. We hope the good luck will continue.

Our stenographer, Miss Emily Richmond, has resigned and has gone to her home in Fairfield, Conn. She is being succeeded by Miss Marjie Elliot, of Stroudsburg.

At a meeting of the employes of Stroudsburg Shop, it was decided to ask M. M. W. H. Snyder, to take advantage of President Underwood's very generous offer, to equip bands of music and a canvass of the different departments, developed the gratifying fact, that we had twenty-two (22) boys, who were desirous of forming such an organization; also, that seventeen of these were experienced band musicians. Further inquiry developed the fact, that twelve of these seventeen were, or had been, members of orchestras, and it was immediately decided that these twelve get together and organize. The members who met at the home of General Foreman R. S. Lee, organized as follows: Business manager, R. S. Lee; treasurer and secretary, C. L. Edinger; leader and first violin, Harry Heintz; second violin, J. Van Campen; pianist, R. P. Marsh; alternate, V. C. Sandt; cornet, F. Rinker; 'cello, A. Munsen; trombones, F. W. Eggert, H. Imbt, E. Kemmerer; clarinet, Wm. Frederick; snare drum, C. Heller; bass, A. Y. Phillips; alternate, H. D. Edinger. A very successful practice was held and lots of enthusiasm prevailed. Among those who attended the first practice were Master Mechanic W. H. Snyder; Chief Fire Inspector, E. J. Reilly; Piece Work Inspector; Mr. Reese; General Foreman, R. S. Lee; assistant to general foreman, W. L. Will and foreman painter, C. L. Edinger. Refreshments were served at the close of practice, by Mr. and Mrs. Lee. The orchestra will meet every Wednesday evening and will be open for engagements in a short time.

SUSQUEHANNA SHOPS.

Traveling Auditor N. E. Rhodes, is officially engaged at Susquehanna Shops.

The Susquehanna Erie League Baseball team defeated the fast Buffalo team at Susquehanna, August 14th. Score, Susquehanna, 12; Buffalo, 2. At this writing (August 16th) Susquehanna leads the Eastern Division of the Erie League with 6 victories and 1 defeat; percentage, 857. Hornell is second with 3 victories and 1 defeat; percentage 750.

Work is progressing rapidly on the H-21 engines, which are being con-

verted to class H-21-A, application of super-heaters, etc. Four of these engines were turned out of shop during month of July.

Piecework Checker R. A. Lyons and family, have returned from a visit to Atlantic City.

Clerk Andrew Dillon has returned from a visit to Seneca Lake.

Foreman John Campion of Corning, Foreman I. F. Deitrick of Carbondale, Clerk J. J. Delaney of Elmira and Clerk W. H. Lloyd of Carbondale, were recent visitors at the local shops.

Chief Clerk C. F. Birdsall, and Coal Dock Foreman F. E. Stewart, visited Buffalo, Sunday, August 15th, returning home by automobile.

Night Roundhouse Foreman C. P. Hubbard, was a recent visitor to Hornell Shops.

HORNELL SHOPS.

The Erie's great ice houses, which for many years, have been a prominent feature in Hornell yard, have all been removed and the once active scene of iceing cars has been transferred to new iceing station, where artificial ice is produced in sufficient quantities to supply easily, the hundreds of cars of perishable freight, passing Hornell daily.

Information was lately received here, that the migratory Mr. Cooper, formerly a general foreman of Hornell shop, is in the City of Marion, O. and engaged in the auto business. He was recently married, says the report, to a lady of Marion.

The friends of Anson Prentiss of Elm Street, for many years a conductor on the Susquehanna division, will regret to learn that he is in very poor health.

One of the shortest railroads in the world is in the State of Washington. It is only five miles long has paid four per cent. dividend since it began to operate and has never injured a passenger, nor had an outstanding debt.

Anthony Depic, late of the boiler shop force is one of the patriotic Italians who have responded to the call from the Fatherland. Another young man employed in that department had intended to return, also, but unfortunately, he suffered a broken leg by being caught by a falling mud-ring, while at work.

Wm. Jackson, employed in the round house, who was scalded about the head and shoulders, is again on duty. It was thought at one time that one eye would be blind as a result of

the injury; this does not prove to be the case, however.

P. Lyman has been elected shop committeeman, representing the day round house force, vice Alderman Joe Leahy, whose term of office has expired.

Charles Dickey, a veteran in the Erie service, who has, since he retired from the train service on the Susquehanna division, been employed in the store room, has now the position of night clerk in that place, in place of Jacob Hodge, who has resigned. Mr. Hodge has the care of an invalid sister, which requires much of his time; moreover, he is full of years, having been employed upon the old Erie when many of us were boys and he has earned a respite from duty; besides, he doesn't have to work. Walter Welch, a young man of abundant experience, follows Mr. Dickey.

Charley Hansen, well remembered here as a good machinist 33 years ago, has been with the Ball Engine Co. of Erie, Pa., 30 years. He assisted in setting up the big Corliss engine, that for 25 years, furnished power to propel the machinery of this shop, or did the best he could, to that end.

Dan Arwine, during a recent visit to his daughter, who resides in Cleveland, called on T. W. Ranson, a former master mechanic of Hornell shop, who has retired from active life and resides with his son Dr. T. W. Ranson, Jr. on Euclid Ave. Mr. Arwine found the elder Ranson well and active, and, mentally, as vigorous under his 80 years as when he used to storm about Hornell shop like a Western cyclone. Mr. Ranson was an exemplar of the type of railroad master mechanic, which happily, has long since become obsolete, at least, in this section. In the long run that kind doesn't pay.

In the future it is proposed, that all machinist apprentices on the Erie, shall, upon graduation from the apprentice schools, provide themselves with a standard kit of machinist's tools.

Charles Siver, the imperturbable "bar keep" at the store room, has been shut in by illness. His ailment is said to be heart trouble.

They err, who say that the principles of universal peace are making no progress. As a proof of this it may be announced, that the rival medicine factions here, represented by Dr. Bowen for the anti-rust pills and Fred Green for the Green Mountain Salve Co., are no longer at variance. The outlook at this time seems to indicate

a merging of the two companies and the establishment of a factory in Hornell's new addition, Belmont. This will be a sad blow to Vermont, where the salve is made.

Up to the present, John Dick, the expert engine frame welder, is the only delegate from this shop, to the Panama Exposition.

A new flue rauter has been installed on the east side of the back shop, convenient to the flue department, which was removed from the boiler shop some time ago. to make room for the increasing business of that department.

Caruso Buttinski, of Balcom's gang, thus mourns his misplaced confidence: Tony, my butty, an' I go walka one night,

We walka an' talka an' the sky was all bright;

An' the moon looka fine, lika bigga headlight.

I tell Tony, my butty, 'bout Carlotta, my girl;

How her eyes ees so bright, an' her hair ees so curl,

An' her smila da sweetest in all da big worl'.

That was a mustake; Tony greata for mash:

He ees sell peanutta, bannan an' gotta much cash,

An' he maka love to Carlotta with hees bigga mustache.

Now he ees marry Carlotta an' she ees work in da store,

An' sella bannan an' stan by da door, An' smilla so sweet,—but I lova no more.

Master Mechanic Laizure is proud of the record of the Allegheny Division and its engine-men and round-house force. The record of the month of May was certainly going some, but when put beside the same record continued it "pales into insignificance." There are to the credit of those concerned 128 days (196,430 miles), without a passenger engine failure, and in that time only 10 freight failures to engines. There is an example of co-operation, that Mr. Laizure is proud of and with good reason.

BUFFALO CAR SHOPS.

Erie League Baseball game played at Buffalo, July 24, 1915. Erie Car Shops versus Hornell, at Dalls Grounds, Sycamore St. & Erie Tracks. Score 11 to 6, favor Buffalo Car Shops. Game protested and thrown

out. Not able to play the full nine innings. Luck is turning, Walter Gaston, Capt. and Mgr., has now got a mascot, Jack the painter's dog.

Aug. 7, 1915, two games played, Erie Car shops vs. Port Jervis at Linde Air Park, Buffalo. First game 12-9, favor Buffalo Car Shops; second game 16-5 favor of Buffalo Car Shops. Strange to say these two games were conceded to us in a very graceful manner. No wrangling or discord.

We certainly take off our hats to the Port Jervis team who are good losers.

Aug. 14, 1915, one played at Susquehanna, Pa., 12-2 favor of Susquehanna; full game played. We would recommend that Susquehanna get their hay gathered in from the ball ground.

Although everything was fair and square, 3 men on bases and a lost ball each time, it certainly is galling to the losing team.

Mr. Frank Nalychoki, wheel roller at the Buffalo Car Shops, was agreeably surprised on arriving home the other evening. Our old tried and true friend, Dr. Stork, had preceded him and left a bouncing baby boy. Frank is certainly all puffed up.

We wish to draw the attention of the readers of the Erie Magazine, to another Erie Employee at the Buffalo Car Shops. We have reference to A. Oehler, Sr., who started in the employ of the Erie R. R. in June, 1868. as carpenter, under supt. Weiler and Gen. foreman J. Faid. The Erie Car Shop at that time, being located at Louisiana and Exchange Sts. Mr. Oehler helped to build our present shops at Smith and Perry Sts, in 1869. He has been in actual service for over 47 years. This gentleman is still working daily and holding his own with the best of them. He is well respected by his superiors, who place considerable reliance upon him. The same can be truthfully said, he is held in high esteem by his shopmates. Steady, sober, upright and honest. He is holding a record of which any man may be proud.

The Buffalo Car Shops fire team, under the management of H. Auer, chief and captain J. Mc.Grath made a very creditable showing at the tournament, capturing fourth place in the events. When you consider that they ran first and held that place until the ninth team ran, we think that a good showing, and we wish them all kinds of luck the next time.

Miss Gertrude Meehan, our very

efficient stenographer, has returned from her vacation, spent at New York and Philadelphia. The balance of her time at Atlantic City, chaperoned by her mother. Your correspondent saw her with the Elite, on the board walk in all their glory, being propelled in a wheel-chair by a colored gentlemen in an immaculate uniform. Miss Meehan has received much benefit from her rest and change.

Charlie Wooley is still on the job daily, with the glad hand to all his friends and cronies.

Mr. R. Gunn, late supt., paid us a visit at the Buffalo Car Shops. Every one was glad to see our old friend Robert once more, and all gave him the glad hand.

The first game was played at Buffalo, between Dunmore and Buffalo Car Shops, resulted in score of 9-1, favor Buffalo Car Shops. That now places the Buffalo Car Shop team in third place.

BUFFALO TOWN FREIGHT.

The clerks at Buffalo Town Station, celebrated their first annual outing at Woodlawn Beach, Sunday, August 22. Chairman Fred. Deegan enjoys the distinction of bringing about this affair, which terminated in a jolly good time for all who attended.

The events which took place throughout the day are too numerous to mention and besides, if we did, it would only mean a calamity to the community, so we have decided to speak only of a few of the celebrities, like Ora Akers, who drank all the root beer, and Bun Hughes, who ate all the buns, while the boys engaged in a game of ball. There was plenty to eat and drink, but these appeared to be their favorite commodities.

Charlie Miller was there in full bloom with his swallow tail coat, but he was afraid to close one eye for fear he would resemble a needle. Get the point?

Joe McCarthy, the noted song writer, demonstrated his talent by composing several songs, which were sung by all the boys.

G. A. Kirwan of the car service department could not attend because he had to go to Pittsburgh again. Must be something more than smoke there, Eh George?

Will wonders ever cease? It appears not when Dick Aman, the speedy impression clerk, can get caught up on the job. This ought to be good news for Duke McCulle,

so he can pester him about making the rounds for the bill desk.

We have been informed on good authority, that Joe Jackson is taking singing lessons from the noted Irish tenor, Frank Murphy. Go to it Joe, there's plenty of room in the padded cell for both of you.

Patton was seen at a band concert in Cazenovia Park wearing a cap, wonder if he's trying to save his straw hat or make a hit with the ladies.

At a recent election, Chas. Lynch was elected Fire Chief of the Kenmore Fire Department. Congratulations old boy. Here's hoping you have all kinds of fires to show what your men are made of.

Riley Stamp, the pesky critter from Castile, has accepted the position of telephone boy. By heck, he's got so bright, that his mother has started to call him son (sun).

Chauncey Joslyn appeared very indignant after seeing his name in print in last month's issue. Brace up Ole Top and show the boys that you can take a joke in the spirit that it was intended, and that you possess the calibre and dignity of a sport, in spite of what was said against you.

Bill Symington, the Boy Auditor and expert accountant, is surely displaying some ability, when he can balance this station's accounts at his first attempt. Ataboy, Bill, your department is with you for success.

Count O'Neil, the Irish snake charmer, was seen posing at the Lafayette Hotel one evening as a horse owner. His cigar went out, then he woke up.

Wilbert Garret, the noted ink slinger, reports that he feels sleepy today. Can anybody tell us when he felt otherwise?

Talk about appetites. You should have seen George Jackson cut into the eats at a house party given by Horace Turner. Its a good thing the eats ran out, or he would still be at it.

GALION, OHIO.

P. S. Carlile, electrician, has taken a position in the motor car department.

Erecting Foreman Hillman and family, spent their vacation at Hornell and New York.

Engines 1420, 1446, 771, 2709 and 2079, were Galion shop's output for the month of August.

Machine Foreman J. Todd and family, vacationed at Silver Lake, N. Y.

The old plank flooring in the erecting and machine departments, is being

replaced with wood blocks, with a tar and concrete filler.

Mach. Apprentice D. J. Mahoney, who has been near death's door with an attack of typhoid fever, is improving nicely.

P. A. Brick can now drop the word apprentice from his title, as he is a full-fledged mechanic.

The venerable J. D. Wemple, has been seriously ill during the past month.

N. Y., S. & W. BOOMERANG.

Messrs. F. J. Marston, F. Mullen, N. C. Spencer and William Montgomery, Operators at North Paterson, N. J., stations, have bought so many huckleberry pies, recently, that the local baker is going to turn the business over to them. There is always a pie plate left for hungry brakeman, (Coon Shaw).

H. W. Morrison, Agent at Hawthorne, is polishing the buttons on his uniform lately; something doing, Eh?

"Duffy," a local engineer, felt a little frisky the other night, after a bath in the town brook, and shook hands with operator Spencer, who thought he would take a little of the friskiness out of him by touching his hand to the telegraph instrument. Duffy thought the world had come to an end.

William Harbourn, Ticket Clerk at Hackensack, was out of spirits because he could not get off to go to the Moose Picnic at Croton Point, Connecticut, August 11th.

W. Norton, Night Ticket Clerk at Hackensack, is laid up with a sore eye. We hope he will return to work in the near future.

Brakeman, Ben Henry, has lost another tooth; pretty near time he went to a dentist.

Coal Pocketman, Joseph Dotter, has had his hair shaved off.

Sam Cox, Engineer, at No. Paterson, refused to take a ride with the Local Agent in his Limousine.

CLEVELAND SHOP TALK.

Gus Hart, Stenographer, spent his vacation days at Niagara Falls, and was greatly delighted with the sights of the 7th wonder of the world.

Our very popular Chief Clerk, H. E. Tice and family, spent their vacation with friends and near relatives, in the towns around Hornell, viz.: Friendship and Canisteo, and reports one of the finest trips, with pleasure and business combined, since he became a benedict.

E. Evans, General Foreman, not to be outdone by his subordinates in enjoying their vacation days, finally decided he would take his in Chillicothe, the home of his boyhood days and his first days of railroading, surrounded by his many friends and relations. He reports a very fine and delightful trip.

In the absence of E. Evans, General Foreman, Chas. Fitzgerald, Roundhouse Foreman, filled in the position to entire satisfaction of all concerned.

Our very popular Time Checker, Bill Hart, spent his vacation days in Springfield, Columbus and Toledo. It was a delightful trip and he enjoyed it very much. Bill claims our own system of checking in and out, cannot be surpassed by any railroad of the three cities.

John Steyskal, Storehouse man, spent his few days vacation around Niagara Falls and was greatly impressed with that beautiful body known as the Horse Shoe Falls.

There must be something delightful in the wind, when our very popular stenographer takes a vacation at the same time that the storekeeper at Galion, O., takes his vacation. Time and tide will tell all; even the little birds have their say.

JERSEY CITY SHOPS.

Several weeks ago, Al. Berry, Foreman of the tank shop, issued a challenge for a baseball match against any other shop on the Erie, in the vicinity. This challenge was immediately accepted by Bob Walker of Croxton, who manages the ball team there.

The game was played with the following result: Croxton, 6; Jersey City, 5. Manager Berry felt rather peeved over Walker's bunch hanging it onto him that way, so he asked for a return match, which Bob was willing to give him.

This time Al. played foxey McGraw and dug up some new material, with the result that Croxton was defeated by the score of 7 to 5.

The scorekeeper dropped the score book out of his pocket coming home, otherwise we would show the batting order, hits, errors, (which were quite some) etc.

Foreman James Carney, is on the job again, after a vacation, spent at Newburgh.

The ranks of the benedicts gained another supporter, when Nick Young, Jr., married Miss Elsie A. Broegler of Rutherford, N. J. Nick took his bride

on a little honeymoon to Chicago, Ill., and he is now back again.

Geo. Bellars is off to the Maine woods, with K. Roughgarden's gun, to shoot pickerel, which he heard were very plentiful there.

The healthy red color on John Askling's face was occasioned by a week's stay at the seashore, digging clams and crabbing.

"Bull" Mason (English), and "Big" Charley (German), are still at it, sending each other diplomatic notes on the war.

Bob Tucker has accepted a position on the water wagon in Moonachie, N. J. Pete Kamerling is his first assistant, with Jimmy Eakins, as lookout.

Piece work checker John Pfeiffer was seen asking the price of go-carts on Main St., recently.

NEW YORK DIVISION NOTES.

The "Erie Invaders" Baseball Team, composed of members of Superintendent Elston's office staff, are making quite a name for themselves in the Baseball world. Saturday, August 7, at Clifton Oval, they met and defeated the famous car department team of Jersey City by the score of 11 to 10. This is the second meeting of these teams, the car department winning the first contest by a score of 12 to 7. The third and deciding game will be played in the near future and the Invaders are confident of cleaning up. All teams desiring to arrange games with the Invaders can do so by communicating with Manager Harry Hummer, care Master Carpenter, Comfort, Jersey City.

W. J. Penny, Asst. Chief Clerk to Supt. Elson, is spending his vacation at Rhinebeck, N. Y.

George Oakley and Willie Schultz enjoyed their vacation at Bloomingburg, N. Y.

MEADVILLE SHOPS.

A school of instruction and examination of train service men, has been opened under H. G. Klein, Train Master, as Instructor.

The shops have been placed on a nine-hour basis, working 50 hours per week.

Fourteen engines have been scheduled for the current month, mostly T. H. M. B. repairs. Among them are three Mikados, class "N". They will all be in service, when this appears in print.

Mr. W. Moore, Gen. Foreman, has

the situation well in hand and is well pleased with the location.

The Erie is now testing a new Speedometer on the Mahoning Division. Judged by what the engineers can observe, the speed it is making, is so regulated, that the limit of 60 miles will be registered.

A wingless stork brought a carnival waif to one of the offices in the Main Building, recently. Its sex has not been made known. It was very much admired by the office force and was tenderly conveyed in an auto, to a comfortable home, where it is being properly cared for.

Yard crane, No. 0,3295 is now in the shops undergoing general repairs. It will be equipped with magnet attachments, under the supervision of Electrician Harget.

The vacation period is now on. F. Stewart, Foreman of Manufacturing Plant, has returned. Foreman Chas. King of pipe and tin shop, F. Bier-smith of truck and stripping gangs, are on their vacations.

Miss Speer of the Clerical Department, is spending her vacation with friends in Pittsburg, Pa.

Tom Smith, the inventor of the Smith piston-rod packing, has returned from Chicago, where he met Mrs. Smith, who had come from Topeka, Kansas, their home town, to meet him.

Machine Foreman, James Smith, spent the week visiting at points in Ohio and Indiana.

Albert J. Davis, General Foreman, Hornell Shop and Mrs. Davis, visited his mother, who resides in Meadville. While here Mr. Davis visited his friend, T. J. Cole, Master Mechanic.

Hark! the bugle is calling the boys of Company B to arms. But, Frank Boswell rushes not to the guns, but to the bread and butcher knives, as he is spending his vacation with the boys of Company B, N. G. P., as first assistant to the chef.

MEADVILLE DIVISION.

Mr. F. E. Spencer, Day Operator at "J" office, Jamestown, N. Y., took a few days off last month.

Conductor M. Haugh, whose run is on No. 14 and 9, laid off several trips recently, being relieved by Conductor Sam Buck.

Mr. Lawrence Cutter of the Superintendent's office, Meadville, visited Chautauqua Lake, recently.

W. S. Fox, Operator, Meadville office, visited relatives in Binghamton last month.

C. V. Williman, operator, Shenango, has resumed work, after a long vacation.

Agents F. D. Burt of Union City, and W. B. Howard, Columbus, have been away from their duties for a few days' vacation.

Harry M. Evans, formerly Agent, Cambridge Springs, now traveling for Franklin Railway Supply Company, visited Meadville relatives and friends recently.

Dispatcher W. D. Boynton, has been away all the month of August, having taken a trip on Lake Erie; also visited Chautauqua Lake, and spent some time at Conneaut Lake. A. S. Kingen is working Mr. Boynton's trick.

Miss Blanchard is again filling the position as Monitor in the Dispatcher's office during the vacation season. Glad to see you on the job again.

Mr. A. L. Carskadden, Supervisor Locomotive Operation, is now away on his vacation, visiting his brother in the West.

Engineer P. J. O'Brien, who has been laid up by serious illness since last Winter, has resumed duty on trains 219 and 220.

Conductor E. C. Rockwell, is still absent from his crew, account serious illness with Typhoid Fever.

G. A. Heckman has recently returned, after working in "KD" office, Cleveland, for a few days.

George Kebort, F. C. R., spent a few days at Chicago visiting friends and relatives.

W. H. Ludt, former manager of Leavittsburg office, now in coal business, called on Meadville friends Aug. 25th.

Conductor Dan Coyle, is running a few days for Conductor Phelps on No. 5 and 6, between Cleveland and Salamanca.

V. L. Conley, first trick operator, Shenango, and M. M. Mitchell, first trick operator, Greenville, have resumed duty, after spending two weeks with a camping party of Greenville boys at Brady Lake.

PORT JERVIS ITEMS.

Russel Olver, Machinist, has had the misfortune to lose the sight of one eye, caused by a small piece of flying-steel. Rus has our sincere sympathy.

Geo. Hillman, Former Machine Shop Foreman, now located at Galion Shops, recently paid us a visit. Said he just had to come back and see the boys. George is some boy and we were all happy to see him. He certain-

ly looked like ready money; as if Galion took good care of him.

Everybody will be glad to hear that Carl Heinle, former Chief Clerk to the Master Mechanic, is enjoying good health and is "in soft" with a mercantile house in Albuquerque.

Bill Smith, Boilermaker, positively denies that he is thinking seriously of starting in the chicken business. False rumor.

J. E. Case, Gang Foreman, who recently suffered lacerations of his hand, is recovering so rapidly that he may soon resume his duties at Green Island.

Michael Stoll, Blacksmith Foreman, accompanied by his two sons, has left on an extended tour through the West. Mike expects to do the exposition thoroughly. He is a hard working man and deserves a good, long vacation.

Great pride is felt in the discovery of a shining light in the Storekeeper's office. It seems that by the slight wave of the hand he is able to transform the plain top of a battered old desk into a veritable garden spot; many different kinds of flowers are reproduced in brilliant hues. The beauty of this reproduction work is



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

only equalled by its mystery, as no one seems to know who the artist is.

Benj. Black, Delaware Division Trainman, died from injuries sustained at Pond Eddy while working on Way Freight, August 20th. Funeral held at Shohola, August 25th, was attended by a large delegation of friends and Brotherhood men.

Mr. J. T. Bohan, Boilermaker, who has been off the job for a week, account of "stomach" trouble, has returned to work.

Our scrap report will soon be ready. Look for it and see how much money we are going to receive.

Ghosts are walking in Germantown. See Oggie for particulars.

Mechanical Superintendent, John McMullen, was a recent visitor at "P. O." Shop.

Why such poor telephone service, when Reilly is in town? If this guy Reilly persists in interfering with business, we'll have to put the rollers under him.

"Sutty" intends to spend his vacation at his home in Middletown. No gallivanting around the country this year, spending his hard-earned dollars. Intends to pull off something next Spring. Watch him, boys.

Monday, August 23rd, Patrick Roach, one of the oldest employes at Port Jervis Shop died after a week's illness at his home in Sparrowbush.

Mr. Roach was born at Lackawaxen and has been in the service of the Erie 38 years. At the age of 28 years, he entered the employ of the Erie and served in the capacity of Ash Pit Foreman for a number of years. He also served as Coal Pocket Foreman at WX and Coal Pocket Foreman at Tri States. At the time of his death he was employed as Tool Room Attendant.

He was a good and faithful worker, kindly in respect and act, and was held in high esteem by his superiors. Sincere sorrow is felt by all his associates at the news of his death.

The funeral was held at his home in Sparrowbush, August 26th, where he had resided many years, and from St. Mary's Church of which he was a life-long member. A large delegation of Erie men were in attendance. Interment took place in St. Mary's Cemetery.

CINCINNATI DIV. ITEMS.

Bad weather was responsible for the postponement of the game with Brier Hill at Marion, August 21st.

Erie employes boast another or-

WANTED

Energetic

Solicitors

In all important Erie Railroad Towns

(One Solicitor to a Division)

To call upon local business concerns and secure advertisements, for display on the property of the Erie Railroad, and especially *Business Directories* in stations.

References Required

A fine opportunity to make money awaits those with the right kind of qualifications.

Station agents may recommend capable men or women, who are not Erie R. R. employes.

Address for particulars

GEO. W. ROEBLING

50 Church Street New York

ganization, in the new Erie Gun Club, which plans to hold weekly shoots on the Erie grounds north of the yard office at Marion. The first shoot was held August 11th at 4 o'clock in the afternoon. Thirteen were entered in the shoot which resulted as follows:

Edward Nitroun broke seven birds out of twenty; L. A. Kellar, four out of ten; F. V. Ward, eleven out of twenty-three; J. W. Hammer, twenty-six out of fifty-four; R. C. Lamonda, seventeen out of forty-five; E. L. Troot, fourteen out of twenty; J. W. Roseberry, sixteen out of twenty-five; R. E. Wilt, five out of ten; J. H. Hinklin, twenty-two out of fifty-five; A. J. Seckel, sixteen out of fifty-four; H. Hirth, thirty-six out of fifty; C. J. McDonough, six out of twenty-five, and C. W. Miller, nine out of twenty-five.

V. M. Burden, file clerk in the superintendent's office, has been transferred to the position of stenographer in the office of the master mechanic, to fill the place made vacant by the resignation of Harley Koons, who has accepted a nice position with the Marion Steam Shovel Company. Avery Justus has taken up Burden's duties at the superintendent's office.

The beautiful silver loving cup presented by the City of Salamanca, as second prize for efficiency and won by the Marion fire team at the tournament of the Erie Railroad fire brigades at Salamanca, Aug. 3 and 4, has been attracting much attention in the window of Nelson & Sons, jewelry store, where it is displayed. The fellows are proud of this trophy, although disappointed at not taking first place.

Clarence Sanden, M. of W. clerk, is spending his vacation in company with Mrs. Sanden, in New York and other eastern points.

W. H. Christy, timekeeper, enjoyed his vacation at Rye Beach.

Russell Clark, 812 clerk, spent his vacation at Chicago and Manhattan, Missouri.

The annual storage supply of coal, to prevent shortage during the winter, is being unloaded at Marion and Kent. 18,000 tons are being stowed away at Marion and 15,000 at Kent.

J. C. Pierson, well-known supervisor, leaves on the evening of the 27th for Meadville, to claim a bride. Congratulations, John!

SUPREME PERSONALITY

By DR. DELMER EUGENE CROFT

THE BOOK THAT GIVES YOU THE THRILL OF POWER

MAKES YOU LAUGH AT FAILURE

One hundred thousand copies called for by dealers in six months. It shows you how to "come back" into the game of life, it puts magnetic throbs into your being, it puts "ginger" into the sandals of your desires, electrifies your will with energy to sway empires, gives your mind grasp on forces that master worlds, crystallizes your spine with supreme courage that crushes obstacles, puts the star-gleam of confidence into your eyes, gives you the red-blood surge of health and gives magnetic thrills to your personality.

WHAT READERS SAY OF IT—

A teacher: "I wish your book was in every home in America."

A mother: "I feel confident your book brought back my son who left his home in anger and remained away two years. I thank god for your book."

A bank president: "Every business man in the United States should have your little book."

A great builder of automobiles: "It is the biggest little book I ever read."

"I have many books that cost me ten and twenty times the price of your book, but they never gave the positive help your book has given me."

"Enclosed please find check for 100 copies of your book. I want every person in my employ to possess it."

"My home was a hell of discord, suspicion and hate, but I took home your book and we all read it, laughed over it, found in it how we had wrecked our home life with wrong thinking, then we cleaned house, and love, harmony and happiness returned to stay."

A DOUBT, FEAR, WORRY CURE

Makes you a world master by Thought Waves, method with codes complete.

Send 25 Cents, Stamps or Currency for copy (prepaid), to Editor, Erie Employes Magazine, 50 Church St., New York City

Buy a Mudge

Hundreds of the boys who purchased the famous Mudge car will advise to do so, too; and *right now* your biggest opportunity is fully realized in the

New Mudge Maintainer

(THE CAR WITH THE PATENTED DOUBLE LOWER FRAME RAIL)

Fully equipped with *four wheels and tool tray*, this car is selling for only \$150.00 cash or on long payments if you wish.

Engine

Probably you have seen one of these sturdy four-horse power MUDGE engines in operation, and, if so, you know how sweet and smooth they run. No trouble—no tinkering, for you are always ready to go. There isn't a cam, valve, or gear on the entire power plant. It is two cycle, air-cooled, and being direct connected there is no need of a belt or chain. Absolutely nothing to give you cause for annoyance or delay, and it has the strength to bore a hole in a cyclone.

Frame

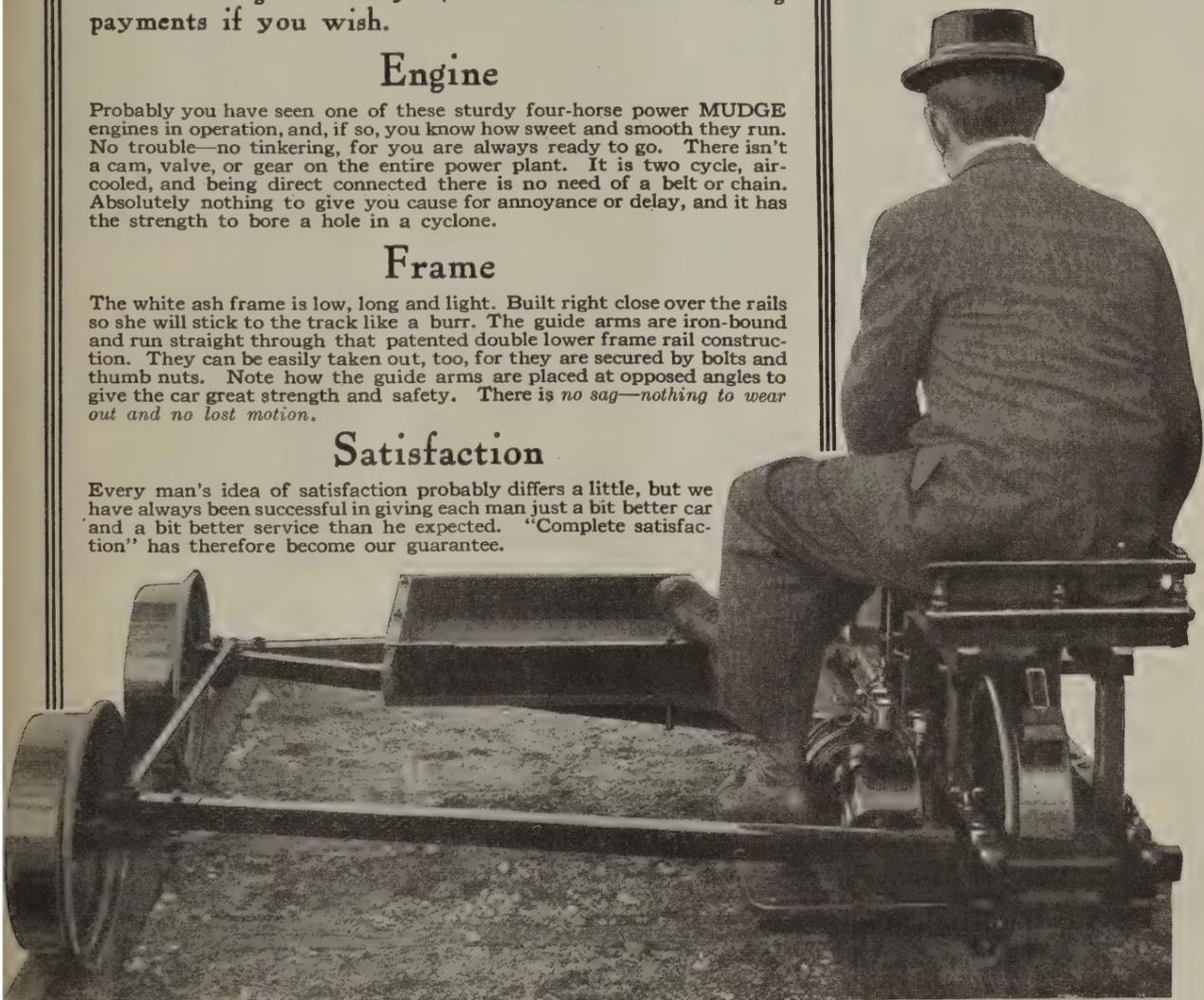
The white ash frame is low, long and light. Built right close over the rails so she will stick to the track like a burr. The guide arms are iron-bound and run straight through that patented double lower frame rail construction. They can be easily taken out, too, for they are secured by bolts and thumb nuts. Note how the guide arms are placed at opposed angles to give the car great strength and safety. There is *no sag—nothing to wear out and no lost motion.*

Satisfaction

Every man's idea of satisfaction probably differs a little, but we have always been successful in giving each man just a bit better car and a bit better service than he expected. "Complete satisfaction" has therefore become our guarantee.

NOW
\$150.00

Easy to Buy—
Monthly Payments



Mudge & Company, 456 Railway Exchange, Chicago

Gentlemen:—I want to find out all about your new MUDGE "Maintainer." Send me full details.

Name _____
 Occupation _____ R. R. _____
 Address _____

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.

FOR SALE—No. 5 Underwood Typewriter in good condition, \$50.00 cash. Address F. P. Krider, General Manager's Office, Cleveland, Ohio. Machine located in Supt.'s Office, Meadville, Pa.

FOR SALE—Glassophone; set comprises 30 glasses, 2½ octaves. H. Herzog, Maintainer, 259 Marshall St., Paterson, N. J.

FOR SALE—1914 Twin Indian Motorcycle. Fully equipped. Has been run but short distance. Tires as good as new. Price, \$150.00. Harry Evans, Erie Roundhouse, Marion, O.

ERIE EMPLOYEES RELIEF ASSOCIATION EMBLEMS, are made of gold, black and white enamels; very neat in design, adopted as Official by the Board of Directors. Made up in button-hole emblems, tie pins and vest pins. Sent by mail, \$1.00 each. State which design is wanted. Address, H. D. Brown, Huntington, Ind.

WILL exchange house, which is situated in Brooklyn, N. Y., for one in country, or will sell for cash. This is a two-family, 13 rooms, all improvements, in suburb. For full particulars, address Frank A. Goggin, 50 Church St., New York City, Room 269.

FOR SALE—Invalid wheel chair, nearly new (Willow), bicycle ball-bearing, cushion rubber tires, for street use. Original price \$30. Will sell for \$15. A. R. Burghardt, 242 Grand St., Hornell, N. Y.

FOR SALE—4 Lots in two different sections of Pleasantville Terrace, N. J. 11 minutes' ride by trolley from Atlantic City. Will take automobile for two, and \$400 for the other two, or \$800 for the four. Let me hear from you, boys. J. T. Namseh, Brakeman, Meadville Division, 347 Poplar St., Meadville, Pa.

FOR SALE—Pope, 1914, Twin Two-Speed, Full Equipment. Ridden 1,300 miles. Will sell quick for \$200.00. Write or call, C. H. Mann, 37 Longfellow Ave., Jamaica, L. I., or C. H. Mann, 3rd trick towerman, "X. W.," Paterson, N. J.

I HAVE A 16 KEY B FLAT CLARINET used only a few times. Handsome plush Lined Leather case. Cost \$16, will sell for \$8. Address M. C. Pierce, Blairstown, N. J., N. Y. S. & W. R. R.

BELGIAN HARES—Big, Red, Racy and Pedigreed. Special clearance sale of young breeders, 6 and 7 months old, at \$3.50 per pair; \$5.00 per trio. Kenward stock enjoys a reputation, as among the Best. Satisfaction, or your money back. C. R. Deardorff, Kenward Farm, North Judson, Ind.

FOR SALE—11 White Orpington fowls, of high grade which I wish to dispose of. I will sell them at \$2.50 each. Call and look the mover. Andrew Chandler, 260 Broad St., Bloomfield, N. J.

"LEONARD'S EGGS"—"The Cream of High Grade Production"; directly from the farm, daily—the only safe food for every member of your family. Once tried always used. E. A. Leonard, Room 750, 50 Church Street.

WANTED TO BUY—A Male English Setter, or a Gordon Setter. Address F. L. Lothrop, Foreman Boilermaker, Erie Shops, Galion, Ohio.

I HAVE A THOR, 5-horsepower, single cylinder, chain drive, motorcycle. Used one season. Will guarantee it to be in first class condition. Would like to sell. \$100. H. L. Bottles, Operator, Erie Freight Office, Oil City, Pa.

AT PORT JERVIS, ORANGE COUNTY, N. Y., 12 Room House in excellent condition, facing Delaware River. City water, bath, abundance of fruit, trolley passing door; 50 feet front, 60 feet deep; \$3,500 cash. Address G. H. Johnson, Room 665, 50 Church Street, New York, N. Y.

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.

FOR SALE—Morris Canoe, 18 feet long, complete equipment, for \$30.00. Address, N. Van Wyk, Room 274, 50 Church St., New York.

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.

FOR SALE—Strictly Fresh Eggs, daily, in season. Farm Products, Berries, Fruits and Vegetables, directly from our farm. Try a dozen of my eggs today; tomorrow you will want more. E. A. Leonard, Room 750 50 Church St., New York.

FOR SALE—Clifton, Bargain, Extra large 8 room house, A-1 condition. All best improvements; built on 3 lots; plenty fruit, nice garden, close to Main Avenue trolley; 10 minutes from Erie R. R. station. Price \$3,700; \$1,000 cash, balance mortgage. J. H. Hilton, 1 Hillman Street, Clifton, N. J.

SPECIAL TO SMOKERS. For Real Enjoyment use a Genuine Briar Willis Pipe, with patent Aluminum Ashpan. Gives a cool, sweet smoke at all times. Sent post-paid for fifty cents. W. J. Herrold, 14th & Clark Streets, Chicago, Ill.

FOR SALE—Latest Model L. C. Smith typewriter, in A-1 condition. For terms, address, S. Creighton, Erie Car Shop, Port Jervis, N. Y.

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Cooper Square, Opposite Cooper Union,
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C. R. R. OF N. J.

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R., W. & O. R. R.

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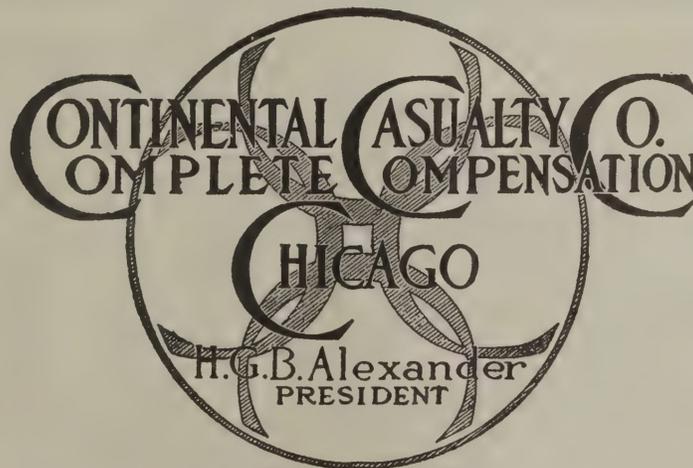
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131 LEIDESDORFF STREET



910 MICHIGAN AVE., CHICAGO

Insures More Railroad Men

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THAN ANY OTHER COMPANY

Before I'm
hurt, tell me
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Name _____

Address _____

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Steel Lockers, Racks and
Bins for every purpose.

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the Watchword of the
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CAPITAL and SURPLUS - \$10,000,000

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(A LA CARTE PLAN)

Order whatever you wish
from Menu Card

*Pay only for what you
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Every item marked in plain
figures

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

Erie Railroad

The Best Accident and Health Insurance

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Employees

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The Travelers
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SEE THE AGENT

CONSTANTLY INCREASING is the number of our new depositors, and they are cordially welcomed and soon speak of the **THIRD NATIONAL** as "my bank." We also take a hearty interest in our old customers and thank them for their good words, which are much appreciated.

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BRADFORD NATIONAL BANK

BRADFORD, PA.

Capital, - - -	\$200,000	3 Per Cent. Interest Paid on Certificates of Deposit
Surplus and Undivided Profits,	\$500,000	
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UNITED STATES DEPOSITARY
ORGANIZED 1894

New First National Bank

MEADVILLE, PA.

YOUR BUSINESS INVITED

Capital, - - -	\$100,000.00
Surplus & Undivided Profits,	\$175,000.00
Deposits, - - -	\$1,300,000.00

CHAS. FAHR, President
E. A. HEMPSTEAD, Vice-President
C. S. BURWELL, Cashier
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First National Bank

CAPITAL STOCK,	\$500,000
SURPLUS, - - -	650,000

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United States Depository

Business and Family Accounts received on favorable terms

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WHITFIELD W. SMITH, Cashier
FREDERICK D. BOGERT, Asst. Cash.

FIRST NATIONAL BANK, JAMESTOWN, N. Y.

CAPITAL, - - -	\$153,300
SURPLUS AND UNDIVIDED PROFITS,	\$410,000

F. E. GIFFORD, Pres.

F. E. FELT, Cashier

Second National Bank, Elmira, N. Y.

CAPITAL, \$400,000 SURPLUS, \$400,000
Three Per Cent. Interest Paid on Certificates of Deposit

FIRST NATIONAL BANK

YOUNGSTOWN, OHIO

1863 FIFTY-TWO YEARS 1915
A NATIONAL BANK

Capital and Surplus	\$2,800,000.00
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Commercial Trust Company of New Jersey

CAPITAL, SURPLUS AND PROFITS OVER \$3,500,000.00
GENERAL BANKING AND TRUST BUSINESS
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**Four Per Cent. Interest on Savings Deposited in
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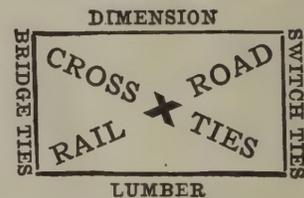
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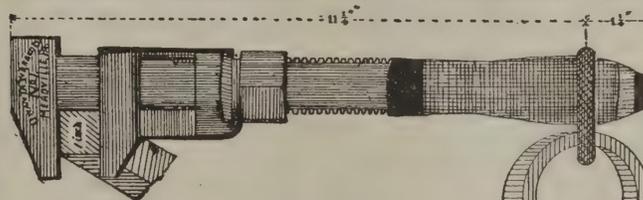
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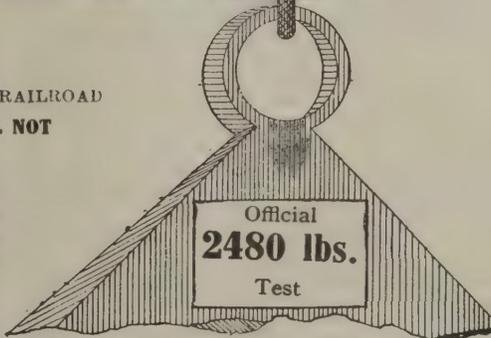


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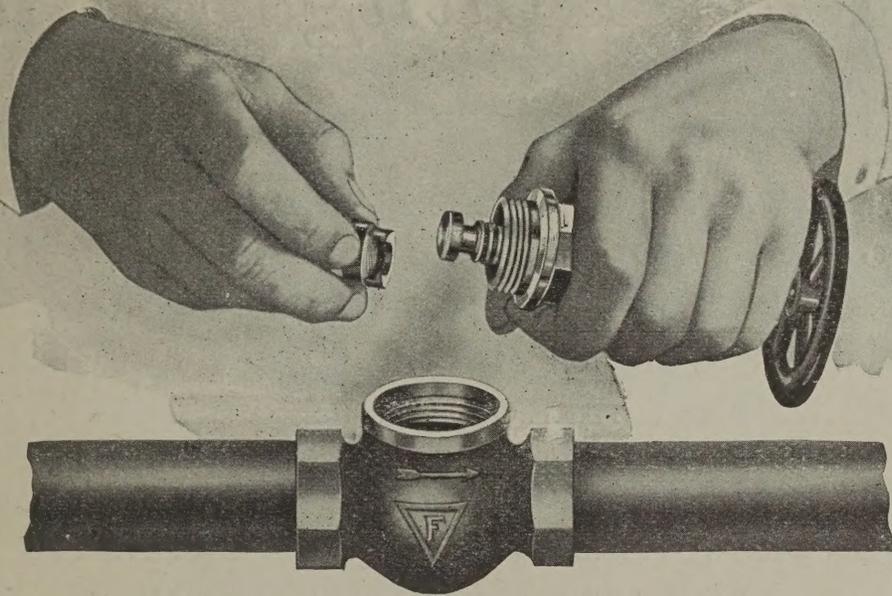
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