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Rock Island Magazine

Edited by H.E. Remington

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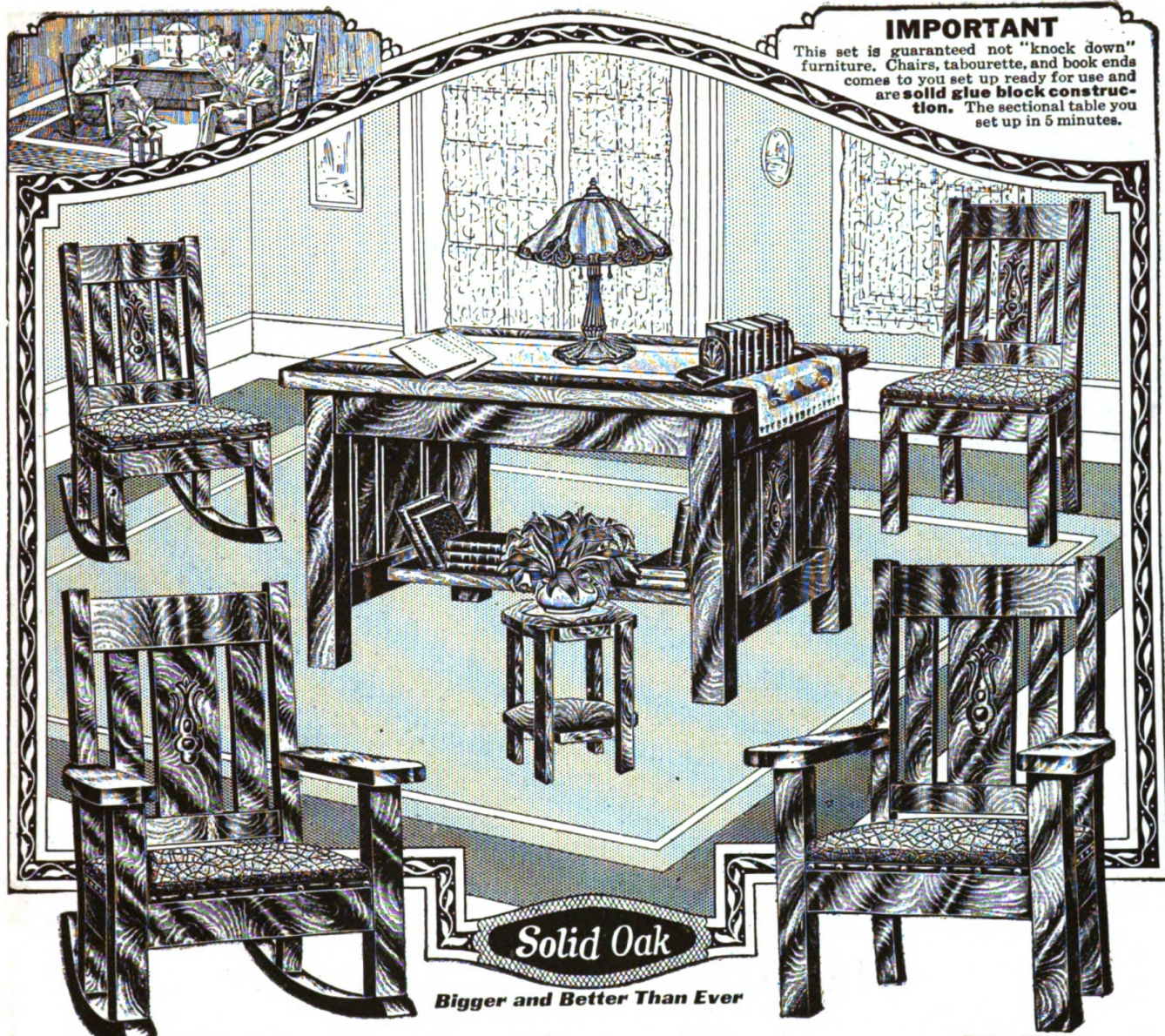
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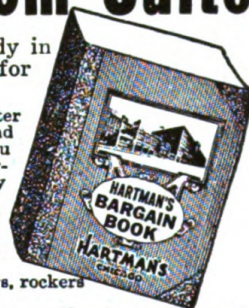
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Furniture & Carpet Co.

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A typical American home, owned by a Rock Island employe. There are many such along the Rock Island Lines. This home happens to be that of Engineer Arthur Canady of Trenton, Mo. See story beginning on page four.

ROCK ISLAND MAGAZINE

Vol. XV.

OCTOBER, 1920

No. 10

HOME AND THRIFT.

In these hectic days of frenzied spending on nonessentials, which fortunately are on the wane, it is an encouraging relief to find within our own zone those who have not been swept off their feet by the rush for vain show, but have taken advantage of their prosperity to invest in the permanent and substantial things of life that tend to make them better citizens and better Americans.

And it is doubly gratifying to know that these persons of foresight are Rock Island employees.

THE ROCK ISLAND MAGAZINE this month publishes a story dealing with "The Home Builders of Trenton." The story reveals a beautiful example of what the red flag and bolshevism do NOT represent. Trenton was selected for the first of a series of such articles, not because it was the only example of the kind on the Rock Island Lines, but because it is probably the most striking in its thrifty community life. This last statement, however, may be subject to amendment when all the returns are in. Already, Fairbury, Nebraska, is clamoring to be heard.

In these times of what is, for a better name, called "The Great Unrest," it is hard for the average wage earner to refrain from joining the long procession of spenders and apply his efforts to the more or less prosaic task of self denial in order to build a permanent home. It's hardly spectacular enough for the "showy" crowd. But when the fads and crimes of these jazzing times all go to the junk heap, the home builders will stand as the model American citizens and will be called to the more responsible positions for having stood the test. Jazzing may be popular but it takes judgment to win.

The average person does not relish the idea of continuously being preached at—or to. He resents being told that the things he is doing, because he wants to do them, are not the things he should do; that for his own betterment he should be doing something else. If he hears these sort of sermons too often, he begins to think the other fellow has an ulterior motive in trying to direct him. So he follows the jazzing crowd and cares not of the tomorrow. It's easier and doesn't require any thinking.

But it is not with the desire to point to some with praise and to hold others up to scorn that the story of "The Home Builders of Trenton" is printed. This story, and others which may follow, is published because the big Rock Island family is proud that it has among its members so many employees with con-

structive and not destructive ideas. It means the continuance of the American home-life ideal which inspires men to do their best and which will survive against all the bolshevistic, character-destroying propaganda of the Red gorillas. To preserve the home life, every patriotic American will fight. To extend it, every honest man will give encouragement.

Every Rock Island employee, whether he has built his home in Trenton or in some other community, has done so at some personal sacrifice. That he has made that sacrifice is test of his character and proof that he may be trusted with responsibility.

Are you planning to "own your own home?"

BEING "TRUE BLUE."

How many employees of the Rock Island, in their daily business relations, stop to ask themselves if they are dealing with friends of the Rock Island? The question is asked by one of the freight agents out on the line, who writes:

"As I watched the Labor Day parade go by I noticed the banners reading: 'If you are true blue, look for the label,' and I thought if that is a good slogan for the unions why is it not a good one for the

Rock Island employees also? Why should they not be as zealous to learn if their purchases moved over the Rock Island as they were to see that the goods were made by union labor? The Rock Island treasury is the place from which their bread and butter comes and anything done by them to help fill the treasury benefits them directly by making more work for all crafts."

THE NEXT PRESIDENT.

"The Next President and the Railways" is the title of a pamphlet sent out by the Railway Business Association in which is reproduced the statements of Warren G. Harding, Republican Presidential nominee, and James M. Cox, Democratic nominee, made some years ago with reference to the need of encouraging railway improvements. In their statements, both men urge increased rail rates as necessary for better service.

Senator Harding, in an address on September 10, 1914, said, in part:

"Amid all the clamor and appeal, two thoughts are indisputably established—the efficiency of American railways is absolutely essential to American agricultural, mining and manufacturing industries, which are the component parts of our boasted commerce, and the good fortunes of the American railways and the American people are indissolubly linked together.

"The American railways ought to be able to earn enough in the fat years to be prepared to carry on their vast improvements in the lean years which inevitably come. Under our present system of reduced and insufficient earnings, along with increased cost of operation, there are no marked railway betterments except in the high tide of earnings, when cost is highest and improvements are hampered by traffic operations."

Governor Cox, on December 11, 1913, in a similar public address in New York, said:

"If we concede that the agencies of transportation must be healthy in order that the country can grow and develop, then regulation must proceed on the theory that what society imposes on the railroads, society itself must pay for. If increased taxes, larger compensation for labor, the application of safety devices, the maintenance of expensive schedules and other things, are insisted upon by society, through government, then the railroads, like any other institution, must be given the right and the facility to distribute the burden."

Rock Island Magazine

Published Monthly

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La Salle Station, Chicago

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The Home Builders of Trenton

First of a Series of Stories Showing How Rock Island Employees Are Investing Permanently Their Earnings

"THE best and most loyal American citizens are those who own their own homes," is a phrase that applies aptly to thousands of Rock Island employees. If the slogan: "Own Your Home" did not originate in a Rock Island community, it was given practical demonstration by members of the big Rock Island family long before it became a national emblem for the thrifty and industrious. For along the Rock Island Lines are some of the most attractive homes to be found anywhere, inhabited by thrifty and contented Rock Island families whose years' of earnings have gone into the establishment of cottages and grounds for the happiness of the children and a refuge in declining years.

Among such Rock Island home colonies, known all over the system, is that at Trenton, Mo. Here, today are living in addition to the more active men, many retired Rock Island employees, now enjoying a deserved rest from their years of work in train service, shops or roundhouse. Every resident of Trenton, whether he be a Rock Island man or associated in some other employment, takes a pride in the neatness and beauty of the many Rock Island homes which decorate the hills of this northwest Missouri town.

NO RED FLAGS HERE.

The red flag never waves in Trenton and bolshevik propaganda finds no lodgement there.

Communities off the Rock Island Lines may be able to boast of their home owners, and this is not written with the idea of detracting from the thousands who have public praise for their thrift and foresight, but nowhere else can be found the close "family" spirit that is shown among the Rock Island employees in communities such as Trenton. To enter such localities as Trenton with the announcement that you are a "Rock Island man" is the password to the good fellowship and hospitality of every Rock Island employee there. You are made to feel proud that you are connected with "The Road of Safety Through the Land of Plenty."

In the number of employees, Trenton is not the largest division point in the First District, but as the headquarters of the Missouri division, it is an important passenger and freight center. Here Superintendent H. F. Reddig directs and much of the fine spirit among the men in all departments is due to his ready willingness to aid them over the rough spots that come in the strenuous but fascinating game of railroading. You feel the spirit of service and progress when you first alight in Trenton, from the wide awake trainmen to the excellent meals at the station lunch counter.

TRENTON HOMES, MODELS.

Not many years ago an investigation was made along the lines of the Rock Island by one interested in the economic welfare of railway employees with the view of determining just what things entered into the life of the average railway man in his home town to make for contentment and efficiency in his railroad duties. The investigation included Trenton, Mo. and

from the day the inquiry ended in that town, Trenton became the community on which all future comparisons as to nearly ideal conditions were made. "How does the town of so-and-so compare with Trenton?" was the question thereafter asked. And the fact that many of the Rock Island men in Trenton owned their



Home of Superintendent H. F. Reddig of Trenton.

homes, played a mighty big part in putting that community at the top of the list.

It hasn't been an easy matter for these Trenton people to establish their own homes. It has meant, in some cases, years of self-denial and saving, but there is not one Rock Island man there today who regrets the fact that he is a home-owner and a real factor in the conduct of the many community affairs which help to bring the residents closer together and give the town of Trenton an individuality that has made it a model in many respects toward which other communities are striving.

MANY HOMES IN TRENTON.

In a little city of several thousand people, made up to a great extent of Rock Island men, it would be almost impossible to include in an article of this character the history of every Rock Island employee at Trenton who deserves mention as a home-owner. The photographs reproduced in this issue of the ROCK ISLAND MAGAZINE were taken at random in an hour's motor-ing about Trenton and are merely representative of the Rock Island homes there. They could be duplicated many times over, if space permitted. The thought back of this story of Trenton is to bring to the attention of Rock Island employees everywhere what can be done through the application of saving, thrift and a community spirit.

Among the homes which reflect the progressive spirit of Trenton are those of Conductor O. M. Housley who entered the service of the Rock Island many years ago as brakeman, having been promoted to conductor in 1907; R. S. McCollum, operator and dispatcher and father of three boys, including twins; Engineer Samuel C. Hanna, whose son is likewise a Rock Island employee, Mr. Hanna him-

self being a director and stockholder of one of the local banks and is spending the winter in California; Conductor George H. Bremmerman, who has been with the Rock Island since 1902; Chief Despatcher J. L. Barnett, with the company since 1902; Yardmaster Benjamin Hall, an employee since 1902 and whose son is likewise with the Rock Island; Engineer M. M. Shearwood; Claude C. Cline, assistant division accountant, former file clerk; Trainmaster C. G. Smith, Brakeman O. D. Mumford, George Dull, shop foreman and many others.

The list of Rock Island homeowners of Trenton includes all branches of the service at that division point, illustrating that the spirit of thrift has become contagious in that community.

"THE TRENTON IDEA."

Some years ago there was printed in the public press throughout the country, stories of "The Trenton Idea" which was that the imaginary line so long existing between the country and the town should be obliterated and a new community spirit, including the entire country surrounding the town for miles, be fostered. It proposed to combine both the business and the social interests of the man within the city limits of Trenton and the farmer within a radius of miles of that town. And the "Trenton Idea" took root and grew and demonstrated that what was good for the citizen of Trenton within six blocks of the courthouse was good for the citizens within six miles of that point and the Trentonite became the man who lived within that zone of common interest. And many Rock Island men were factors in giving life to the "Trenton Idea." The citizen of Trenton can discuss with you intelligently the phases of farm life as well as the details of city life.

The town of Trenton was established in 1840 on what was then Crooked Fork of the Grand river in the territory once controlled from old Fort Orleans of 1721. Its hills were roamed over in early Missouri days by the Iowas, the Pottawatomies and the Kickapoo Indians. That Trenton in later years was to become a center of progress and education is revealed in the fact that as early as 1876 the Trenton High School was recognized throughout Missouri educational circles.

TRENTON EARLY DAYS.

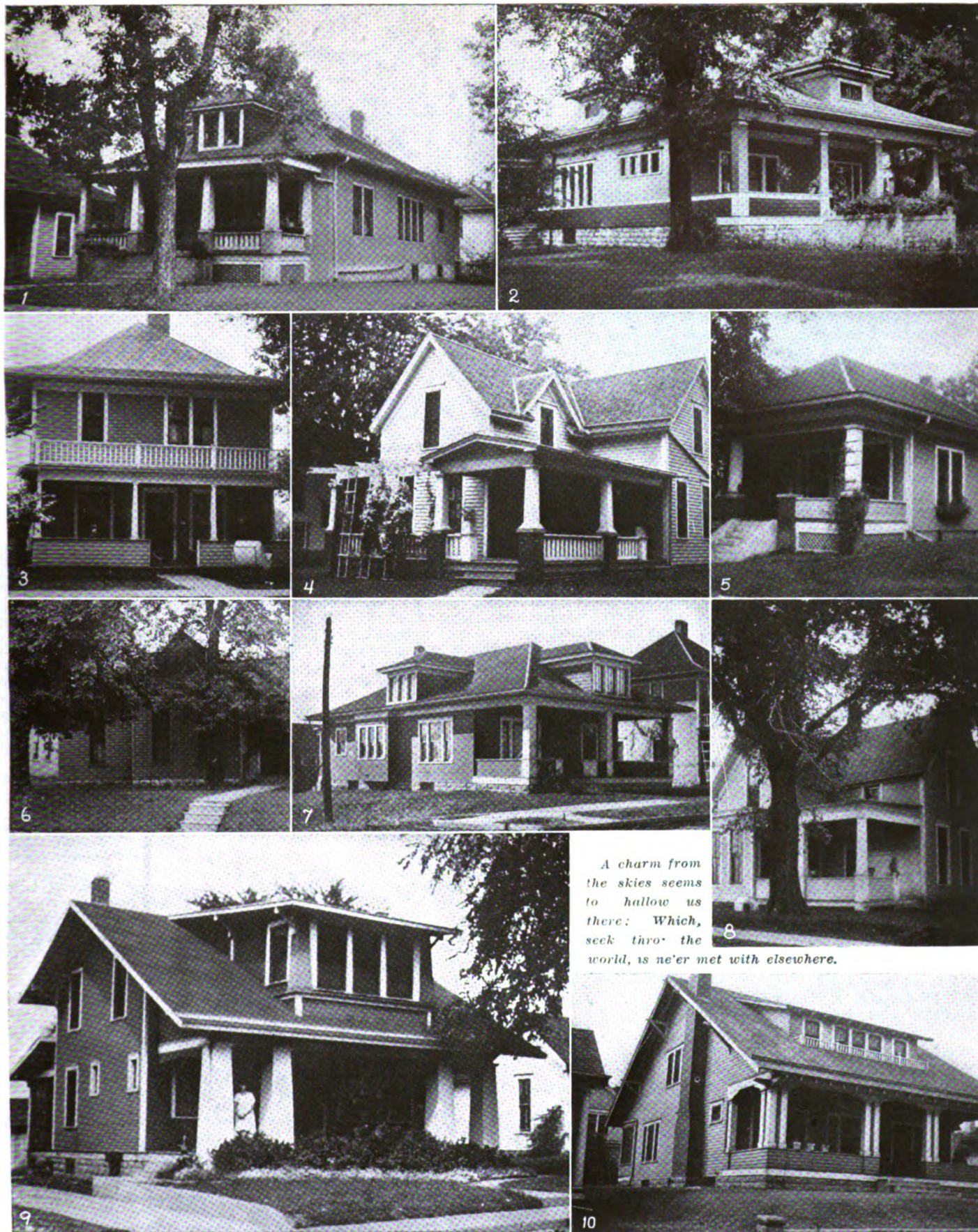
Many of the children of Rock Island employees today are graduates from this high school where their parents attended before them. Among these is Miss Myrtle Hume, an employee in the office of Superintendent H. F. Reddig, who has written the following sketch for the Rock Island MAGAZINE of the early railroad history of Trenton:

"Trenton went on the map in 1841. True, her location thereon has always been shown by a dot only, but the dot has grown larger and larger, and Trenton thinks, out of deference to her feelings, the dot should become a circle, if for no other reason than to conserve the ink.

"Trenton has no Indian Legends. Long before Trenton became Trenton, the

(Continued to page 45.)

Rock Island Magazine for October, 1920.



Homes of Rock Island employees at Trenton. No. 1—Engineer James Hudson. 2—Conductor O. M. Housley. 3—Despatcher R. S. McCollom. 4—Engineer S. C. Hanna. 5—Despatcher J. L. Barnett. 6—Assistant Accountant C. C. Cline. 7—Trainmaster C. G. Smith. 8—Yardmaster Ben Hall. 9—Foreman George Dull. 10—Engineer M. M. Shearwood.

Unity of Purpose— Unity of Interest

By Carl Nyquist

Secretary and Treasurer, Chicago, Rock Island
& Pacific Railway Co.

IN the September issue of this magazine appeared an article with reference to conserving back pay and safeguarding investments. When that article was written the time at my command was too short to write as fully on that and kindred subjects as I hoped to do. The hearty response which that article met, leads me to offer additional views on the subject of safe investments and cooperation in all matters of mutual interest.

From the time of the entrance of our country into the great war until the floatation of the Victory-Liberty Loan notes, the railroad employes in general and Rock Island employes in particular invested in government securities on a very large scale, and of the amount subscribed by Rock Island employes it is safe to say that ninety per cent was on the installment plan, so that for a period of over three years employes were obliged to save a certain proportion of their monthly wages toward the payment of government bonds and notes. In a very large proportion of these cases it was the first time that investments had ever been made in securities, and, while the market for the Liberty and Victory bonds and notes has been depreciated below any expected decline, it is only a question of a short time when these securities will be brought very close to par and your investments prove profitable.

The history of the securities issued by the government during and immediately subsequent to the civil war, indicates their gradual increased market value until securities paying a less rate of interest than most of the recent issues, reached par and above. This fact should be borne in mind and those who purchased Liberty bonds and Victory notes should hold them as a choice investment, and only dispose of them under extreme need.

EMPLOYES NOT BUYING.

At no time, particularly in the west, have railroad employes been interested in the purchase of railroad stocks and bonds, and this fact is due to several reasons. In the early history of American railroads, particularly west of Ohio, such ventures were highly speculative, and a vast quantity of the securities issued to construct such roads was sold abroad in communities where the people had been accustomed to the purchase of securities for a long period of time, and where securities had been sold in very small denominations either direct or under the auspices of banking syndicates.

The panic of 1873 produced a great number of railroad failures, so that many of the railroads were sold under the hammer at much less than their value and a great deal less than their cost. The sale of these roads brought reorganization of the property sold and the issue and sale of new securities, most of which

were purchased by American investors and banking houses. The following decade was one of considerable railroad expansion, and for a while the railroads enjoyed a "Golden Age" and construction went forward to an amazing degree until the panic of 1894, which also brought about some failures and readjustments in holdings of railroad securities. This was followed by the depression of 1897 with a like effect. From then on until the panic of 1907 the railroads continued to progress. The market for railroad securities was stabilized to a remarkable degree, so that prime 4 per cent railroad bonds sold at a premium and the stocks of all the granger roads rose very considerably above par. This evolution brought about gradually over a period of twenty years the absorption of railroad stocks and bonds by life insurance companies, banking interests and investors of large means. Naturally no effort was made to induce buying of railroad securities on the part of the small investor and railroad employe. As a matter of fact the prices for such securities had risen beyond the point where either of those elements could afford to buy.

EARNINGS SHOW DECREASE.

During the last fifteen years, or rather up to the time that the government took

control of the railroads for war purposes, there had been a gradual decrease in railroad earnings, and a very marked increase in the cost of handling, added to which it became more and more difficult for railroads to secure money for additions and betterments and new equipment at rates of interest which they could properly assume to pay.

In the two years preceding January 1, 1918, there was handled a vastly increased tonnage and an increased passenger business, and it appeared as if the railroads would again have a renewal of the golden period. This, of course, was frustrated by the war and the consequent assumption of control of the railroads by the government for war purposes. The result of that control is recent history. One of the earliest acts of the director general was to raise both freight and passenger rates and to increase the rates of pay to railroad employes, and subsequent thereto further readjustments in the rates of pay, but no further increase in transportation charges—although all of the material and supplies that must be used in such vast quantities by railroads had risen way out of sight.

The result of federal control indicated positively that the railroads must have

(Continued to page 35.)

If You Boost Railroads You Boost Own Business

By George Hull Porter

General Manager, Railroad Department,
Western Electric Company



Mr. Geo. H. Porter.

SUNDAY morning I was in a Pullman, coming home from Roanoke. Several of us were trying to shave, but two fellows, who from their appearance, didn't shave on Sundays, were monopolizing most of the seating space and those of us who weren't opposed to cleanliness on Sunday were having a tough job trying

to find room to spread out our shaving kits, our clean collars, and the various things we fool around with when we try to get ourselves dolled up.

And what do you think these two fellows were doing? They were beefing because we were thirty minutes late!

And it wasn't until two days later I realized that instead of listening in a disinterested way to their grumbings, I could have been saying a few words in behalf of the railroads.

I don't know what business these fellows were in, but it is better than an even bet that they hadn't ever stopped to worry over the problems that today confront a railroad.

If they were tobacco planters, they got (Continued to page 34.)

Rock Island Magazine for October, 1920.

"Sceniorty Corner" Wakes Up With a Sudden Bump

By G. Hiram Young

"HIRAM," I says to myself the other day, after I'd put down my last trip. "Hiram, the Never out and never over experience meeting down on Seniority Corner promise to be as dull as Well Diggers Spade from here out, by reason of nothing new to discuss now that the latest topic at issue having been gently, nicely and quietly peeled, pounded, pulverized and properly placed with what is known as History-named time and half and Back Pay." Well, it does leave things in a mighty mess for a real sidewalk-block'en conversation, now don't it?" I said. "It shore does," I continued to myself, "and to go back to fast running, fancy fire'n'er flyin' switches is almost ou uv the question fer the reason that there 'aint no more, takin' it from the view and fact uv Tonnage and Students.

"Once you heard 'em say that 'it wuz-ent practical, this Tonnage,' and, you may git a Caboose Bounce once in a while even now, but the heavy trains are here to stay, that's settled, even on Sceniorty Corner. You can't get a crowd on the thread-worn 'what-kind-uv'-a-trip-did-you-have' stuff no more, fer it's been found out that all uv 'em generally averages up something the same, jist as sure as you start to tell your experience some other Gink will floop up with one a little better 'er a little worse, no matter which way you try to flash. You know.

"It can't be the H. C. L. in general, or the Grub you goudge at, at the Blazen Stump, Blue Goose, 'er the Poor Kat-kafe, that topic is as dead as last year's Cucumber vines. Tin Lizzies is gitt'en as common as soured Towels at the Greasy Spoon Hotel, if you have jist bought one, or is it proper to say that acquired one? Well, either way, any how, if you have had one wished on you recently you are a raw recrute, and don't want the bunch to figure you'd been out uv line so long, you don't want to discuss the other feller's fer your's is the only one that's worth talk'in' about anyway, so what-o-what, can it be?

"How's business?" is like—how's the weather—or—is it hot en'uf fer you?—'cause Business is better than it ever wuz, and the old stuff like—mak'in ever day?—has given way to 'how many times have you doubled?—this half. In fact, Hiram, if some Bird don't come on with somethin' new, why the Call Boy won't be able to sneak up on the un-suspect'en bunch and pick out his Victim fer an Extra East er' 97 on time, er' any thing, as easy as he has here to-fore, now will he?"

"No, sir'ee, and the Prop. uv the Barber shop-pool hall—and Barbecue combined—will soon find his business gone k'fluy and soon he'll have to Hi-himself to the fields uv' snowy Cotton if he gits any Pick'ens at all."

"Well, sir, the more I figgured and thought the more smoke'in I used up and finely I jist got up all uv' a sudden like and says to the Mrs, says I—I've got to go get some smoken' and youzere out 'uv soda and canned milk to, so I'll go git some.' I hadn't gone more'n three

blocks towards town 'till I meets our old Friend Bill Blessing, you know Bill? He's our main Hogger, or rather the Hogger's main Pig."

"Where you goin', Hiram,' Bill says to me, stopp'en quick like, and shift'en the gears on his false teeth, thereby throwin' a four day-old hunk uv Spearment to the good tooth side uv' his mouth."

"Where you goin'?"

"Why, I wuz up to the house jist now and havin' a mixed thinkin' spell all to myself on how to get an excuse to go to town and see the bunch, down on the corner, so I waited 'till the Grocer Boy had come and gone then I slip's in and dumps what little Soda wuz left in the box and dreans the remainder uv the condensed milk into the sink, then I says to the Mrs—"You all out uv milk and soda, and I have to go git me some smok'in anyway, so I believe I'll go to town fer a little while." Then I up's and tell Bill what I been thinkin' uv regardin' what'd be the main issue with the Boy's now, that the Back Pay had done and come right jam up jist like they figgured, also I figgured that the attendance would begin to dwindle and maybe this would be the last day, or I might hear somethin' new and so, on. I laughed and Bill did to.

"What do you figger it'll be?" he asks."

"I hain't got no idea a-tall, and would like to know from you, do you know?"

"No-o-o,' he says, kind'a slow like, as if he did have something up his sleeve, 'But,' he continues, 'I wuz up to see the Boss the other day, and he and I wuz laughin' about the self-same thing, and do you know what he says to me?'"

"No, go on, what did he say Bill?" I

ask's, real quick, for we all want to know what the Boss says."

"Well, he jist wanted to know if it would be possible to get as much real hard down earnest discussion on the Subject of PERSONAL EFFICIENCY for the next three or four months as was put out on the back pay proposition? "I mean what I say," he says to me," discuss real old common horse sense on how to make a better railroad man out of one's self. "We've got the best Rail Road in the World, and let's make it still a better one" he says, "How? Why, by giving for value received an actual 100 per cent effort."

"Well, by gracious,' I says to myself and out loud at the same time. Seein' that Bill had stopped I kind's waited further frum the OLD MAN and at the same time I wanted to ask a lot uv questions and, sir, I jist coulident git 'em switched together right 'till Bill seen what wuz on my mind and he says: 'Why, I told him it wuz a fine Idea, and, in fact, he ought to put it in a little Bulletin form, only I don't figgure He'll do it 'cause he's funny that way, he thinks that the Boys ought to git that through their heads any-how, you know.'"

"Well, will they do you reckon?' I asks."

"Well,' Bill answers, 'in all due consideration coming to our Railroad in general and to the Boss in peticular, they should.'"

"You know, I jist left Bill there, or maby he left me, I don't remember which, any way I went on down town and shore 'nuf ther wuz a small bunch. I slip's up real quite and before long I springs this, and you know it wuz so new and different from what they figger'ed I wuz go'in to say, that it took. It shore did, they looked at each other without sayin' a word fer a few minutes, then all uv 'em nearly at once concluded out loud that the Boss wuz righter than a Fox, regardin' our Rail Road bein' the best and since they come to think uv it, his suggestion wuz right in line and they'd Be-dog'ed if they wouldn't try it once fer luck."

"Molal—figgure it for yourself."

"Question—Are you doing your share?"

Rock Island Challenged for a Western Beauty

WHO is the prettiest girl in the employ of the Rock Island? She is in your division.

Youth and beauty on the Rock Island Lines have been challenged. Are the many Rock Island employes going to stand idly by and permit the statement to go uncontested that "when it comes to beauty, the West isn't in it?"

That statement is attributed to the editor of the New York Central Magazine by the editor of the Santa Fe Magazine, who has taken up the challenge and proposes to publish some of the Santa Fe beauties' pictures as proof that New York Central girls cannot compare with Santa Fe femininity.

The editor of the Rock Island Magazine proposes to go a step further and prove that neither the New York Central nor the Santa Fe has any corner on beauty, that the Rock Island has the pretties young women of any railroad in the United States.

And the editor of the Rock Island Magazine will leave the judgment of which railway has the most beautiful young women in its employ, to a competent committee to be appointed by a disinterested party. Now is the time for the Rock Island employes to get busy and send in photographs of the most beautiful young women in their particular office. Don't let the Santa Fe, the New York Central or any other railroad carry off these beauty honors when every Rock Island employe knows they don't deserve it.

So send in to the editor of the Rock Island Magazine the best photographs you can get of the most beautiful young woman employe in your department and let's give 'em a run for their money. A committee will select the prettiest girl on each of the twenty-two divisions of the Rock Island whose pictures will be published in the magazine and from which the final choice will be made. All pictures will be returned.

URBANA CAMPAIGN

The First Call for Dinner

Growth of Rock Island Dining Car Service in Recent Years Remarkable

THREE names are indelibly stamped on the history of the Rock Island dining cars—Good Food, Service and T. A. Dempsey, superintendent of dining cars, who in recent years has enlarged and improved the service to its

in the world and that he is succeeding can be easily appreciated.

The number of passengers served on the Rock Island dining cars has increased seventy-nine per cent per car in the last eight years.

To the Rock Island Lines, its dining car service means something more than a mere method of feeding hungry passengers. It's a department that has a distinctive individuality and a reputation to sustain. The "first call" is eagerly looked forward to by Rock Island patrons, for it means the opening of the way to all the good things to eat, produced in that wonderful farming country between the Rocky Mountains and Chicago through which the Rock Island runs.

"Rock Island Meals Are the Best on Wheels" is not solely a catch phrase. It's "pure" advertising—it means what it says. And it dates from the small force of years ago down to the present force of thirty-three stewards, one hundred and twenty-five cooks and one hundred and sixty-five waiters, whose efficiency and pride in their work is a de-

light to Superintendent Dempsey as well as to the nearly one million persons who annually eat on the Rock Island diners.

In these days of increased cost of eating, it is a startling discovery to learn that the price of a dinner on the Rock Island dining cars has increased but five cents in nearly forty years! Nevertheless, the popular plate service of today on all cars, including the modern "8,000" class steel Rock Island diner for eighty cents, is just as "filling" and as excellent as were the more elaborate American plan bill of fare served in former days for seventy-five cents on "The Palace," "The Lafayette" and "The Vendome" on the "Great Rock Island and Albert Lea Routes" in the time of Emanuel St. John.

A COMPLETE PLANT.

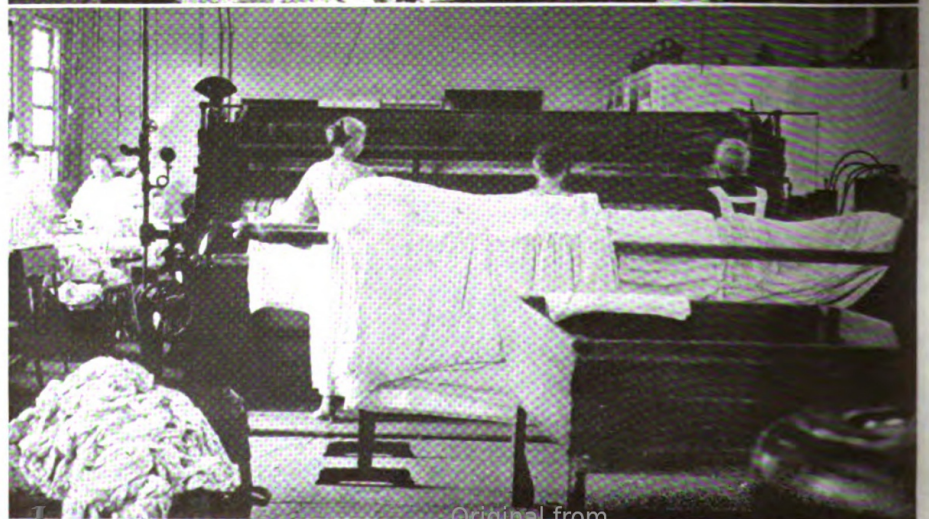
It is not accident that the mention of Rock Island diners suggests good things to eat and prompt service. It's the result of organization, of care in the selection of those who come in contact with the traveling public and of a completeness in plant and equipment that is rivaled by few of the larger Eastern



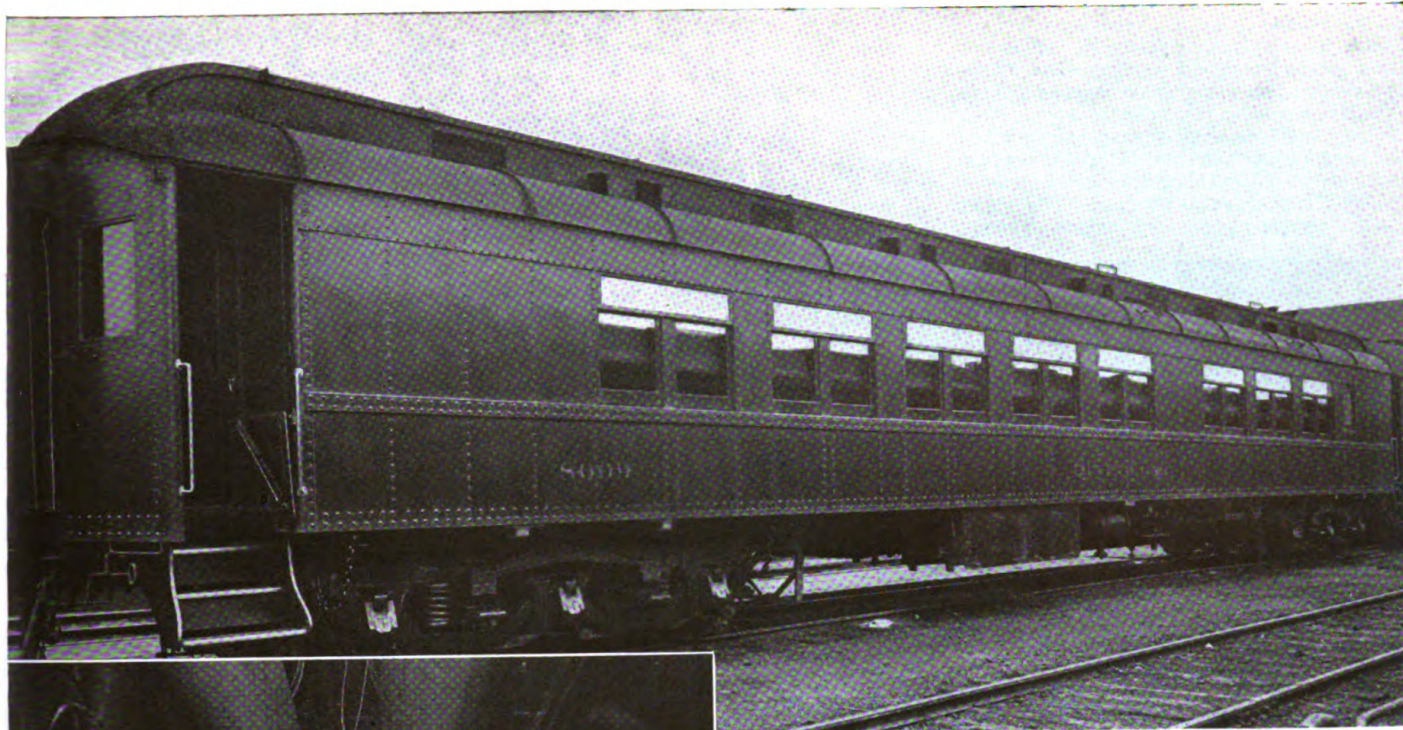
Mr. T. A. Dempsey.

present high efficiency. Frank Stewart, formerly held the superintendency. "Frank," as he was known to railway officials everywhere in his time, grew up with the service, being retired in 1912 after a record of thirty-four years.

The building up of the Rock Island Dining Car service to its present high standard is due to the untiring effort of Superintendent Dempsey and his aids. Catering to a varied class of travelers, he has made the service acceptable and pleasing to all. From the world traveler, who uses the Golden State Limited, to the Kansas farmer, who takes an occasional ride—all proclaim it the best meal ever. This is due to Mr. Dempsey's personal supervision, even to the smallest detail. The hiring of employees is one thing that he personally undertakes for the reason that the steward and waiter of the car form the buffer between the railroad and the traveling public and it takes tact and diplomacy to satisfy the many whims. Mr. Dempsey's idea of a good meal is to start out with courteous treatment and spotlessly clean service. To come into a dining car and to be greeted pleasantly and then be seated at a very clean table with silver shining brightly is a good appetizer in itself and the traveler will look forward with eagerness to the food which is served him, properly cooked and hot. To build up a service of this nature has taken untiring work on the part of the Superintendent. It is his endeavor to make the Rock Island service the best



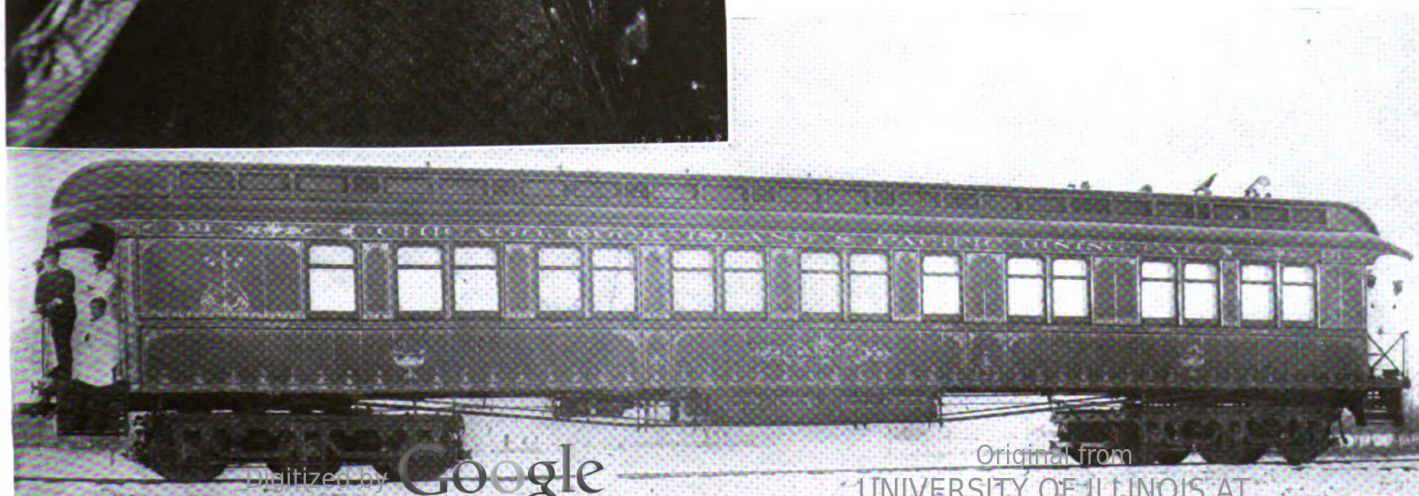
Above—The beginning of a day's wash in dining car laundry at Rock Island. Below—Electric laundry in operation.



Above—One of the all-steel diners now in use on Rock Island Lines. To left—View of kitchen on diner.



Above—Interior of diner, showing appointments. Below—*"The Palace,"* one of the earlier dining cars.



lines. Back of that eighty-cent dinner set before the patrons of the Rock Island Lines, is a plant investment of much more than a million dollars that cares for every item of service toward a one hundred per cent efficiency.

The Rock Island dining car service was first established in May, 1877 when four cars—"The Overland," "The Oriental," "The Occidental" and "The Australian" were put on the trains operat-

plementary force of clerks and accountants. At the general offices of Superintendent Dempsey at Rock Island, Ill., there is an accounting force of fourteen. In addition, there is maintained a store room force and a modern laundry, equal in size to many of the large city laundries.

In this laundry at Rock Island, Ill., there is handled on an average 60,000 pieces a week, or over 300,000 a year, including napkins, table cloths, waiters'

One hundred thousand pounds of sugar. One hundred and fifty thousand pounds of flour.

Sixty thousand dozen eggs.

Four hundred thousand pounds fresh and salt meats and poultry.

Forty thousand pounds of butter.

Ninety thousand pounds of fish.

All the pastry served on the diners is made by the chefs, together with the famous tea biscuits, served at all meals. In canned goods, 8,400 cans of corn and 10,000 cans of tomatoes were used on the diners last year. Only the best qualities of food are bought. The item of ice alone on the Rock Island diners amounts to about 600 tons a month.

All the diners leaving the Chicago terminal are stocked with food at the commissary at Fifty-first street before they are attached to the trains. The quantities placed in the car are determined by the number of passengers engaging transportation, the passenger department keeping in close touch with the dining car service and advising the latter of any extra heavy travel. During the past summer, travel has been unusually heavy on the overland trains and the dining car service has been operated at capacity most of the time.

In addition to being stocked in Chicago the diners receive fresh fruits, bakery goods and other perishable supplies at Kansas City, El Paso, Los Angeles, Des Moines, Minneapolis, Omaha and Denver. Cars that do not reach Chicago receive their staple supplies from the commissary and perishable supplies locally.

Recently the Rock Island dining cars have all been equipped with modern water filtering systems so that absolutely pure water is provided for drinking purposes. The cooking is done by means of coal and charcoal stoves and it takes an average of 5 tons of coal a month to keep the fires going in the kitchens of the dining cars.

Superintendent Dempsey declares that the success of the Rock Island Dining

(Continued to page 44.)

Dining car office force, Rock Island, Ill. First row, left to right—T. A. Dempsey (standing), J. H. Somers, J. Kirven, C. Smart, A. P. Kohn, H. A. Dipple, G. M. Newberry, H. Cabel, H. Craft, G. Mohl, F. Freeman and L. E. Coleman.

ing between Chicago and Wilton, Iowa in the days of prairie chickens and Hennessy and "everything." The service then was under the jurisdiction of General Passenger Agent A. M. Smith at Chicago. Later, in 1883, "The Palace," "The Lafayette" and "The Vendome" were added, followed by "The Del Monte," "The Ponce de Leon" and "The Raymond."

The Rock Island was the pioneer in dining car service in the United States. The early cars had no vestibules and the kitchen was in plain sight of the guests at the tables, but the orders of the officials were to "run the service right; if we lose money." But on that basis, the service paid and in the years that followed additional and more improved diners were placed in service on all the principal trains until today, thirty-three cars of three types, are being operated.

TEST OF EFFICIENCY.

Indicative of the growth of the Rock Island dining car service is the improvement in the qualifications for employment in that department, each applicant from steward to dishwasher, being required to furnish proof of his experience and efficiency. Student waiters are first put through a schooling under rigid direction before being placed on a regular run, and each is taught to wait upon the guest as if the waiter were in that guest's own personal employ.

All employees are physically examined before entering the service and re-examined once a year, which means a great deal to the traveling public when they know that only healthy men are engaged in the preparation and serving of food.

The present organization of the Rock Island dining car service consists of a superintendent of dining cars, two commissary agents who look after the details of buying food supplies, etc., three dining car inspectors, a platform man, a chief clerk, an accountant and nineteen office and commissary clerks, one laundry foreman and eighteen laundry employees, thirty-three stewards, one hundred and twenty-five cooks and one hundred and sixty-five waiters. Under each is a sub-

uniforms, etc., with a force of sixteen employees and modern machinery. All the distinctive Rock Island table service and linen for the dining cars is bought by the purchasing department of the Rock Island Lines. Much of the food-stuffs is bought in the open market in quantities to last sixty and ninety days, where not perishable, some of the articles being purchased in annual quantities.

ANNUAL FOOD CONSUMED.

Some idea of the quantities of food-stuffs required to serve Rock Island patrons, is obtained when it is stated that a few of the items consumed annually are:

Forty thousand pounds of coffee.



Menu card of 1876. Rock Island dining car interior arrangement forty years ago.



Summer Passenger Traffic on the Rock Island Lines

By F. C. Francis
Division Passenger Agent

THE Good Old Summer Time" is considered the pleasantest part of the year by the American public, and while it brings its joys and pleasures to many, it also brings a period of hard work and anxiety to others, among whom are the employees of the passenger traffic and operating departments of our large railroad systems. This has been particularly true, during the summer seasons of the years 1917 to 1920, inclusive, for many reasons, which include difficulties of operation under war conditions, shortage of equipment and supplies, reduction of train mileage in the interest of conservation of fuel and manpower, combined with an unusual increase in all classes of traffic, due to unusual conditions, high wages and general prosperity. These combined causes produced a situation in railroad operation that was unprecedented and from which the railroads have not yet fully recovered. The purpose of this article is to bring before its readers a partial outline of the particular problems the Rock Island Lines met with during this period and the efficient manner in which the unusual conditions were handled.

JUNE HEAVIEST MONTH.

The month of June marks the beginning of the heaviest volume of passenger traffic during the year. The large national conventions are usually held during this month, which, combined with the general increase in commercial, vacation and pleasure travel, increases the general volume of passenger traffic to unusual proportions. The month of June has therefore been selected as illustrative of the "peak" period of the year, which however, extends over the four months of June, July, August and September.

The United States entered the great world war in April, 1917, and by the month of June war preparations were already well under way and the stimulus to passenger traffic was already felt. During the month of June, 1917, the Rock Island carried a total of 1,556,513 passengers, and the average journey of each passenger was 58 miles, so that passengers carried one mile equalled 90,032,525. In June, 1918, the total number of passengers carried was 1,587,853, an increase of 2 per cent. The average journey was 65 miles, giving total passengers one mile, 185,865, an increase of 10 per cent.

By June, 1919, the increase was still more marked, the number of passengers being 1,687,880, an increase of 6 per cent. The average journey had also increased to 71 miles, which made a grand total of passengers one mile, 113,627,012, an increase of 14 per cent. The increase continued and June, 1920, showed total passengers 1,763,063, an increase of 4 per cent and passengers one mile, 114,453,740, an increase of 7 per cent.

TRAIN MILEAGE CUT.

In order that these figures may be properly appreciated, it is necessary to refer to the facilities for handling. In the spring of 1917, in order to

turn the nation's greatest efforts into industrial war work, a radical reduction in passenger train mileage was affected throughout the country to conserve fuel and power. In that period, therefore, while passenger revenue on the Rock Island Lines had increased 15.8 per cent over June, 1916, passenger train miles were reduced a total of 18,635 miles per month, and this reduction continues practically unchanged up to the present time. For the twelve months ending June 30, 1917, compared with the previous twelve months, a reduction in passenger train miles of 500,704 was accomplished, and this reduction continued practically unchanged during the war period.

The efficient handling of this largely in-

creased passenger business was accomplished not only with decreased train mileage but without the additional equipment which normally would have been provided for such an increase. The whole United States began to feel decreased production in many lines of trade in 1915, owing to the European conditions. In the matter of sleeping cars and passenger equipment generally the production of new cars practically ceased in that year, and as there is a natural deterioration in equipment due to the wear and tear of continuous service, and a certain number of cars are out of service owing to the necessity for repairs due to accidents, etc., it can be seen that an accumulative shortage, due to such causes, for five continuous years makes itself apparent in no small degree.

Comparing June, 1920, with June, 1917, which is necessary to give full value to these figures, shows a total increase in the number of passengers carried of 206,550, or 13 per cent, and in number of passengers one mile, an increase of 24,421,215, or 26 per cent. It will thus be seen that on a passenger-one-mile basis, our business increased over one-quarter since 1917 and this business was handled with considerably less passenger train mileage

(Continued to page 50.)

Proper Handling of L. C. L. Freight in Cars, Explained

By J. C. Finesey
Agent, Ottumwa, Iowa

I HAVE been asked to write an article on the proper methods of loading and stowing of LCL freight into cars. No doubt, all of us, in a very general way, are conversant with the best methods to be applied in handling of LCL freight, so as to expedite its movement and for the further reason that delivery may be received at ultimate destination in good order, so as to prevent claims against this company and make our patrons perfectly satisfied with the satisfactory handling of their shipments.

The instructions which we often look upon with suspicion are intended to improve our system of handling of freight, so that we may accomplish the same results with less effort. Therefore I will endeavor to outline as briefly as possible as to the most practicable and profitable manner in loading and stowing of LCL freight to insure its transportation with at least a minimum amount of loss and damage.

The first item of importance is to prepare cars for loading. All merchandise cars should be swept clean. All rails should be pulled out of sides of cars, ends

of cars and car floors before any freight is loaded into cars. Then cars should be lined up by freight house foreman chalking station on inside of cars, every car chalked by number to the station to which it goes, providing we are loading a car for one complete station or a gateway station. When loading peddler cars comprising a number

of stations, we load the farthest station that car contains freight for first, then the next farthest and so on, until the load is completed and the freight is in perfect station order. Our checkers mark each shipping ticket with pencil, the car number where the freight is loaded as designated in the order of from one to ten or as the case may be. This method, I believe, is quite generally in practice at all the large merchandise car-loading stations.

The proper stowing of merchandise is a very important thing for the company financially. One man can cause enough damage on one shipment to cover revenue many times over for the entire contents of the car caused by improper loading and stowing. As we are all aware, there are two kinds (Continued to page 47.)



Mr. J. C. Finesey.

CHICAGO AND OMAHA
ROCK ISLAND
PACIFIC RAILROAD
DURING THE SUMMER
All meals on (round trip)
Served in the car
SEE ONLY LINES OF THE ROCK ISLAND
PAID FOR PLACE
In order that these figures may be properly appreciated, it is necessary to refer to the facilities for handling. In the spring of 1917, in order to

Habits of Attention

Rules for Learning Concentration

By H. Addington Bruce

(Copyright)

THE power of concentrating the attention is like all other powers of the mind in that it grows by exercise. And its growth by exercise should be not forced but gradual. This is a point I would impress strongly on all conscious of attention deficiency.

Many people who wish to improve their attention power make the serious mistake of trying to improve it too fast. At the outset of attention training they try to concentrate on something for fifteen or twenty minutes, or even longer. Because they are unaccustomed to concentrating, their minds almost immediately flit to other things. Soon they abandon the effort and despairingly feel that they are doomed to be butterfly minded all their lives.

Every day, at frequent intervals, an occasional minute should be given to earnest concentration. Gradually the exercise periods may be lengthened. Always, however, it should be remembered that, after all, the main end in view is not ability to concentrate for long periods, but ability to concentrate intensely when the occasion arises for concentrating at all. It is the

quality, not the quantity of concentration that counts for most. This point is brought out by the following story by Prof. G. H. Betts.

"A college professor said to his faithful but poorly prepared class: 'Judging from your worn and tired appearance, young people, you are putting in twice too many hours on study.' At this commendation the class brightened up visibly. 'But,' he continued, 'judging from your preparation, you do not study quite half hard enough.'"

Ten minutes of really hard concentration are worth an hour of fitful effort, and are actually less tiring, because of the satisfaction felt at the results obtained. This is another reason the beginner in attention training should at first be content with exceedingly short exercise periods, of frequent occurrence.

His real need is to acquire not simply the ability but also the habit of keen rather than prolonged concentration. He wants to accustom his mind to focus instantly and vigorously on any subject presented to it for concentration.

highly improbable that the connection at Chicago would be made. No. 8 is a heavy train. Her average speed on regular schedule from Rock Island to Chicago, a distance of 181 miles, is 41 miles an hour. There was little hope of making up time. Even a light special would have been pressed to make the run in the short time remaining before the departure of the Central's No. 22.

The ladies of the party consulted the trainmen and the trainmen consulted their watches while the doctor rushed with a frantic appeal to the office of the chief dispatcher at Rock Island. On any other line from the West the connection would have been impossible under the circumstances, but on the Rock Island there is the Englewood transfer station. That meant a saving of 15 minutes for No. 8 between Englewood and La Salle street station, the downtown terminal, and an equivalent saving on the New York Central because of the time required for the run of No. 22 between La Salle station and Englewood. It was a margin of 30 minutes that inspired hope. Chief Dispatcher Murphy took the matter up with the superintendent, with the result that the towermen at all the interlocking plants were instructed to give the limited an absolutely clear track, and Engineer Davidson and Fireman Stipp, with the urgent words of a member of the party ringing in their ears, climbed into the cab to make the attempt. It was a run that called for a speed of 60 miles or more an hour over some sections of the track, and they knew it.

Few of the passengers understood the cause of the terrific burst of speed as the monster engine picked up mile after mile, gathering momentum from Moline to Geneseo and from Geneseo to Bureau. When they had passed Joliet many of them did not even realize that they had made the trip in forty minutes less than the regularly scheduled time of a fast train. But at Englewood the party had 13 minutes to spare—ample time for the transfer to a compartment on board No. 22 without hurry or further anxiety. Engineer Davidson and Fireman Stipp, under the guidance of Chief Dispatcher Murphy, had accomplished what they set out to do.

The hearts of the railroad world had responded and the patient had been sent onward with a sincere Godspeed.

Hearts of the Railroad World Respond to Plea

By W. D. Braddock

Advertising Manager, Rock Island Lines

IN DECIDED contrast to the general impression of a decade or more ago that the railroads were altogether soulless and heartless, comes the story of a fast run made recently over the Illinois and Chicago terminal divisions by No. 8—the Rocky Mountain Limited—the performance of which was prompted solely by a sympathetic chord played upon the heart strings of office and train officials.

As a rule, railroad men are not quick to report such occurrences. Incidents which touch the human heart form a part of their daily lives and are taken as matters of course.

The brakeman helps aboard her train the old lady with the well-worn satchel and the two band-boxes who has abandoned her home forever and is crossing the continent to spend the remainder of her days with the last of her relatives. The porter hides a grin as he sweeps a double handful of rice from a drawing room and thinks of the day when he proudly led his own Eliza Ann up the steps of the modest little cottage he had furnished for her. The eye of the conductor softens as he takes up the tickets of the party in black whose thoughts are centered on the baggage coach ahead. And it is thus that the sorrows and joys

of his passengers are woven into the experiences of every trainman.

But the average railroad man, though touched deeply by the sadness with which he comes into contact, usually confines his conversation to the amusing events which happen on board his trains. He prefers to tell of the dignified old fellow who attempted to get into the wrong berth or of the traveling man with ventriloquistic powers who, by throwing his voice beneath the floor of the car with a call for help, caused the conductor to delay the local ten or fifteen minutes at a way-station while the crew explored the trucks in a vain attempt to rescue the sufferer.

So it is probable that this story of the Limited's run would not have come to light had it not been for the fact that an entire train was involved.

When No. 8 reached the city of Rock Island shortly before 2 o'clock on the afternoon of August 29th, she had on board an anxious party of seven, one of whom was a physician, another a patient hovering between life and death. They were en route from Colorado Springs to New York via Rock Island Lines, Chicago and the New York Central. Because of a delay west of the river, it seemed

Hard Work

Whenever you think you are working too hard, just remember the example of your heart—it is working at the same old gait all of the time.

The man who works the hardest is the one who gets the most out of life in the long run.

The happiest people in the world are those who are always kept very busy at their tasks.

Hard work, without worry and without abuse of health, has never been known to hurt anybody yet.

The things that may seem hard, as you contemplate them, become easier and easier as you enter the task—and go through the task—of doing them.

There has never yet been invented a better prescription for the attainment of success than just plain, hard work—with the mind to back it up.
—Louis A. Hebert.

The Way to Win

DON'T spend your time thinking how much you can get out of your employer's business. It won't pay him nor will it pay you. Spend your time and effort to see how much you can put into the business. This will pay you both.

Your employer, no matter how selfish you may think him to be, will quickly take your measure. The more selfish he is, the more he will want to keep the worker who works for him, as well as for himself. He will hold on to the man or woman in his employ who is increasing his business and his profits.

The efficient employe will be the last to go when hard times come. The efficient employe will be the first to be chosen by other employers in the same line of business in search of good men.

Every successful, self-made man or woman has attained success through honesty, industry and efficiency. This is the way by which Carnegie rose from telegraph operator to the head of the largest steel corporation in the world.

This is the way by which Schwab rose from a water carrier to the presidency of the Bethlehem Steel Corporation, and John D. Rockefeller from clerk in a country store to the head of one of the greatest oil industries in the world and had his methods of efficiency copied by all his successful competitors.

Every successful banker and business man in the self-made class, whose life stories we read with such absorbing interest, won success not by opposing but by helping his employer; not by watching the clock, not by seeking as many leisure hours as possible, but by unceasing vigilance to the end that his employer might win and that he might be a winner with him.

Let the reader who is familiar with the interesting stories of our business men name one who carried out this plan and failed.

Build for your employer. In doing so, remember that you are always building for yourself.—*Leslie's Weekly*.

Wanted a National Tree

Should the United States of America have a national tree? What is your favorite and why do you think it should be adopted as the national tree? The American Forestry Association asks the people of the country to vote on the subject. There is the walnut, the elm, the hickory and many others. The Association wants reasons in connection with your vote. The voting will be announced by states from time to time and the school children of the country are called upon, now school is opening, to join in this expression of national opinion. Hundreds of schools are planting memorial trees this year and registering them on the honor roll of the Association. Write on one side of the paper only to the American Forestry Association, Tree Voting Department, Washington, D. C.

Using Spare Moments

Studying Instead of Wasting Time

By Orison Swett Marden

(Copyright, 1920, by McClure Publishing Company)

A BUSINESS man going along the streets in New York saw one of his men, whom he had been watching for a long time with a view to promoting him to a higher position, come out of a saloon. Going up to him, he asked the young man what he was doing in there.

"Playing billiards," was the reply.

"And you are accustomed to playing billiards during business hours?"

"Yes," was the response, "It is harmless, and only costs me 40 cents an hour."

"Ah," said the older man, "there is where you make your fatal mistake. If you are the man I think you to be, with the future, I think you have in possibility, your time is worth many times 40 cents an hour."

This set the youth to thinking, and needless to say he quit playing billiards during business hours, and was very soon promoted.

Tell me, my friend, what you do with your spare time, and I will tell you whether you will make a success of life or not.

What a splendid sight to see thousands of young people studying, making their spare time really more valuable than the entire day's work of many of those

about them who have no purpose, who are dominated by no great aim in life.

Unfortunately, many people think that and education without schools, academies or colleges is impossible. There is an opportunity for a college education or a substitute for it for the poorest boy or girl in the humblest home in America. If a Lincoln could so educate himself that educated foreigners who met him were impressed by his wide knowledge and comprehensive grasp of subjects; if this boy, who never saw more than a dozen books before he was nearly grown to manhood, could wring the substitute of a university education out of his inhospitable environment in the wilderness, what cannot the poorest boy with the manifold advantages of today accomplish?

What great possibilities live in the evening hours, in spare moments and half-holidays, if young people would only grasp them. No matter how poor they are, or how hard they have to work, those who desire education can obtain it. It is largely a question of creating an appetite for knowledge, of establishing a habit of self-improvement, and of utilizing every spare moment in cultivating one's mental garden.

Axioms for Unrest

E. C. ATKINS & COMPANY, saw and knife manufacturers at Hamilton, Ontario, are distributing cards with the following axioms printed on them. In periods of unrest like the present, these points are well worth considering:

1. Under any economic or industrial system, men and women must inevitably continue to work for wages.
2. Some workers must always be paid more wages than other workers, either owing to special ability or the class of work performed.
3. No worker can continuously be paid wages that he does not earn.
4. The value of the work must be controlled by the saleable value of the articles produced.
5. The cost of living is governed by the cost of production, both in regard to primary products and secondary manufactures.
6. The community cannot expect cheap bread, meat and other foods at the expense of the farmer and grazier.
7. Shorter hours of work must increase the cost of all articles, including food and clothing.
8. The maximum output in the hours worked, will result in cheapening the articles produced, as the cost of production inevitably governs the selling price.
9. Men and women in a free country cannot be prevented from saving money and acquiring property.
10. In order to promote industrial development and provide work, the nation must continue to depend upon its intellectual citizens.
11. The community or nation that develops most brain power, and inventive genius will be the most prosperous, and brain must inevitably command more reward than mere manual labor.
12. Capitalism (or the accumulation of wealth) can never be abolished, for some men will always earn, "and save" more money than other men.
13. Without hope of profit there would be less industrial development, less employment, lower wages and higher cost of living.



Children of Rock Island Employees.
 1—James Andrew Tucker, Fairbury, Nebr.
 2—Robert and Richard Lindahl, Cedar Rapids.
 3—William and Adele Shepard, Des Moines.
 4—Harvey Junior Sloan, Otego, Kas. 5—Leo Smith, Fairbury. 6—Melvin Earhart, Horton, Kas. 7—Ruth Silvey, Eldon, Mo. 8—Lyman Earl Morrison, Burlington, Ia. 9—Charles R. Giltmier, Chicago. 10—Mary Dieball, Hartford, Ark. 11—Edwin Spurck, DePue, Ill. 12—Lorraine Mathews, Trenton, Mo. 13—Lorraine Shannon, Burr Oak, Ill.



The New Order of Things in the Railway World

By L. C. Fritch

Vice-President in Charge of Construction, Maintenance
and Expenditures, Rock Island Lines

THE world war has caused such a dislocation in all the affairs affecting the human race that it will be years before conditions will assume normal proportions, and perhaps never again will the conditions which prevailed immediately before the war be realized. The very foundations of our social structure have been changed and upon the new basis a new structure is being erected slowly but surely, that will largely discard the customs and practices in vogue under the former order of things. A new order of things has taken place and in order to reach the happy condition of peace, progress and prosperity, this new order must be recognized and we must get into harmony with the elements that are now at work struggling to erect the new structure.

No phase of human life has escaped the effects of the convulsion through which the world has passed and from which it is now slowly but surely recovering.

The industrial life, in which we, as railway men, are more vitally concerned, has been affected possibly to a greater degree than any other element of human activity. The fundamentals, if founded upon truths, never change, but the various relationship and theories are subject to constant changes, resulting often in unrest and discontent. There perhaps never will be complete surcease from wars, either in human or industrial affairs as long as there are human beings, but there does follow after every conflict a period of rest and peace, brought about through mutual sacrifices.

PROGRESS SUCCEEDS UNREST.

There is every evidence that we have reached the latter period in the industrial life of this country and from now on unrest will give place to contentment and progress. There may be sporadic outbursts here and there, but the time is past when prejudice and radicalism will rule—the better saner judgment of men on both sides of an issue will prevail.

The railway industry in this country is most vital in our affairs. While not as large, in the matter of proportions, as agriculture, even the latter is almost entirely dependent upon it for its success. We are, therefore, as railway men, engaged in the best, noblest and laudable of the enterprises which occupy man's attention. We should feel proud of our occupation and give to it the best that is in us. The railway industry today comprises the ablest, most efficient and trustworthy men in all the industries, and as a result of their efforts this country has the best and cheapest transportation service in the world.

The transportation men of this country did more toward the winning of the war than those engaged in any other single line of effort, excepting only those who



Mr. L. C. Fritch.

fought in the trenches, and many of these were railway men. With this heritage of the past the railway men will solve the problems of the present and the future which confront them, determined to succeed.

NEW ORDER HERE.

The Transportation Act of 1920 has brought about a new order of things. For the first time in the history of transportation has constructive legislation been passed that has considered the interests of the all three parties concerned: the public, the employee and the owner. It safeguards the rights, imposes the responsibilities, and defines the duties of each of the three parties. In the public interest it establishes rates and conditions of services, requires cooperation in the use of such services, and prevents discriminations and undue preferences. In the interest of the employee, it provides for fair wages and working conditions and tribunals for adjustment of grievances; it requires honest, efficient and economical services and obedience to public demands. In the interest of the owners it provides for a fair return upon the investment, it places the responsibility for conducting its operations honestly, economically and efficient, and the duty of serving the public properly.

EMPLOYEE IS PROTECTED.

The Interstate Commerce Commission, likewise, the first time in its history, is charged with the duty of protecting not only the public, but the employee and the owners as well. That the commission is

ably endeavoring to discharge its duties properly is evidenced by its action in the recent rate adjustment, which if applied as intended will again re-establish railway credit and enable the railways to progress.

The opportunities which the new order of things gives to the railway men are fraught with great possibilities and at the same time with grave responsibilities. The possibilities lie in the direction of continued improvements and efficiency in operations thereby rendering the service to which the public is entitled and will certainly expect. The responsibilities consist of carrying out the requirements of the law and cooperating with the public and the employees, and producing the results which the owners have a right to expect in the form of a fair return on their investments.

SHOULD GET BUSY.

We won the war, so let us charge up these things to the cost of the war, forget them and get busy building up our transportation machine to do even better work in the future. Herein lies our golden opportunity.

The department of the railways most directly concerned in bringing about a successful result is the Operating Department, and of the three sub-departments, Transportation, Maintenance of Way and Maintenance of Equipment. The latter it seems has the greatest present responsibility.

It is well known that during the war it was difficult to secure labor and materials for new equipment and the maintenance of existing equipment; also that, owing to the intensity of the war prosecution, transportation was a most vital factor, using the facilities to the utmost limit of their capacity. Under these conditions it was quite material that the transportation facilities could not be adequately maintained.

UNDER MAINTENANCE SHOWN.

On the return of the railways to their owners there exists, therefore, considerable under-maintenance, as well as a shortage of equipment and other facilities. These facts are now generally recognized and appreciated by the public, which will exercise a certain amount of patience to enable the railways to remedy these matters. If after a reasonable time, however, these matters are not corrected it may be confidently expected that the public will protest.

We find that generally the equipment of the railroads is from two to three years behind proper schedule for normal maintenance. It will require the best efforts of the mechanical department to meet the needs of transportation in the next two to three years.

There is no apprehension, however, that this department will not rise to the occasion.

(Continued on page 49.)

WHAT THE WORLD IS DOING

"INDIAN DAY" hereafter will be celebrated throughout the state of Illinois on September 24, under legislative act.

The Republicans carried Maine in the state election there on September 13 by a plurality of about 60,000.

Paul Deschanel, president of France, resigned on September 16. He has been ill since his fall from the railroad train last May.

The new \$75,000 home of the school of journalism of the University of Missouri, known as the Jay H. Neff Hall, was dedicated September 1.

Chicago is to have a new daily morning newspaper, the Journal of Commerce, the first issue appearing October 11. Andrew M. Lawrence is the publisher.

Sergeant Morris Fisher of the U. S. Marines won the honor of the individual rifle championship of the world at the Olympic shooting matches. He learned to shoot after joining the marines.

Senator Warren G. Harding, Republican presidential nominee, made his first public appearance in the campaign away from his porch when he spoke at the Minnesota state fair on September 8.

Engagement of the former Adele Grant of New York, now the widowed Lady Essex, and the Duke of Connaught, uncle of King George of England, is reported from London.

The Brotherhood of Locomotive Engineers has decided to postpone the erection of their proposed twenty-story bank and office building in Cleveland until the price of building materials drops.

The all-steel passenger steamship Iroquois, the first steamship to reach Chicago from the Pacific Coast via the Panama Canal, arrived in Chicago during August and has been put into the lake service.

The first drop in the tonnage of unfilled steel orders in fifteen months was reported by the United States Steel Corporation on September 10, when a decrease of 313,430 tons compared with the month previous was shown.

More than 5,600,000 firms and individuals are paying income taxes this year, according to figures made public recently by the Bureau of Internal Revenue. These figures also reveal that practically 3,000,000 taxpayers have already paid their income taxes in full.

General Marie Emile Fayolle, regarded as having more to do with the direct employment of American troops than any other French commander, will represent the French government at the coming convention of the American Legion in Cleveland.

Gabriele d'Annunzio, on September 9, proclaimed the Italian regency of Quernero with himself as head of the new state at Fiume.

The National Marine League will hold an exposition and general meeting in Chicago October 18 to 23. Shipowners, ship-

builders and ship operators from all over the country will be brought together upon this occasion. The U. S. Shipping Board will have an important exhibit.

Warren Delano, railroad director and uncle of Franklin D. Roosevelt, was killed at a railroad crossing at Barrytown, N. Y., while driving in his automobile. He was 70 years old.

The top of a mountain on the island of Manila slid down upon an Igorote village recently and buried the inhabitants under hundreds of feet of earth.

Americans scored 212 points in the seventh Olympiad track and field contests at Antwerp, Belgium, which closed August 23. The United States, therefore, ranked

first as a nation in the thirty events. Finland was second with 105 points.

Professor Garstang of Liverpool University and head of the British Archaeological School of Jerusalem, is about to begin the excavation of Ascalon, one of the chief cities of the ancient Philistines.

The state of Michigan is conducting a school in scientific farming at Camp Genesee, near Flint, and in a rich agricultural district, for children of from 10 to 16 years of age.

In order to prevent any commercial encroachment upon Romagne Cemetery, where 23,000 American soldiers are buried, the French government has been asked by the American Army Graves Registration Service authorities to purchase the gentle slope facing the front of the cemetery, and the entire crest of the hill occupied in part by the cemetery, as well



original from
"And Gosh, How They Dread It!"
UNIVERSITY OF ILLINOIS AT
URBANA
Rock Island Magazine for October, 1920.

as plots at both sides. The Romagne, Suresnes and Belleau Wood cemeteries have been approved by the Secretary of War as the permanent resting places of more than 30,000 soldier dead who will continue to sleep in French soil.

The new U. S. transcontinental air mail service was inaugurated September 9 between New York and the Pacific Coast.

A report issued by E. K. Ellsworth of the Council of National Defense, showed



Terence MacSwiney, Lord Mayor of Cork, who attracted world wide attention for refusing to eat after being imprisoned for having control of the British secret code. Underwood & Underwood photo.

that the committee on public information, of which George Creel was chairman, spent \$8,245,249.65.

The "outlaw" switchmen's strike on the railroads in Chicago ended on September 12, when the men voted to go back to work.

A mysterious explosion of dynamite in Wall street at noon on September 16 killed thirty persons and injured hundreds, besides doing damage estimated at \$2,000,000.

Hundreds of persons were killed and thousands injured in earthquake disasters in northern Italy on September 7. Slight tremors were felt the following day in San Francisco.

Award of additional contracts to complete the 16-inch gun program required for arming the six 43,000-ton dreadnaughts and six battle cruisers now under construction has been made by the Navy Department. The twelve warships will not be completed before the latter part of 1923.

Petitions from Socialists asking for the right to establish a soviet university in Mexico City have been rejected by Provisional President de la Huerta, who took this action on the ground that the institution would be a political school and used for the dissemination of Bolshevik doctrines.

It is estimated that there will be 9,983,848 automobiles in use in the United States by the end of this year. By the end of 1921, it is assumed, the number

A RECORD OF CURRENT EVENTS

will be 12,000,000. There were 7,558,848 automobiles (750,000 of them trucks) in service at the close of 1919, an increase of 27 per cent over 1918.

Approximately 100 acres of Mexican territory was shifted to the American side of the international line on September 2, when the Rio Grande cut a new course in the lowlands ten miles west of Brownsville and left the Tahuachal ranch on the river's north bank.

As the result of Tennessee ratifying the woman suffrage amendment to the federal constitution, women throughout the United States will vote for President in November. Illinois was the first state to ratify, on June 10, 1919, and Tennessee, August 18, 1920.

Two super-Zeppelins of the largest type ever constructed are now being built in Germany for American interests for use in freight and passenger service between Berlin and San Francisco, via New York, according to John R. Gammeter, aeronautical expert, who has just returned from abroad.

Headquarters of the league of nations announced in London that four important amendments to the covenant have been suggested by Denmark, Norway and Sweden for consideration at the first meeting of the league assembly on November 15.

The state of Illinois has purchased the old capitol in Vandalia and will maintain it as a memorial. The state paid \$60,000 for the historic building, and Fayette County will continue to rent it as a courthouse until a bond bill has been passed for the erection of a new one. The rental money will be devoted to preparing a museum.

President Wilson, without assistance and leaning lightly on a cane, walked briskly through the front entrance of the White House on September 7, for the

first time since his illness, and entered his automobile while a crowd outside cheered.

The bulletin of the International Insti-



An evening gown of pussy willow satin, draped with cut jet. Underwood & Underwood Photo.

tute of Agriculture, giving estimates for the 1920 wheat crop, says Hungary reports 930,000 tons within the treaty frontiers. No definite estimate has been re-

(Continued to page 51.)



Nineteen head of Holstein shipped to Belgium to rehabilitate the herds in that country. These cattle came from the rich Iowa country through which the Rock Island Lines pass.

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Meritorious Service

CONDUCTOR GEORGE H. YOUNG, Engineer H. Brown, Fireman William McClarney and Brakemen J. F. Kelley and Willard Walker, Shawnee, Okla., have been commended for aiding passengers on train at Seminole and assisting station forces with baggage when engine became disabled several car lengths from station, and helping to get No. 44 through with only four minutes' delay.

Engineers L. E. Misner and C. C. Copeland, west Iowa division, commended for volunteering to fire engine during shortage of firemen.

Fireman Roy Morrow, Iowa division, commended for firing engine while suffering with injured hand.

Conductor C. B. Daniels, Engineer A. E. White and Fireman O. E. Rice, Louisiana division, commended for coaling engine at Ruston, La.

Brakeman O. J. Daniels, Biddle, Ark., commended for discovering bursted wheel on car in moving train.

Conductor W. H. Kruse, Blue Island, Ill., commended for voluntarily firing engine from Bureau to Silvis, thus avoiding delay in train.

Engineer Carl Boltz, Illinois division, awarded ten merit marks for switching out extra passenger coach and putting it on rear of train after regular day's work had been completed.

H. Mortsen, Illinois division, given ten merit marks for discovering and reporting broken wheel on car moving into Bureau from east on switch local.

Engineer Thos. Phelan given letter of commendation for assisting in getting important passenger train out of Bureau by going to roundhouse and getting grease and helping to pack hot engine cup.

Conductor L. W. Faillkner and Brakeman J. W. McCoy, Missouri division, commended for making repairs to car chatts, thus preventing setting car out for repairs.

Conductor J. W. Wood and Brakemen O. R. Keithley and O. T. Gillilan, Missouri division, commended for aiding to brass car, thus preventing serious delay to train.

Engineer C. A. Cox, Fireman W. J. Young, Conductor U. S. Hendricksen and Brakemen Glenn Tibbetts and B. W. Peebles, Missouri division, commended for extinguishing fire on Grand River bridge.

Brakeman T. J. Stanley, Manly, Ia., awarded ten merits for observing brake beam broken on car.

Brakemen Edward DePencier, Fred Manke and Conductor C. L. York, Manly, Ia., each awarded ten merits for aiding another crew to remove brake rigging.

Brakemen J. W. Crouch and J. H. Thomas, Manly, Ia., awarded ten merits each for volunteering to re-brass car of perishables.

Fireman H. P. Murphy, Engineer L. C. Connell and Brakeman C. C. McGuire, Manly, Ia., and Conductor J. L. Sullivan and Brakeman Herman Hanson, Valley Junction, Ia., each awarded ten merits for good work in handling hot boxes and defective drawbars on cars in train.

Conductor Coleman Bright and Engineer E. L. Harris, Haileyville, Okla., commended for firing engine when fireman became ill.

Section Foreman John D. Adams, Cambridge, La., awarded ten merit marks for discovering defective condition on engine, thus avoiding possible serious accident.

Conductor A. G. Spence, Engineer C. A. Scott and Brakeman C. B. Fisher, Nebraska division, awarded ten merit marks for firing engine after regular fireman took sick.

Porter H. V. Besse, Nebraska division, awarded ten merit marks for voluntarily assisting engineer to disconnect engine.

Brakeman C. R. Arnold and Conductor Tom Goodwin, El Dorado, Ark., commended for firing engine into terminal when fireman's sixteen hours were up.

Brakeman F. L. Hullinger, Missouri division, given ten merits account of firing engine from Allerton to Melcher, Ia., when fireman was taken ill, thus preventing delay to train.

Brakeman L. E. Dowell, Missouri division, given ten merits for firing engine, Washington to Eldon, Mo., when fireman Washington to Eldon, Ia., when fireman was taken ill, thus preventing delay.

Brakeman W. E. Martin, Missouri division, given ten merits for firing engine from Altamont to Trenton when fireman was taken ill, thus preventing delay to train.

Conductor Wm. N. Jacks, Missouri division, given ten merits for coupling up air in absence of car inspector, thus avoiding delay to train.

Conductor F. G. Pettigrew, Missouri division given ten merits on account of interest and watchfulness in signaling conductor on passing train to stop, upon discovering broken brake beam on car.

Switchmen T. L. Rehard and W. N. Bronson, Missouri division, given ten merits each for reporting discovery that wheel on car was set on axle crooked, thereby preventing accident.

Conductor U. G. Hendrickson, Engineer F. L. Stone, Fireman Paul McArtor and

Brakeman Carl Bratton, Missouri division, given ten merits each for assistance in hand firing engine when stoker on engine failed, thereby preventing delay to train.

Car Inspector O. B. Puryear, Hot Springs, Ark., commended for securing passenger business.

Conductor W. B. Cain, McAlester, Okla., commended for discovery of missing tail pin in drawbar and finding same, thus preventing possible accident and loss of life on passenger train.

Conductor J. T. Wilson and Station Master S. A. Wootton, Little Rock, Ark., commended for soliciting passenger business for the Rock Island.

Engineer H. E. Stone, Manly, Ia., commended for sounding whistle at all crossings on his run.

Conductor H. H. Kreegar, El Reno, Okla., Yardmaster B. P. Primm, Chickasha, Okla., commended for aid in recovery of merchandise which had been thrown off car by thieves and for assistance in catching thieves.

Section Foreman L. C. Bowen, Shell Rock, Ia., commended for recovery of parcel post package on right-of-way.

Brakeman George F. Brestel, Kansas division, has been commended for handling his train into terminal under difficulties.

Brakeman Bert F. Mullen, Kansas division, has been commended for firing engine to terminal when fireman was otherwise engaged.

Brakeman J. B. Davis and Engineer A. J. Hastings, Kansas division, have been given ten merits for firing engine when regular fireman was disabled.

Agent A. N. Kalb, Owatonna, Minn., awarded ten merits for spirit of loyalty manifested in locking water crane and preventing loss of water at 2 a. m.

Engineer H. A. Cole, Manly, Ia., awarded ten merits for voluntarily firing locomotive and switching stock cars.

Conductor A. L. Fuller, Fireman R. S. Dew and Brakemen Wm. H. Croy and A. S. Place, Cedar Rapids, Ia., each awarded ten merits for re-railing car.

Fireman L. J. Hollenbeck and Brakeman Wm. H. Croy, Cedar Rapids, Ia., awarded ten merits each for substituting as engineer and fireman, respectively, in emergency.

Conductor J. C. Lindsley, Cedar Rapids, awarded ten merits for doubling up crew in order to get stock extra over road in good time.

J. H. King, Cedar Rapids, acting as fireman when engineer was taken sick, awarded ten merits.

Brakemen C. B. Schluntz and C. R. Craft, Cedar Rapids, awarded ten merits each for assisting in unloading merchandise from cars at Center Point, thus avoiding delay.

Conductor A. L. Fuller, Cedar Rapids, awarded ten merits for unloading cars to be reloaded with grain, thus avoiding delay.

Engineer L. R. Curtis, Cedar Rapids, awarded ten merits for assisting in re-railing car, thus avoiding delay.

Agent D. M. Brett, Ivan, Ark., commended for discovery of brake beam down on train.

Conductor O. B. Daniels, Engineer A. E. White, Fireman O. C. Rice and Brakemen W. W. Brown and R. L. Wymer, El Dorado, Ark., commended for shoveling coal in pockets in coal chute, thereby avoiding delay to train.

Conductor J. L. King, Colorado Springs, commended for assisting passenger.

Take Notice!

Undoubtedly, in your work in your department of the Rock Island some unusual thing has been called to your attention—some incident or occurrence—that has set you to thinking along lines in which you were never before interested. It may have been a unique invention. Perhaps, some phenomenon in connection with your work you could not explain. Maybe, an unusual event out on the road. You talked about it at the office, at the roundhouse or the shops and at home and everybody was interested. Why not tell your Magazine about it? If it interested you, it will interest other employees. If there are photographs possible, send them and we will pay you one dollar each for those used. All photos will be returned. The next time you hear any of your fellow employees discussing these things, tell them to tell the Rock Island Magazine about it.

Bedtime Stories

By Thornton W. Burgess

Whitefoot Gets the Message

(Copyright, 1920)

*After all is done and said,
Its size don't show what's in a head.*

—Danny Meadow Mouse.

WHITEFOOT the Wood Mouse is one of the smallest of the little people who live in the Green Forest. Being so small, he is one of the most timid. You see, by day and by night sharp eyes are constantly watching for Whitefoot, and he knows it. Never for an instant while he is outside where sharp eyes may see him does he forget that they are watching for him. To forget even for one little moment might mean—well, it might mean the end



"A message you'll do well to heed. It is from Old Mother Nature," retorted Chatterer.

of little Whitefoot and a dinner for some one with a liking for tender Mouse.

So Whitefoot the Wood Mouse rarely ventures more than a very short distance, a few feet, from a hiding place and safety. He starts nervously at the tiniest sound, often darting back into hiding without waiting to find out if there really is any danger. If you or I had as many real frights in a year as Whitefoot has in a day we would, I suspect, quite lose our minds. Certainly we would be the most unhappy people in all the Great World.

But Whitefoot isn't unhappy. Not a bit of it. He is a very happy little fellow. There is a great deal of wisdom in the pretty little head of his. There is more real sense in it than in some very big heads. When some of his neighbors make fun of him for being so very, very timid he doesn't try to pretend that he isn't afraid. He doesn't get angry. He simply says:

"Of course I'm timid, very timid indeed. I'm afraid of almost everything. I would be foolish not to be. It is because I am afraid that I am alive and happy right now. I hope I shall never be any less timid than I am now, for it would mean that sooner or later I would fail to run in time and would be gobled up. It isn't cowardly to be timid when danger is all around. And it isn't bravery to take a foolish and needless

risk. So I seldom go far from home. It isn't safe for me to, and I know it."

This being the way Whitefoot looks at matters you can guess how he felt when Chatterer the Red Squirrel caught sight of him and gave him Old Mother Nature's message.

"Hi there, Mr. Fraidy!" shouted Chatterer as he caught sight of Whitefoot darting under a log. "Hi there! I've got a message for you!"

Slowly and cautiously Whitefoot poked his head out from beneath the old log and looked up at Chatterer. "What kind of a message?" he demanded suspiciously.

"A message you'll do well to heed. It is from Old Mother Nature," retorted Chatterer.

"A message from Old Mother Nature!" exclaimed Whitefoot, and came out a bit more from beneath the old log.

"Yes, from Old Mother Nature, and if you will take my advice you will heed it," replied Chatterer. "She says you are to come to school with the rest of us at sun-up tomorrow morning."

Then Chatterer explained about that school and where it was held each morning and what a lot he and his friends had learned there. Whitefoot listened with something like dismay in his heart. That place where school was held was a long way off. That is, it was a long way for him, thought it wouldn't have been for any one bigger than he. It meant that he would have to leave all his safe

hiding places, and that thought made him shiver. But Old Mother Nature had sent for him and he didn't once think of disobeying.

"Did you say that school begins at sun-up?" he asked, and when Chatterer nodded Whitefoot sighed. It was a sigh of relief.

"I'm glad of that," he said. "I can travel in the night. It will be much safer then. I'll be there. That is, I will if I am not caught on the way."

Renders Fine Service

The action of a single employe of the Rock Island Lines in obtaining the shipment of a carload of goods, if duplicated by every other employe of the road, would mean an added annual revenue to the lines of \$2,000,000, according to Assistant Freight Traffic Manager H. W. Morrison of Little Rock, who calls attention to the solicitation by Engineer E. J. Wallace of the Arkansas division, of a car of freight from Little Rock to Alexandria, La. In expressing his appreciation to Engineer Wallace for his voluntary service, Mr. Morrison said:

"It might be of interest to you to know that if every employe of the railroad secured a car of equal revenue it would mean an increase of approximately \$2,000,000 in the earnings of the Rock Island System, and what a wonderful result could be brought about if each one of us would make ourselves a committee of one to secure through our own efforts a car of business each month which we knew the company would not otherwise enjoy."

The Board of Railway Commissioners for the Dominion of Canada, at Ottawa, on September 7 announcing an order authorizing a general increase of freight rates, on the railroads of Eastern Canada, of 40 per cent; and an increase of 35 per cent on the lines in Western Canada.

Rock Island Wire Men to Launch New Society

AS the result of the efforts of G. D. Hood, superintendent of telegraph of the Rock Island Lines and his assistant, A. W. Douglas, there is being formed a society of wire chiefs, repeater attendants and operators on the Rock Island—the purpose being the improvement of the members of the society in the practical and technical details of telegraphy.

The society is the outgrowth of a course of instruction which has been carried forward by Superintendent Hood for the last year, with the view of bringing to the men of his department a better knowledge of the telegraph and the telephone. The first election of officers of the permanent society will be held on November 1 at which time a name, constitution and by-laws, officers and committees will be decided upon. It is thus hoped to have the organization well under way by January, 1921.

It is planned to have a Committee of Direction of three members, elected annually, one of whom shall be chairman

secretary. To the end of starting the foundation for the new society, the following employes of the telegraph department of the Rock Island Lines have been named to act as a temporary committee which later will name the permanent Committee of Direction:

L. F. Halpin, C. E. Gill and G. S. Rice, Cedar Rapids; W. L. Cazell, F. R. Collins, T. F. Christensen, W. F. Lyons and R. K. Patterson, Chicago; E. J. Brennan, Davenport; H. E. McKay, G. B. Peck and A. S. Wilson, Davenport; E. Bylander, C. W. Hattwick, W. Z. Hamilton and R. E. Stokes, Des Moines; E. Milam, P. L. Peacher, H. T. Snodgrass and J. C. Stickley, El Reno; W. V. Corp and W. Stevens, Fairbury; S. P. Asper, Ft. Worth; H. G. Adams, E. R. Harding and G. W. Manion, Goodland; Z. W. Davis, Haileyville; C. Christensen, W. T. Casey and H. C. Houtz, Kansas City; F. C. Durst, P. J. Kelly and J. W. Mitchell, Little Rock; E. J. Campbell, C. R. Jones and F. Nelson, Topeka; W. V. Davenport, A. H. Hall, O. S. Jones and G. J. Stovall, Trenton.

Of Interest To Women

THE distinctive characteristics of Fall Fashions are the prevailing straight lines, for day and evening wear. Shorter skirts at from 10 to 12 inches from the floor. Sleeves long and set in at regulation armseye. Wraps and other outer garments long and cut on straight lines or in Dolman fashion. Suit coats in either three-quarter length and half fitted, or, in wrist length and cut on box lines.

Colors in pile fabrics for suits, coats and dresses, are subdued shades of henna, rust, brown, blue and black.

Soft satins, twills, and duvetyn will be popular for street dresses.

Lace, especially chantilly is smart for trimming on afternoon dresses.

Much embroidery is used.

Hats of felt, velvet, duvetyn and brocades are shown. Both large and small hats trimmed high and toward the back, also one sided effects are good.

Many of the autumn suit models will be simply finished and show very little ornamentation; variety will be achieved through the medium of color, odd jacket lengths, flares and shapings.

Plaited skirts and plait effects in general will continue in favor, even plaited lingerie is promised; one will note however, that the plaits are wider than the accordin plaitings of our summer styles, more in kilt effects.

Beads and passementerie in beads will figure largely as trimming for evening and dance frocks, for which the chiffons, tulle, and mousselines are very attractive.

Cut steel and jet is again revived for gowns of black satin and lace.

Frocks of taffeta are trimmed with wooden beads.

Linings are shown in wonderful contrasting color combinations, but of course the conservative women will prefer the one-toned linings.

Velvet and velveteen are popular materials and will be used extensively during the coming season.

The little dress is again with us with new features in finish and cut, belting and sleeves, also color and combinations of color. One may have a one-piece dress in kimono style or with set in sleeves and with trucks or frills or borders or a plain hem finish.

Capes and cape effects are shown; double and triple capes for utility or sports wear, and dainty effects for morning and evening use.

Suit skirts are very simple as a rule, in some instances the seam edges of the back are lapped over the front and so stitched, instead of showing the regular seam.

Slit pockets or patch pockets are both used.

The old-fashioned shirt waist with high collar and frilled band on a regular shirt sleeve is in good style at present.

It looks much as if skirts would gain in fulness during the season, and with added fulness, there will be added length.

The low waist line has come to stay, as have also long sleeves and high collars.

Many new and interesting fabrics are

shown for the new blouses, but crepe, georgette and chiffon will be most popular. Crepe de chine is also a good material for blouses and serviceable in that it is washable. Gray will be a favorite color in crepe de chine.

Taffeta is a material favored by many

women, and may be readily and prettily trimmed with ruchings and pleatings.

For slender and youthful figures there is not a better blouse style than the one-piece kimono.

It may be worn unbelted and in length should come just to the hips.

A suit of navy blue Poirer twill has a semi-fitted coat trimmed with narrow bands of the material. The skirt is plain with inset pockets at each side.

A top coat of green bolivia has raglan sleeve, so comfortable and roomy. A

(Continued to page 55.)



Orders for any of the patterns shown on this page should be sent to the ROCK ISLAND MAGAZINE, La Salle Station, Chicago, with remittance in cash or stamps. Send 15c in silver or stamps for our up-to-date Fall and Winter 1920-1921 catalogue, containing over 500 designs of ladies', misses' and children's patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various simple stitches) all valuable to the home dressmaker.

Rock Island Magazine for October, 1920.

Beauty Hints

By Lucrezia Bori

The Famous Spanish Prima Dona

EVERY woman, whether she wears a corset or doesn't, should perfect her "muscular corset." That is, she should through exercise and the proper carriage be able to support her own body through the effort and perfection of her own muscles that make her torso.

The perfectly modelled woman whose muscles are in good condition and whose flesh is firm needs no corset. Of course, the wearing of a corset is certainly advisable in many cases, both for girls who do not hold themselves properly and for the woman whose figure has become fat. Unless a woman keeps herself physically fit and her muscles exercised to the limit nature intended them to be she will only encourage the putting on of fat by going without a corset.

The well-corseted woman may be passable so long as she keeps her corset on, but she is a lie to herself and to all those whose conceptions of the body beautiful go deeper than the superficial makeshifts of the corsetier. However, if you cannot keep yourself "laced up" by the tissues or your own well-knit muscles you have no alternative but to lace your body in corsets, which if worn loosely are not injurious, and in many cases of women who suffer from weak backs are more or less of a necessity.

Even if you wear a corset you should take pains not to depend on it for the lines of your figure. You must exercise and keep these lines so that the corset merely conforms to them. By all means cultivate a supple, muscular waist.

If you possess this requisite of a good figure your internal organs will benefit from the firmer support, you will be less troubled by indigestion, and consequently will have a much better complexion. You will also be less likely to accumulate fat, and you will be more efficient as an animal, as a human being and as a woman.

If there were only one thing in the whole range of possible physical improvements that I could urge upon you it would be that of developing the strength and beauty of your waist. This is one of the easiest and most certain possibilities of all bodily development.

Mere walking will help to keep your waistline trim. But it will not do what nature intended, because women have learned to walk in skirts and naturally don't raise their knees freely in walking.

Try this experiment:

Place your hands firmly against the front of your abdomen. Then swing one leg forward. If you aren't fat you can feel a faint tightening of the muscles. Now, keeping your knee straight, raise your leg as high as you can hold it. This time you will feel the muscles tighten considerably.

One of the best exercises for developing the slender waistline is kicking. To go through this exercise put on a pair of knickerbockers, a gym suit, or any skirt of sufficient width will do. Don't kick at the air, but get something defin-

ite to kick at. A piece of stiff pasteboard is good.

One of the best exercises to develop the abdominal muscles is that of raising the legs when lying on the back. Lie on a flat couch or on a bed and lift your legs to a position where they are at right angles with your body. Then attempt to

bring them over toward your head as far as possible. At first you will probably find you are very stiff, but after going through with this a few times you will become more limber.

Another exercise consists of rising to a sitting posture without lifting your feet from the floor. This will be difficult at first unless your feet are held down by extending them under the edge of the bureau.

If you have worn high heels and your abdomen protrudes, try the following demonstration before a full length mirror: Select two books that are a little higher than the highest heels you ever saw. Take off your shoes and stand with the side of your body to the mirror and twist your head to get a full profile view. Stand normally and note the position of the front line of your body.

Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

THERE is one servant that every housekeeper can add to her menage—a servant who will neither exact wages nor demand time off, and who will really cut down the total work of the household. Her name is System. Everybody can afford to hire her, but comparatively few do. Many experienced housewives call her "a modern notion" in that contemptuous tone of voice which suggests that being modern means being untied and probably useless.

How many "good, old-fashioned" housekeepers boast that they stick to the old ways, and think that the woman who consults a printed recipe or any book on the subject of housekeeping is therefore ignorant!

On the other hand, we find a growing group of women who regard housekeeping in almost the same light as a man regards his business. Of course, housekeeping doesn't show dividends in dollars, but the comfort of those in the home, their health, a housekeeper who has a reasonable amount of leisure and a cheerful demeanor—these are all definite dividends, brought about by good systematic administration in the household.

The knowledge for this doesn't come to one from the air. Either a woman learns to be systematic in her mother's home during her youth or she has to get training elsewhere—from school or book or the experience of other practical housekeepers.

Today, there are numberless sources from which the inquiring housekeeper can learn how to make her daily job more systematic, therefore less laborious. Every large city boasts some school of domestic science. Rural communities have the benefit of the government's visiting experts, and there is no woman so isolated that these opportunities being difficult to reach, she cannot obtain some sound, practical books, simply written, that will

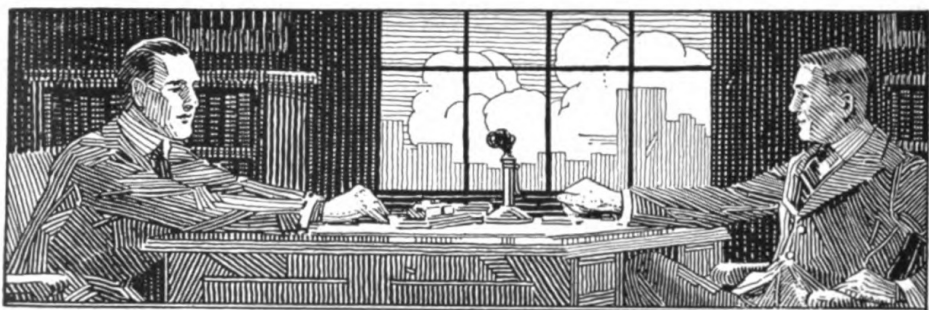
tell her how she can plan her daily work, her daily meals, the care of the children, and use such labor-saving devices as are within her means.

System doesn't mean involving yourself in tasks done for the sake of keeping up a system. Largely, it means planning and regularity. It means establishing a certain routine that keeps time with the clock, and is disposed of so quickly that it becomes almost automatic. Thus leaving the worker some time free for tasks requiring thought. System means the elimination of dawdling, of fussing, of indecision.

Every woman who plans her day systematically has two or three times as much leisure as the woman who works in confusion. And just as the rapid walker feels less fatigued than one who drags along wearily, so does the rapid houseworker feel more buoyant when her tasks are done than she who drags through them.

As an illustration, there are within my acquaintance two women, one of whom is forever busy and tired, the other seems to have more leisure. One is a woman in comfortable circumstances. She has good health, a small, pleasant home, and one child. But to keep her establishment going she requires two maids. Besides, she finds it necessary to fuss over something every hour of the day. She is and looks harassed and tired out.

The other woman is a seamstress, widowed, with three small children. She not only cares for her home, but she has to sew to supplement the small income left her. Yet her house is neat, her children healthy and well cared for, and she seems cheerful and to have time for reading and going about. Partly it is natural poise, of course, but only a planned system of daily work can secure a little daily leisure and rest for the woman who does her own housework. Once mastered, System wins.



As It Was Told to Me

The Chesapeake & Ohio Railway Company has arranged with the Illinois Central for the use of the latter's freight house at the lake front in Chicago.

William S. Noble, who has been appointed manager of the railroad department of the Standard Paint Co., with offices in New York and Chicago.

Swiss engineers have worked out a plan to link the Black and Caspian seas by boring a 16-mile tunnel through the Caucasus mountains.

C. B. Young has been appointed general mechanical engineer for the Chicago, Burlington & Quincy Railroad, with headquarters in Chicago.

The Norfolk & Western Railway is contemplating the construction of new locomotive and car shops, also passenger station, near the Downsview Pike, Hagerstown, Md.

The entire official list of the Chicago, Milwaukee & St. Paul Railroad is made up of men who have come up from the ranks, according to B. B. Greer, vice-president.

James C. Pond, assistant general passenger agent of the Minneapolis, St. Paul & Sault Ste. Marie, with headquarters at Chicago, retires on October 1, after 51 years of continuous railroad service.

Estimating the passenger fare increases at a total of \$300,000,000 for a year, it is pointed out that this will amount to only \$3 per capita, or less than one cent per day per head of population.

Approval of loans of \$6,073,400 to the Seaboard Air Line Railroad Company and \$896,925 to the Terminal Railroad Association of St. Louis have been authorized by the Interstate Commerce Commission.

American tourists returning from France say that the season there has been a very poor one on account of rain and that scarcely 10 per cent of the Americans reaching Paris visited the battlefields.

The Illinois Southern Railroad, which was declared insolvent and placed in the hands of a receiver in September, 1918, has been sold for \$725,000 to the Chicago Clearing House, one of the creditors, at public auction.

George Stephen, freight traffic manager of the Canadian National Railways, with

headquarters at Toronto, Ont., has had his jurisdiction extended over the Grand Trunk Pacific Ry. and the Grand Trunk Pacific Coast Steamship Co.

Transatlantic passenger travel, which up to a short time ago taxed to capacity the available tonnage, has suddenly fallen off, large steamship lines in New York report.

State control of railways in Great Britain and Ireland during the fiscal year ending March 31, 1921, will result in a deficit of approximately \$250,000,000, according to a report to the Department of

The Young Lady Across the Way



The young lady across the way says the car shortage is still pretty serious and she doesn't see why they don't make them three or four feet longer while they're about it.

Commerce from Commercial Attache Lincoln Hutchinson at London.

The New York Central Railroad is making plans for the erection of a new engine house and locomotive repair shops in the vicinity of Solvay, N. Y.

The Union Pacific System has purchased 102 locomotives, including 19 Mallet, 16 Mikado, 10 Pacific type, and 30 switching locomotives; 6,169 freight cars, and 72 passenger train cars. Part of this equipment has already been put to work.

J. S. VanZandt, assistant to the treasurer of the Pennsylvania, with headquarters at Philadelphia, Pa., has been retired under the pension rules of the company, having reached the age of 70 years, nearly 55 of which were spent with the Pennsylvania system.

A delegation of railway employees living in Marion and nearby cities marched to Senator Harding's front porch recently in a demonstration of their allegiance to his candidacy and of their disagreement with the labor leaders opposing him because of his support of the Cummins-Esch act.

The Erie Railroad's twelfth athletic tournament was held on August 26, 27 and 28 at Galion, Ohio, and was attended by officials and employees of that company and competing teams from all of the four regions, New York, Ohio, Hornell, and Chicago.

James B. Finley, assistant general superintendent of the Southern Pacific R. R. of Mexico, with headquarters at Empalme, Sonora, Mex., has been appointed general superintendent, effective September 1, succeeding J. H. Temple, deceased.

Directors of the Illinois Central Railroad have authorized the purchase of seventy-five freight and passenger locomotives.

The first official exhibition of moving pictures ever presented on a moving passenger train was staged on the evening of August 26 on the New York-New Orleans limited between Atlanta and Opelika, Ala. In connection with the pictures a program of phonographic music was enjoyed by the patrons. The demonstration was arranged by the Atlanta & West Point Railroad and the Southern Bell Telephone Company.

Four western roads, the Missouri Pacific, the Missouri, Kansas & Texas, the St. Louis-San Francisco, and the Chicago, Rock Island & Pacific, proprietary members of the Terminal Railroad Association of St. Louis, recently filed a motion in the United States District Court at St. Louis, Mo., asking that the other proprietary roads be cited for contempt of court. The litigation is the direct result of controversy between eastern and western lines in which western lines have endeavored to obtain the same treatment accorded to eastern lines by the Terminal Association.

Railroad companies operating in New York state believe it will cost them a loss of between \$11,000,000 and \$12,000,000 annual revenue unless they obtain a reversal of the recent refusal of the State Public Service Commission for the Second District to permit them to increase intrastate rates.



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Combination tea kettle and double boiler (3 pieces), 5 quart size, 8 1/2 inches inside, with a double boiler, 2 quart capacity; one Colonial design coffee percolator (2 pieces), 8 cup size with welded spout, dome cover, fully polished; 1 roaster consisting of 9 pieces, measures 10 1/2 inches wide and 6 inches high. These 9 pieces have dozens of different uses, including bread or bake pan (7 pint capacity); stew or pudding pan (7 pint capacity); pudding pan or mixing bowl (4 pint capacity); egg poacher (5 eggs at a time); muffin pan; biscuit baker with 6 custard cups or jelly moulds; deep locking self basting roaster, double boiler cereal cooker or triple steamer. The outfit also includes 6 quart preserving kettle with cover, 2 bread pans, 1 lip stew pan (1 quart capacity), 1 lip stew pan (1 1/2 quart capacity). Combination cake and pudding pans (2 pieces), consist of 2-quart pudding pan with cake tube; 2 9-inch pie plates; 2 9 1/2-inch extra deep cake pans; 1 colander with 9-inch top, 5 1/2-inch bottom, and 2 1/2-inch depth (can also be used as a steamer). Shipping weight about 15 pounds.

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This clever woman has perfected a method simple and yet "marvelous" in the opinion of hundreds of sister women, and the result has brought a wonderful change in her facial charm. "In a single night," says Helen Clare, "I have sensed the working of my method, and for removing wrinkles and developing the form, reports from nearly every state in the Union are even more pronounced than my own—and rapid."

In an interview Helen Clare said: "I made myself the woman that I am today. I brought about the wonderful change in my own appearance, and there are hundreds of my friends who know how I did it (in a secret, pleasant, quiet, yet harmless manner). My complexion today is as clear and fair as that of a child. My figure, formerly almost scrawny, I have developed into a beautiful bust and well developed form. Thin, scrawny eyelashes and eyebrows, so poor they could scarcely be seen, have become long, thick and luxuriant; and by my own method." Referring to pimples, blackheads and superfluous hair, Helen Clare continued: "I banished mine in my own way and by my own method, using nothing but my own simple home treatment, which any other woman can now have the personal benefit of and do as well as I have done 'if'—'if'—'if'—they will only make the effort and have even a little, teeny bit of faith in themselves as well as in me."

Hundreds of women are so delighted with the results from Helen Clare's methods that they write her personally the most enthusiastic letters. Here are extracts from just two: "Thank you for what your Beauty Treatment has done for me. It has cleared my face of black heads and pimples. My complexion is as smooth as a child's now. It will do all you claim." "And your treatment for removing wrinkles is wonderful—removed every wrinkle from my face."

The valuable new beauty book which Madame Clare is sending free to thousands of women is certainly a blessing to women. All our readers should write her at once and she will tell you absolutely free, about her various beauty treatments, and will show our readers:

- How to remove wrinkles;
- How to develop the bust;
- How to make long, thick eyelashes and eyebrows;
- How to remove superfluous hair;
- How to remove blackheads, pimples and freckles;
- How to remove dark circles under the eyes;
- How to remove double chin;
- How to build up sunken cheeks;
- How to darken gray hair and stop hair falling;
- How to stop perspiration odor.

Simply address your letter to Helen Clare, Suite A.503 3311 S. Michigan Avenue, Chicago, Ill., and don't send any money, because particulars are free, as this charming woman is doing her utmost to benefit girls or women in need of secret information which will add to their beauty and make life sweeter and lovelier in every way.

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I want every sufferer from any form of rheumatic trouble to try this marvelous healing power. Don't send a cent; simply mail your name and address and I will send it free to try. After you have used it and it has proven itself to be that long-looked-for means of getting rid of your rheumatism, you may send the price of it, one dollar, but understand, I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer when relief is thus offered you free. Don't delay. Write today.

Mark H. Jackson, No. 939G, Durston Bldg., Syracuse, N. Y.
Mr. Jackson is responsible for above statement true.

passenger rates to conform to freight and passenger charges fixed by the Interstate Commerce Commission for interstate traffic.

H. A. Triebel has been appointed chief of tariff bureau, vice C. R. Maier, resigned to engage in other business.

Joseph S. Ralston, president of the Ralston Steel Car Co., Columbus, Ohio, died at his residence in that city on Saturday, September 11, after a prolonged illness.

John Dyer has been appointed assistant to the general manager of the Atchison Topeka & Santa Fe Ry., with headquarters in Amarillo, Tex., with jurisdiction over the Western Lines.

Federal guarantee of railroad earnings resulted in an increase in the public debt of \$101,755,000 during August, according to treasury figures showing the nation's gross debt to be \$24,324,672,000.

C. T. Beven, secretary and director of the Car Service committee of the American Railroad Association, has been appointed terminal trainmaster of the Illinois Central, with headquarters at New Orleans, La.

A. L. Dewey has been appointed supervisor of claim prevention, Rock Island Lines, with headquarters at El Reno, Okla. A. F. Cox has been appointed division supervisor, claim prevention, at Des Moines. O. A. Rea is made division supervisor at Manly, Ia.

F. J. MacKie, formerly superintendent of the Slaton division of the Atchison Topeka & Santa Fe Ry., has been promoted to assistant to the general manager, with headquarters in Topeka, Kansas, in charge of personnel and labor affairs on the Eastern Lines of that road.

R. A. Sheets, assistant signal supervisor of the Chicago terminal division of the Chicago & North Western, with headquarters at Chicago, has been promoted to signal supervisor of the West Iowa, the Sioux City and the Northern Iowa divisions, as well as lines west of the Missouri river, with headquarters at Boone, Iowa.

J. H. Shaw, general freight and passenger agent of the Tremont & Gulf Ry., with headquarters at Winnfield, La., has been appointed general freight and passenger agent of the Arkansas & Louisiana Missouri Ry., with headquarters at Monroe, La., and will assume entire charge of all traffic matters previously handled by R. R. Renfrow, auditor.

Five coast and mountain counties out of thirty-two in North Carolina are still without railways, according to late official figures. One of them, however, is to have a line next year. The state has only 5,492 miles of roads, more than one-fourth of which is second class short lines or third class lumber and mineral roads. The mileage is only 11¼ miles to each one hundred square miles, making the Pine Tree state twenty-fifth in the national column. Georgia, Virginia, West Virginia and Louisiana lead it in the south. Missouri has only twelve miles of road to each one hundred square miles, Maryland 14½, and California only 15½ miles.



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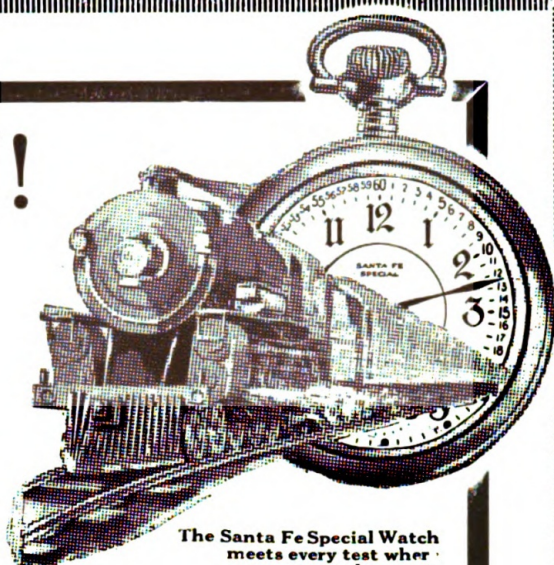
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Our Monthly Quiz

Answers to the following questions will be found on another page.

- 1—What President of the United States had the shortest term in office?
- 2—Which one of the four gospels is said to have been written by a physician?
- 3—How does poplin get its name?
- 4—Who were the predecessors of the Aztecs in Mexico?
- 5—What is the name of the chief work of the American humorist, Artemus Ward?
- 6—What Democrat was defeated for the presidency by Garfield?
- 7—From what language is the word pongee derived?
- 8—What is the meaning of octavo as applied to a book?
- 9—What nation has for its flag a blue field with a yellow cross?
- 10—What American statesman was particularly associated with the policy of the "open door" in China?
- 11—How many vessels were launched in the world's largest shipyard at Hog Island in less than two years?
- 12—What is sabotage?
- 13—Who is the candidate for President on the Prohibition ticket?
- 14—What is the meaning of the law court cry "oyez!" or "O yes?"
- 15—What is the native name for the Italian City known to English speaking people as Leghorn?
- 16—Which emperor of France had the longest reign?
- 17—Where is the great peak of Orizaba?
- 18—In what year did Theodore Roosevelt bolt from the Republican party?
- 19—What is the largest city in Switzerland?
- 20—What is the first recorded date of the holding of the Olympic games?
- 21—Who said "Put your trust in God and keep your powder dry"?
- 22—Who are the Flemings?
- 23—Where is the city of Adrianople?
- 24—What is the science of ballistics?
- 25—What does the word Corinthian as applied to a yachtsman signify?
- 26—What does De la Huerta, the name of the new provisional president of Mexico, mean?
- 27—Who was primarily responsible for the adoption of the tricolor by the French republic?
- 28—How many geographical miles make a degree?
- 29—What is the origin of the word molasses?
- 30—Is it singular or plural?

Rock Island Club Meets

The Rock Island Railway Club on the night of September 14, held its bi-monthly meeting at the LaSalle Hotel, featured with a dinner dance at which the vice-presidents of the company were the especially invited guests. The meeting was designated also as "Ladies' Night" and wives of many of the officers and employees attended. W. B. Ross, former secretary of the Rock Island Pension Board, entertained the guests with several Scotch and Irish songs.

The meetings of the Rock Island Railway Club, the only individual railway club in Chicago, have attracted attention in railroad circles for some years. J. W. LaSalle, president of the club, is arranging some interesting discussions for future meetings.



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Your Eye
and Baby's
Eyes Clean
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Healthy
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Murine
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and
Morning.

If your Eyes Tire, Itch or Burn—if Sore, Irritated, Inflamed or Granulated,

use **MURINE** often.

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A-K TABLETS
FOR
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Women's Aches and Ills—
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Druggist for A-K
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RUPTURED? TRY THIS FREE

New Invention Sent on 30 Days' Trial
Without Expense to You.

Simply send me your name and I will send you my new copyrighted rupture book and measurement blank. When you return the blank I will send you my new invention for rupture. When it arrives put it on and wear it. Put it to every test you can think of. The harder the better you will like it. You will wonder how you ever got along with the old style cruel spring trusses or belts with leg straps of torture. Your own good, common sense and your own doctor will tell you it is the only way in which you can ever expect a cure. After wearing it 30 days, if it is not entirely satisfactory in every way—if it is not easy and comfortable—if you cannot actually see your rupture getting better, and if not convinced that a cure is merely a question of time, just return it and you are out nothing. Any rupture appliance sent on 30 days' trial without expense to you is worth a trial. Why not tell your ruptured friends of this? EASY-HOLD CO., INC. 5026 Koch Bldg., Kansas City, Mo.

Ruptured?— Throw Away Your Truss!

For Many Years We Have Been Telling You That No Truss Will Ever Help You—We Have Told You the Harm That Trusses Are Doing. We Have Told You That the Only Truly Comfortable and Scientific Device for Holding Rupture Is the Brooks Rupture Appliance—and That It Is

Sent On Trial to Prove It

If you have tried most everything else, come to us. Where others fail is where we have our greatest success. Send attached coupon today and we will send you free our illustrated book on Rupture and its cure, showing our Appliance and giving you prices and names of many people who have tried it and were cured. It is instant relief when all others fail. Remember, we use no salves, no harness, no lies.

We send on trial to prove what we say is true. You are the judge, and once having seen our illustrated book and read it, you will be as enthusiastic as our hundreds of patients whose letters you can also read. Fill out free coupon below and mail today. It's well worth your time, whether you try our Appliance or not.

Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.
Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in.

It would be a veritable God-send to the unfortunate who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it.

My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself, I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers. I am,

Yours very sincerely,

JAMES A. BRITTON.
80 Spring St., Bethlehem, Pa.

Cured in Six Months After 18 Years

Hinton, Ky.

C. E. Brooks, Marshall, Mich.
Dear Sir:

I never wore the appliance a minute over six months and was cured sound and well—and I want to say, no man ever did any harder work than I did while I was using it—I hauled 40 perch of rock, too big for any man to lift.

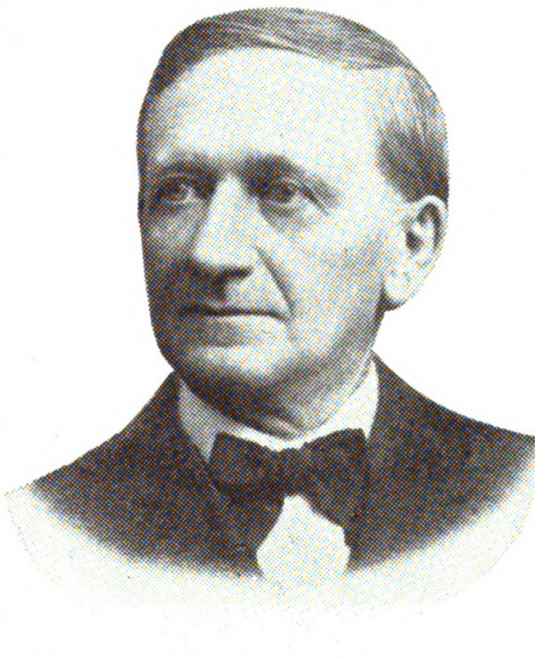
I was ruptured 18 years, and words cannot tell how thankful I am. Use my name if you like.

Your sincerely,
RUFUS FIELDS, R. R. No. 1.

Others Failed but the Appliance Cured

C. E. Brooks, Marshall, Mich.

Dear Sir:—Your Appliance did all you claim for the little boy, and more, for it cured him sound and well. We let him wear it for about a year in all, although it cured him 3 months after he had begun to wear it. We had tried



The Above Is C. E. Brooks, Inventor of the Appliance. Mr. Brooks Cured Himself of Rupture Over 30 Years Ago and Patented the Appliance from His Personal Experience. If Ruptured, Write Today to the Brooks Appliance Co., Marshall, Mich.

several other remedies and got no relief, and I shall certainly recommend it to friends, for we surely owe it to you. Yours respectfully,

WM. PATTERSON.
No. 717 S. Main St., Akron, O.

"Results are Marvelous"

C. E. Brooks, Marshall, Mich.
Dear Sir:—I tried all kinds of trusses without any relief until I bought your Appliance.

The results are marvelous, and I praise God that you may live long and prosper, and may help suffering humanity as you did me.

You can use this letter as you think best, and I will answer any inquiry that is made with a stamped envelope enclosed.

My age is 65 years. Yours very truly,
V. C. JUMP, 180 Linden Ave.,
Middletown, N. Y.

Child Cured in Four Months

21 Jansen St., Dubuque, Iowa.
Brooks Rupture Appliance Co.

Gentlemen:—The baby's rupture is altogether cured, thanks to your Appliance, and we are so thankful to you. If we could only have known of it sooner our little boy would not have had to suffer near as much as he did. He wore your brace a little over four months and has not worn it now for six weeks.

Yours very truly,
ANDREW EGGENBERGER

Ten Reasons Why

You Should Send for Brooks Rupture Appliance

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.
2. The Appliance for retaining the rupture cannot be thrown out of position.
3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.
4. Unlike the ordinary so-called pads used in other trusses, it is not cumbersome or ungainly.
5. It is small, soft and pliable, and positively cannot be detected through the clothing.
6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.
7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.
8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.
9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.
10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitancy in sending free coupon today.

Remember

We send our Appliance on trial to prove what we say is true. You are to be the judge. Fill out free coupon below and mail today.

Free Information Coupon

Brooks Appliance Co.,
124-A State St., Marshall, Mich.

Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name
City
R. F. D. State

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For the man who aspires for something better—who wants to fit himself for a practical line or trade—we offer a most complete line of technical books from which to choose.

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Our Technical Book Catalog, just off the press, will be sent to persons interested in books of this sort. Write today.

McCLURG'S

on Wabash

218-224 So. Wabash Ave.

Ten Years Ago

(Notes from the Rock Island Magazine of October, 1910.)

Interstate Commerce Commission opened hearing in Chicago on petition of railroads for increased freight rates, after repeated reductions forces railways to ask relief.

The German Kaiser made a speech at the formal opening of the castle at Koenigsberg about his divine mission to rule.

High prices of foodstuffs attracted attention in both Austria and America.

Passenger service opened on the Western Pacific, the final link in the proposed Gould transcontinental lines.

Progressives gain control of Republican organization in California.

Among those retired on pension were: Michael Payne, flagman; Charles S. Vandervest, car inspector; Frank W. Bradley, stationary engineer; John Ryan, switchman; A. J. Mitchell, agent; Wm. J. Gruver, section foreman; John Marsden, machinist; Howard Case, conductor.

Rock Island runs "breakfast bacon" special train through agricultural sections.

Silvis baseball team closes an active season.

Hal Ray says: "Treat the company's property as if it were your own. It will get you into good habits at home."

Rock Island Chicago engineering, freight, passenger and car accountant office baseball team's record, published.

Automatic block signals renewed between Cedar Rapids and Dunn, Iowa.

Telegraph office established at the end of the double track at Rock Island, Ill.—hours 6:50 a. m., to 5:50 p. m.

Circulars sent out by the Rock Island relative to destruction of corn by frost and suggestion made that damp straw be burned on the windward side of the cornfields.

Carl Scholz, manager of the Rock Island mining department, visited the coal mines of Europe at the request of J. A. Holmes, chief of the federal bureau of mines.

M. O. Gay was appointed trainmaster of the southern division with headquarters at Ft. Worth, Texas.

General Superintendent T. H. Beacom was reported under "News of the Division" as having visited Argentina, Ark.

E. F. Tegtmeier, assumed his duties as master mechanic of the Nebraska and Colorado divisions, Rock Island Lines.

General Passenger Agent Leahy, George H. Lee and Division Passenger Agent Brown of Oklahoma City, made a trip over the Oklahoma division.

West Davenport, Iowa reported: "The Magazine is being read by all employees and we have heard some fine remarks as to its appearance. Those who have watched the growth of the Magazine from its beginning have expressed the opinion that the editor knows his business."

Fore!

Members of the Traffic Club of Chicago, several hundred strong, spent the day September 18, as guests of the Rock Island (Ill.) Golf Club, going by way of the Rock Island Lines in special Pullmans. In addition to a golf tournament, an automobile tour was made of the Tri Cities, with dancing at night at the golf club. A. R. Ebi headed the committee of the Rock Island Golf Club in entertaining the traffic club members. F. W. Pullen was chairman of the traffic club sports and pastimes committee in charge of the outing, while W. C. Staley headed the golf committee.

Guaranteed Railroad Watch

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Sweet Stands
for Service



Famous "BUNN SPECIAL"

\$5.00
A Month

THIS celebrated "Bunn Special," guaranteed to pass rigid inspection, at your jeweler's cash price. It is Lever Set, 21 jewels, adjusted to 6 positions. Montgomery R. R. Dial, Gold Filled Case.

NO MONEY IN ADVANCE

It won't cost you a cent to examine it. If you don't like it—send it back! You must be satisfied—then pay only \$5.00 and the rest in 10 additional monthly payments of \$5.00 each—a few cents a day. No Security—No Red Tape. WE TRUST YOU. Write TODAY for full particulars of this Great Watch Offer and for YOUR beautiful DeLuxe FREE CATALOG 64R.

GREATEST WATCH, DIAMOND AND JEWELRY BOOK EVER PUBLISHED—FREE. We sell highest quality Diamonds, any Standard Watch, or other articles of Jewelry on our liberal 10-payment plan. Write NOW to Dept. 64R. Send for YOUR COPY TODAY.

L. W. SWEET, Inc., Dept. 64R, 1650-1660 Broadway, NEW YORK CITY

Swear Off Tobacco



Tobacco Tells on Nervous System



Tobacco Ruins Digestion



Tobacco Stunts Boy's Growth



Tobacco Robs Man of Virility



Tobacco Steals from You the Pleasures, Comforts, Luxuries of Life

Tobacco Habit Banished In 48 to 72 Hours

Immediate Results

Trying to quit the tobacco habit unaided is a losing fight against heavy odds, and means a serious shock to your nervous system. So don't try it! Make the tobacco habit quit you. It will quit you if you will just take **Tobacco Redeemer** according to directions.

It doesn't make a particle of difference whether you've been a user of tobacco for a single month or 50 years, or how much you use, or in what form you use it. Whether you smoke cigars, cigarettes, pipe, chew plug or fine cut or use snuff—**Tobacco Redeemer** will positively remove all craving for tobacco in any form in from 48 to 72 hours. Your tobacco craving will begin to decrease after the very first dose—there's no long waiting for results.

Tobacco Redeemer contains no habit-forming drugs of any kind and is the most marvelously quick, absolutely scientific and thoroughly reliable remedy for the tobacco habit.

Not a Substitute

Tobacco Redeemer is in no sense a substitute for tobacco, but is a radical, efficient treatment. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It quiets the nerves, and will make you feel better in every way. If you really want to quit the tobacco habit—get rid of it so completely that when you see others using it, it will not awaken the slightest desire in you—you should at once begin a course of **Tobacco Redeemer** treatment for the habit.

Results Absolutely Guaranteed

A single trial will convince the most skeptical. Our legal, binding, money-back guarantee goes with each full treatment. If **Tobacco Redeemer** fails to banish the tobacco habit when taken according to the plain and easy directions, your money will be cheerfully refunded upon demand.

Let Us Send You Convincing Proof

If you're a slave of the tobacco habit and want to find a sure, quick way of quitting "for keeps" you owe it to yourself and to your family to mail the coupon below or send your name and address on a postal and receive our free booklet on the deadly effect of tobacco on the human system, and positive proof that **Tobacco Redeemer** will quickly free you from the habit.

Newell Pharmacal Company
Dept. 601 St. Louis, Mo.



Free Book Coupon

NEWELL PHARMACAL CO.,

Dept 601

St. Louis, Mo.

Please send, without obligating me in any way, your free booklet regarding the tobacco habit and proof that **Tobacco Redeemer** will positively free me from the tobacco habit.

Name.....

Street and No.....


Town..... Original from..... State.....

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America's
Monte Carlo

*Laughter, Youth,
Exotic, Refreshing
DIVERSIONS
Everyday.*

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line from San Diego

Baron Long
MANAGING DIRECTOR

The Wonderful Cave of the Winds

In Which Colorado's Most Unique and Inspiring Natural Wonder of America



Our Automobile Road is the "Famous Temple Drive" which is Free to the Public
 OPEN NIGHTS OPEN SUNDAYS OPEN EVERY DAY IN THE YEAR
 MANITOU, COLORADO

Rock Island Employees of Peoria, Buy Your Ice of WOODRUFF ICE COMPANY

Manufacturers and Dealers in ICE—Made from Pure Distilled Water

Ice Plant, 1122 S. Adams Street Both Phones Main 397

E. N. WOODRUFF, Pres. H. B. MORGAN, Sec. & Treas. R. W. BARBOUR, Gen. Mgr.

We're All Concerned

To all concerned:

Knowing that you are all familiar with that old time song "My Bonnie" or "Bring Back My Bonnie to Me" I submit the following hoping that the next time your stenographer leaves you and you have to do your own "typewriting" you will be able to sing this without a bobble:

My secretary has gone to the mountains,
 My s-cretary has gon to thee beach,
 My secreOtary writes wundarful sh9rt-
 hand,
 Oh bryng hir back safely—the
 peach.

Come back, come back,
 Come back, wizz8d genius, to me, to
 me,
 Cum back, come bak,
 From th9s Remingt3n fyiend set free

I try to t7pe one symplee 13tter
 I try and I t6y, but in vjain,
 These darn kyes wll jumbl and tumble,
 Gjeat Scott byt it sure is a strain.

Hrry byck, hurry back,
 Hurry back and save me, I pray, I
 dr9y,
 Hyrry bock, hurry ba(k
 This sur is a hyll pf a day.

I syt here and frantycally wunder
 How could you in days n(w g2ne by
 Mnipulate thyse fjol keys so lyghtly
 Without e(en the bat of an ey.

Hastn, oh hastn,
 Hasten thy date of rytturn, return,
 Hhasten on hastne
 Or i sur wyll ne doom-ed tu b4rne.

My business is gon5 to th divel
 Mu cusstommrs fleeinj away
 I thynk, no not th8nk, but I kno it
 I insyst on a riazee in yuor paye.

Roiz8, runvd, oh rundz,
 Rou7m rorw(c, oh ty74nc, ty74om,
 Rs*Z(, tumO½ffls,
 Or i zmnq(mOzy, fynye O dammn.

J. E. BENTON,
 Nebraska, Divn.
 Asst. Chief Dispatcher,

Praise Employees' Honesty

Fred C. Kromer, Jr., of Sandusky, O., has the efficiency and honesty of Rock Island employees to thank for the recovery of \$55 which he lost at the hands of a pickpocket at Des Moines recently. A Rock Island patrolman at Des Moines saw Kromer's pocket picked and arrested the thief, who, however, dropped the money, which later was found by Brake-man Frank Black and returned to Kromer, who had complained of his loss to Special Inspector O. G. Graham. In writing his appreciation of the return of the money, Mr. Kromer said:

"I want to thank the Rock Island for their quick work in running down such thieves and compliment the railway company on the honest men in their employ and you may be sure I will not forget Mr. Black, the brakeman. I hope you get the evidence on the thief and that I get a check at him myself. Thank you for your efficient and honest work."

Rock Island Magazine for October, 1920.



Work Shoes \$2.48 Send No Money

And Dress Shoes at \$4.89

A Blow at Profiteering



\$2.48 for a pair of real honest built work shoes. Sounds impossible but it is true, and the best part of it is that you do not have to send any money to prove it.

THOUSANDS HAVE BEEN SATISFIED

The dress shoe we are offering at **\$4.89**, just think of it, **\$4.89** for a dress shoe. This in itself is the greatest bargain of the season, but in addition with every pair of dress shoes sold we will sell a pair of these work shoes for **\$2.48**. A price that sounds like the days before the war. Imagine for a total expenditure of **\$7.37** actually less than the value of the dress shoes you will have two pairs of shoes.



Men's fine dress shoe of high grade black leather. Extra wide last, high comfort too.

Send No Money, Just Send Your Order

and pay your postman \$7.37 and postage when the package arrives. You take no risk as the shoes will be sent to you under our iron clad guarantee of money back including postage if you are not fully satisfied.

We Positively Cannot Sell Either Pair of Shoes Separately

When ordering be sure to mention the size required on each pair of shoes.

WOLPER'S, CHICAGO

Dept. 181 1201-1209 West Van Buren St.

Do You Need Five Dollars? Read This:

Here's a chance to make five dollars without an effort. In the August issue of the Magazine was published an offer of five prizes of five dollars each for the largest number of chickens or geese produced by a Rock Island employee this summer; the largest number of ducks, the greatest number of bushels of potatoes, the greatest amount of canned goods and the greatest amount of preserves. The offer came from D. C. Stephenson, city freight agent of the Rock Island at Kansas City, Mo. The contest closes October 1 and the reports were to be in the office of the Magazine not later than October 10.

The following "mailgram," however, has been received from Mr. Stephenson, just as we go to press with the October issue:

"Referring to \$25 prize money offered for the production of farm products, poultry, preserves, etc., contest to close October 10. No doubt you are receiving reports, if not you might extend the time to November 1 for the final reports. In order to interest the readers of the Magazine, I will add that I will mail to you on December 20, additional prize of \$5 to be sent as a Christmas present to the party making the best report, remittance to be made through the Rock Island Magazine."

In other words, the man who wins the first prize in this contest may have an additional five dollars added to his allotment. Let all who would enter this contest send in their reports promptly to the Magazine.

New Produce Market

A new wholesale fruit and produce terminal will be built in Chicago, if plans, now being formulated by the Produce Terminal Company Trust, composed of many of the larger produce firms now located on South Water street, Chicago, materialize. Because of street improvements in Chicago, a portion and perhaps all of the produce business which is now confined to South Water street will have to be conducted elsewhere and the Produce Terminal Company Trust has formulated plans for the relocation of the business which will be presented to the city council this fall in the form of an ordinance seeking the approval of the project.

The territory under consideration as the new wholesale market covers approximately 20 acres lying between the Chicago, Rock Island & Pacific tracks on the east, Stewart avenue on the west and Archer avenue on the south. The property is now owned by the Atchison, Topeka & Santa Fe.

In addition to the wholesale fruit terminal, the plan also provides for the construction of an outside yard where cars of produce coming into Chicago can be assembled and moved into the central market.

The volume of the salt in the ocean, according to the United States Geographical Survey, is enough to cover the entire surface of the United States to a depth of 8,500 feet.

It is just the little difference between the good and the best that makes the difference between the artist and the artisan.

Own this Reliable FATHER TIME ELGIN R.R. Watch

Easy to Pay—The Royal Way

Open a charge account with us and get this Father Time (Elgin) Railroad Watch. Never before have we made a more generous offer. Here is a dependable R. Watch—now yours for only 18c a day. Enjoy its use while you pay for it.

Don't Send a Penny—Your Credit Is Good

Ten Months to Pay the Royal Way. We want you to see and examine this famous watch before buying it. If you decide to keep it, pay \$10.90 and send us the balance in 10 monthly payments of \$4.36 each, averaging only 18c a day which you never miss. Special low price—\$54.50 on this offer only.

25 Year Guaranteed Case

The Father Time Elgin has 21 Ruby and Sapphire jewels, and is adjusted to 5 positions. Why be without a dependable watch, when you can now have it on these low and easy terms? Montgomery Dial if desired. Liberty Bonds accepted. 10% discount allowed for cash.

New 96 Page Catalog FREE

Ask for Edition 257.

Mail postcard at once for this beautiful Catalog, and select your Christmas Gifts early, avoiding any delays in transit. It shows a wonderful assortment of Christmas Gifts, Diamonds, Watches, Jewelry, Ivory, Silverware, etc.

Send for it now—TODAY.

Address Dept. 257

ROYAL WATCH CO.
ESTABLISHED 1865
35 Maiden Lane - New York

SEVEN FALLS

THE SCENIC WONDER of COLORADO



LOCATED IN SOUTH CHEYENNE CANYON

EASILY ACCESSIBLE

Wonderful auto road direct from Colorado Springs, Colorado

PILES DON'T BE CUT

Until You Try This Wonderful Treatment
My internal method of treatment is the correct one, and is sanctioned by the best informed physicians and surgeons. Ointments, salves and other local applications give only temporary relief.

If you have piles in any form write for a **FREE** sample of **Page's Pile Tablets** and you will bless the day that you read this. Write today. E. R. Page, 307 Page Building, Marshall, Mich.

BANISH—Sample Free! TOBACCO HABIT!!

Dr. Elders' Tobacco Boon banishes the injurious and offensive tobacco habit in 3 to 4 days. Easy to take. No craving for tobacco in any form after first few doses.

Send No Money Simply send name for free sample and convincing proof.

DR. H. WILL ELDERS, Dept. 618, St. JOSEPH, MO.

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Standard for over 75 years



This is Mr. Chas. Broll, one of the oldest engineers of the B. & O., who runs the famous "Royal Blue." Mr. Broll wears and swears by "true blue" Stifel Indigo Cloth.

Since the time of the first railroads, strong, sturdy, fast-color, never - break - in - the - print Stifel's Indigo has been the popular garment cloth for railroad men.

Before you buy

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

look for this trade-mark on the back of the cloth inside the garment. It is



the guarantee of the genuine Stifel's Indigo Cloth, which never has been successfully imitated. Garments sold by dealers everywhere. We are makers of the cloth only.

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Manufacturers of

Paints for Locomotives, Cars, Stations and Bridges

USE LOVICO PROCESS SINGLE-COAT FREIGHT CAR PAINT

LOUISVILLE

CHICAGO

It pays to pay attention to the ads appearing in the
ROCK ISLAND MAGAZINE

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Vienna Rail Employees Make Appeal for Food

An appeal from the managing director of the western station, Austrian government railway at Vienna, has been made to the employees of the Rock Island Lines through President James E. Gorman, asking that all who will, to purchase Austrian food drafts at their local banks in order that the railway employees at Vienna may obtain sufficient food. The appeal follows:

"Through the American Relief Association, created under the supervision and direction of Herbert Hoover, the well-known food administrator of both American and European fame, large numbers of Viennese were substantially helped during the past and present hard times.

"Not long ago, the American banking clerks, asked by their European colleagues, within a very short time were able to send the so necessary help in the form of fifty-dollar food drafts to Vienna. All kinds of food have been distributed to them through the warehouses of the above mentioned association.

"As the managing director of the Railroad Depot, Vienna, West, with 2,150 officials and workers, I am taking the liberty of asking you in the name of these officials and workers to use your influence among your men to organize a collection and send us food drafts, on sale at any and every bank in the United States and Canada.

"I fully realize the degrading effect that such a request must cause but I also know the living conditions of my men and women employees and it is for this latter reason that I do not hesitate to ask your kind consideration. Austria and especially Vienna suffers most terribly by the not as yet regulated political and domestic affairs caused by the world war.

"In order to live one needs at least an income of 4,000 crowns a month, but the average salaries paid are only 1,800 crowns—less than ten dollars. These figures speak for themselves.

"Please address all communications to Mr. Rudolph Zeleny, Vorstand des Wiener Westbahnhofes, Vienna, Austria."

The petition accompanying the appeal, contains the signatures of several hundred Vienna railway employees.

Issue Ball Freight Book

New instructions regarding the movement of Gold, Red and Green Ball freight have been issued from the office of Vice-President and General Manager T. H. Beacom under which the old system of making passing reports on such freight are eliminated. Hereafter, responsibility for the continuous movement of this kind of freight in the trains is placed upon the superintendents of the divisions affected, the chief dispatchers and the yardmasters.

A complete booklet of new instructions, effective September 20, cancelling all previous instructions, has been printed and distributed to all concerned which gives details regarding reconsigning and tracing and disposition of unclaimed and returned freight. The new book of instructions is a valuable digest for every Rock Island freight employee.

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN
Rock Island Magazine for October, 1920

Rock Island Emblems



Actual size of buttons.
SEND FOR ONE TO-DAY.

¶ It means something to be a part of this great American railroad system, whether you're section man or officer.

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

Fobs

Fine Russia Leather, (5 1/2 inches long) without emblem 35c
Add price of emblem desired to price of fob. Any priced emblem may be worn on the fob.

Buttons

Screw back will be sent unless pin back is specified.

Plated 50c
Rolled Gold \$1.00
Solid Gold \$1.50

Sent postpaid on receipt of post. office or express money order. Address

Rock Island Magazine
La Salle St. Station CHICAGO

All Fat People



Easily Reduce

The world owes a debt of gratitude to the author of the now famous Marmola Prescription, and is still more indebted for the reduction of this harmless, effective obesity remedy to tablet form. They are so convenient to take, and as pleasant as candy. One after each meal and at bedtime will quickly reduce your weight, two, three or four pounds a week, and leave no evil effects such as loose, flabby skin and unsightly wrinkles. Just go on eating what you like—leave exercise to the athletes—take your little tablet as directed and soon you will be your natural self, cloaked in firm flesh and trim muscles. Marmola Prescription Tablets may now be obtained at all drug stores, or by writing direct to the Marmola Co., 215 Garfield Building, Detroit, Mich., and their reasonable price—one dollar for a good size box—leaves no excuse for dieting or violent exercise for the reduction of the overfat body to normal proportions.

SEND NO MONEY



Write quick for this amazing shirt bargain. Only limited lot. Wonderful quality fine count percale. Record breaking cut price. Guarantee \$3.00 value for only \$5.00 C. O. D.

Send No Money just your name and neckband size on postal or letter for these three wonderful percale shirts. Cut extra large, roomy armholes. This season's latest black, blue or lavender stripe effects on white background. Guaranteed fast color. Best quality pearl buttons, soft French turn back cuffs, finest workmanship.

We guarantee to refund your money if you can match these 3 shirts for less than \$5.00. Save money—write today before this astounding offer is withdrawn. We pay delivery charges. You pay only \$5.00. Just send your name, address and neckband size.

BERNARD, HEWITT & COMPANY

Dept. U 9010 900 West Van Buren Street Chicago, Illinois

Scalpers Didn't Like Mr. Conductor "Dunn"

C. B. Gunn, pensioned conductor, Colorado division, now residing at 1002 North Corona street, Colorado Springs, feels that he had a bad reputation in the days long past of being a very hard conductor for men and people trying to ride on his trains without paying their fares or having valid transportation. In support of his contention, Mr. Gunn has letters written him by John Sebastian, then general passenger agent, now deceased.

The letters were written at a time when all cities were infested with scalpers' offices, of which the present generation know little. About forty years ago, scores of people bought tickets of these scalpers, who took the matter up with Mr. Sebastian, stating they could not do business on the Rock Island, as a conductor "Dunn" was putting off their customers as a regular thing.

A ticket broker at Fork Scott, Kansas, wrote to another broker in Denver as follows concerning Conductor Gunn.

"The conductor, Mr. Gunn, was a mean scoundrel. I had to sine ticket, and could not imitate his riting, so I had to pay or get off. He put 2 parties off that did not have money to pay their fares, that got on at Colorado Springs. My sister got there all right on hers, but he came pretty near getting her. That Conductor Dunn is mean on your fellows. I got no use for him. It cost me \$17.40 to K. C."

Mr. Sebastian in sending a copy of this letter to Conductor Gunn, wrote:

"For your information, I enclose copy of letter written by I. C. to E. F. O., broker in Denver. You will observe that the party has no use for you, but as you appear to be a valuable man for the railroad company I presume you can stand it."

Jarrell Now in Pictures

Sanford Jarrell, former assistant editor of the Rock Island Magazine, is now "in pictures." "San" blew into New York not long ago so flush that none of his Chicago or Topeka friends heard from him for two weeks, which indicates that he must have ridden quite a roll out of Chicago. Realizing the value of advertising, Jarrell sent the following note to George Brasch, advertising manager of the Magazine:

"I have landed in the movies as a publicity man. I think I'll like it immensely. I have joined the publicity staff of Real-art films. Keep my address in mind, 469 Fifth avenue, and the next time you are in New York look me up, preferably just before noon so that I can take you to lunch. John Fritts is director of publicity and advertising and, consequently, my boss."

Jarrell has many friends both in Chicago and Topeka who will be glad to know where to take lunch the next time they are in New York.

If ten per cent of a man's conversation is made up of negatives, he will certainly have much trouble in life; if fifty per cent, then he can expect the world to be a vale of tears, for his negative attitude will cause him to be misunderstood by all about him. The healthy mind is normally positive. When with the aid of a notebook a man finds that he is given to negative conversation, it is a sign that he should consult a doctor.

YOUR NAME IN GOLD FREE



On the New 1920 Model "LIMITED"

\$1.00 POSTPAID For this WONDERFUL BARGAIN in a combination BILL-FOLD PASS and CARD CASE made of GENUINE BLACK LEATHER. Has 7 useful compartments, as follows: Secret pocket at back for currency; large, full size pocket for coins; window for your pass; pocket with 12 monthly calendars; Postage Stamp pocket and 2 card pockets. Measures, folded 3 1/4 x 4 1/4 ins. Only \$1.00 postpaid with your name in gold free.



BELT \$2.00 Made of genuine cowhide leather. Is strongly made and will wear for years. All sizes furnished. Your name in gold free and only \$2.00 postpaid. Be sure to give Waist Measure.

THE "FLIER" 7 WINDOW PASS CASE. Made of a fine grade of leather and will show 7 passes. Has extra pocket for cards; also secret pocket at back for currency.

\$3.00 Post A Big Bargain at \$3.00 Postpaid Paid with your name in gold free.

Extra lines of gold stamping on any article 30c per line. Lodge Emblems stamped in gold 45c extra. Satisfaction guaranteed. Postage stamps accepted. **INTER-AMERICAN SUPPLY CO.** Not Inc. Dept. R-3 5034 W. Huron St., CHICAGO, ILL.

STORMY DAYS



Don't worry the man who works in a

FISH BRAND Coat or Slicker

He has the best waterproof garment made.

Two styles of medium length coats, Nos. B411 with buckle fasteners; B421 with buttons and Reflex Edges that stop the water from running in at the front.

Dealers Everywhere

A. J. TOWER CO.
BOSTON, MASS.

2520

Don't Endure PILES

Write me and I will send you on trial a Full Treatment of my mild, soothing, guaranteed remedy for all forms of Piles which has proven a blessing to thousands who are now free from this cruel, torturous disease. Send me a post card today for Full Treatment. If results are satisfactory costs you \$2.00. If not, costs nothing. **W. D. POWERS, Dept. 650 Battle Creek, Mich.**

CHAS. S. COLEMAN
President

H. D. COLEMAN
Sec'y.-Treas.

Coleman Boiler Appliance Company

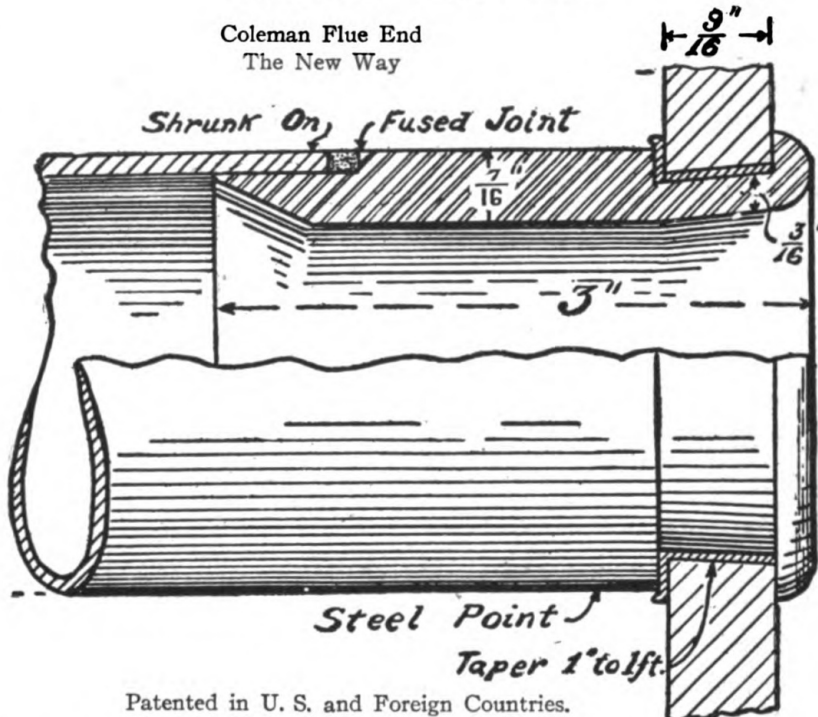
of Delaware (Inc.)

MANUFACTURERS OF

COLEMAN'S NO LEAK SAFE TUBE END

THE PERFECT FLUE
NO LEAKS SAVES FUEL

Coleman Flue End
The New Way



Patented in U. S. and Foreign Countries.

Adapted to all steam boilers. Prevents leaks. Doubles the life of the tubes. Saves 15 to 25% in fuel; is 90% efficient. Increases efficiency in every way due to elimination of flue troubles. Get all the heat units from your fuel, better combustion which means more miles and tonnage. Engines always available. No more failures. Also a safety appliance and easier installed.

The above "safe end" has been fully demonstrated and is the result of thir-

teen years study and labor to remedy flue troubles. The COLEMAN BOILER APPLIANCE COMPANY can furnish these points at a moderate price. Sold under a positive guarantee. The COLEMAN NO-LEAK SAFE TUBE END is the solution of flue troubles and the fuel problem.

Booklet explaining the merits of this wonderful invention and reports covered by affidavits upon request.

THE COLEMAN BOILER APPLIANCE COMPANY
(OF DELAWARE Inc.)

406 Grosse Building, Los Angeles, Calif.

Branch Offices: WILMINGTON, DEL.

THE INTER-STATE NATIONAL BANK

Kansas City, Mo.

THE INTER-STATE CATTLE LOAN COMPANY

Thirty years of dependable business service and thirty million dollars of assets.

One of the general depositories of the Rock Island Railroad. We welcome business from outside of Kansas City and will be glad to have your deposits by mail.

Careful Service and Absolute Safety.

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Boost Railroads

(Continued from page 6.)

many times as much for their last crop as they did in 1914.

If cotton growers they got four times as much.

If they ran brick kilns they got five or six times as much for their bricks as they did six years ago.

If they were ordinary unskilled laborers their wage had more than trebled.

The clothes they wore must have cost them over twice as much as they would have cost in 1914 or 1915.

Their cigars or cigarettes—if they had been smoking, but they weren't—cost twice as much.

Their shoes, their hats—but why go further—you know enough about it already—prices doubled or trebled or quadrupled, with quality ever poorer—and yet they were beefing because the poor railroad with only a slight increase in its passenger fare and freight rate, wasn't satisfying them with its service.

We know something about their increased costs—poles have doubled in cost, cross-arms have gone up over 300 per cent, iron wire, copper wire, glass insulators, telephone equipment, dry batteries—in fact everything we sell the railroads—has advanced far more than the railroads price to us for transporting it.

And as for being half-an-hour late on an eight hour run—we'll think how much better that is than the service we give them. We are taking six months to deliver stuff that we used to give them in two weeks.

Don't kid yourselves into thinking I am defending the railroads because they are customers of ours. That would be a good reason but a selfish one. I'm defending the railroad because they form the transportation system that is the backbone of the business structure of the whole United States. Less than 3 per cent of our gross profits come from the railroads, but the other 97 per cent depends upon the constant operation of our transportation system.

If the business of the country is to be maintained on a sound economic basis we must accord fair play to the railroad because in our daily life we need the service that the railroads render. Every one of our employees—especially those of us who travel—ought to boost the railroad game wherever an opportunity offers.

(The above article was sent to all employees of the Western Electric Company by Mr. Porter.)

Rates Small Factor

The Traffic Club of St. Joseph in its weekly letter of September 8 says:

"In considering the increase in freight rates it may not be amiss to point out the fact that in 1914 the average commodity value per ton of freight originated on American railroads was \$56, whereas in 1919 it had increased to \$119, an increase in cost to consumer of \$63. Freight charges per ton originated in 1914 average \$2, whereas in 1919 it was but \$2.80, an increase in freight charges per ton of but 80 cents. The percentage of freight charges to the value of commodities in 1914 was 3.6 per cent; in 1919, 2.4 per cent. The relation of freight increase to cost increase is found to be 1.3; in other words, only 80 cents out of \$63, or 1.3 cents out of every \$1 of increase in commodity value in 1919 was caused by increased freight charges."

UNIVERSITY OF ILLINOIS AT

Rock Island Magazine for October, 1920.

Unity of Purpose

(Continued from page 6.)

greater revenue, in consequence of which the Congress of the United States, after most exhaustive investigation passed what is known as the "Transportation Act of 1920." This act has restored the railroads of the United States to "a place in the sun," and, acting upon the direction implied in the act, and after most thorough investigation, the Interstate Commerce Commission has applied increases of rates which, from present indications, will enable the railroads to earn their way. It is therefore reasonable to believe that the securities of American railroads while not having in any sense a speculative value (meaning that no situation seems to be possible that will bring about market inflation), have a stabilized value based on their rates of interest and dividend performance.

WHY SMALL INVESTOR?

The reader might say that if such a stabilized condition has been brought about, why look to the small investor and the railroad employe for interest in the purchase of railroad securities? I indicated in the early part of this article that during a certain period of time railroad securities were greatly sought by large investors. That was due to the fact that this country was just beginning at the time named to expand, and there were not so many fields for investment as now. Neither was the investing public of this country interested in foreign investments to any appreciable extent. All this has now been changed, so that where formerly large sums were available from the sources named, for the purchase of railroad securities, that is not now the case.

In view of these facts is it not reasonable to interest railroad employes in the securities of the corporations owning the American railroads, and in which they have such a large personal interest?

WORKING FOR YOURSELF.

You have all probably read articles on the subject of your capital value, which indicated that if you are earning \$2,000 a year your services have a capital value, figured at 6 per cent interest, of about \$34,000. As a very considerable proportion of railroad employes earn in excess of \$2,000 per year, you can readily see that you have a capital investment of a considerable sum of money. This is represented by your labor and your performance. An investment in the securities of railroads increases the capital invested and increases your interest and your performance. No argument can deny this fact.

It would be poor taste and quite out of the realm of common sense for a railroad officer to try to induce railroad employes to invest their hard-earned surplus in securities that did not have every element of safety. The writer is still comparatively young and wishes to continue to merit the confidence of his fellow workers.

In conclusion I want to leave with you the thought that this article, as well as the preceding one, was inspired by a desire to perform a real service and bring about an increase of the elements which make for "Unity of Purpose—Unity of Interest."

C. T. Beven, secretary and director of the car service committee of the American Railroad Association, has been appointed terminal trainmaster of the Illinois Central R. R., effective September 1, with headquarters at New Orleans, La.

WM. H. COLVIN & Co.

MEMBERS OF NEW YORK STOCK EXCHANGE

Recommend Railroad Bonds as

SAFE INVESTMENTS FOR THE RAILROAD MAN

In the September issue of this magazine appeared an article written by a Rock Island officer, from which we quote:

"There are first class Railroad securities which offer a splendid return on the investment."

THE HIGHEST RATED RAILROAD BONDS CAN BE PURCHASED AT THE PRESENT TIME AT A PRICE TO YIELD THE INVESTOR 6% AND BETTER.

THERE ARE OTHER RAILROAD BONDS WHICH ARE SAFE AND SECURE INVESTMENTS UNDER THE NEW LAW AND WILL YIELD 7% OR BETTER.

THE BRILLIANT FUTURE OF OUR RAILROADS SHOULD MEAN A STEADY INCREASE IN THE PRINCIPAL INVESTED.

Our partial payment plan makes it possible for you to own a bond with only an initial deposit of 20%.

Mail us attached coupon for further information, or call

WM. H. COLVIN & CO.,

104 So. LaSalle St., Chicago, Ill.

Please send me list of Railroad Bonds suitable for a Railroad Man's Investment and further information about your partial payment plan.

Morden Frog & Crossing Works CHICAGO

Manufacturers of All Kinds of

STANDARD AND SPECIAL TRACK WORK

Morden Guard Rail Clamps combine great strength with extreme simplicity and can be installed without disturbing the Guard Rail

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

AN OLD FRIEND THAT STOPS PAINS

Keep Sloan's Liniment Handy to Put
the "Feel Good" Back into
the System.

ALL it needs is just one trial—a little applied *without rubbing*, for it *penetrates*—to convince you of its merit in relieving sciatica, lumbago, neuralgia, lame muscles, stiffness, bruises, pains, backaches, strains, and the after-effects of exposure.

The congestion is scattered, promptly, cleanly, wit out effort, economically. You become a regular user of Sloan's Liniment, adding your enthusiasm to that of its many thousands of other friends the world over, who *keep it handy* in case of need. Three sizes at all druggists—35c, 70c, \$1.40.

Sloan's Liniment

Pain's enemy

EARN A REAL PHONOGRAPH

Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm, makes perfect reproductions of all kinds of music. A MARVELOUS Machine in every way. Delighted thousands of homes. **Send NO MONEY** Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$6 you collect and we will send this new improved E. D. L. Phonograph and a selection of 6 records free. **E. D. L. Phonograph and Records Chicago**

Let Us Send You A Suit

Made to your measure, payable after received, with the clear understanding that if the fit is not perfect or if you are not satisfied in every way, if you are not convinced you have received a fine, high grade, stylish, perfect-fitting tailored suit made to your measures and have saved \$15.00 to \$20.00, you are not under the slightest obligation to keep it. Don't hesitate or feel timid, simply send the suit book, no cost to you. You are not out one penny. Any money you may have paid us is refunded at once.



All Wool \$25.00 Any man young or old who wants to dress well and save money should write for our money should write for our samples explaining everything. Please write letter or postal today, just say "Send me your samples" and get our whole proposition by return mail. Try it—costs you nothing—just a postal, get the free samples and prices anyway. You will learn something important about dressing well and saving money.

PARK TAILORING COMPANY
Dept 366 Chicago, Ill.

News from the Divisions

COLORADO DIVISION.

Colorado Springs Items. By F. H. F.

Robt. R. Seeds, formerly station supervisor on the Colorado Division for the past two years, has been appointed traveling freight and passenger agent of the Rock Island Lines with headquarters in Los Angeles, Calif. Mr. Seeds was formerly commercial agent, located at El Paso, Texas, but upon closing the El Paso office during the period of the war he was assigned to the Colorado division as station supervisor. While we are all sorry to lose "Bob" from the Colorado division, his many friends here wish him success in his new position.

Jesse D. Work, who has been loss and damage inspector on the Colorado division for the past three years, has been assigned to Des Moines, Iowa. Mr. Work will have charge of Claim Settlements on the First District in Iowa, Nebraska, Kansas, and Colorado, and has sold his residence property in Colorado Springs and removed his family to Des Moines, Iowa, where he will make his headquarters. The very best of luck to you "Jess" from all employees on the old Colorado Division.

Raymond G. Faus, formerly connected with the city ticket office at Pueblo, Colo., but who since his return from overseas duty as Lieutenant in the 31st Field Artillery has been connected with the consolidated ticket office, at St. Joe, Mo., has been appointed traveling passenger agent, for the C. B. & Q. Railroad, with headquarters at Cincinnati, O., and will assume his new position within the near future. While sorry to lose Ray from the Rock Island Lines, his many friends are wishing him success in his new position with the Chicago, Burlington & Quincy.

Goodland Items.

By G. L. Zellers.

Telegrapher H. J. Besemann has been transferred from Davenport to the relay office at Goodland.

Agent C. A. Moore and wife have returned to Brewster, after a pleasant vacation spent in the far Northwest.

W. S. Carlisle has resumed duty as agent at Colby, after spending ninety days attending to some private business. Jess Yocum, who relieved Mr. Carlisle at Colby temporarily, has returned to his former station, Flagler, Colo.

Brakeman Jack Gitt has been granted an indefinite leave of absence and will be relieved on the "Jersey" by A. C. Flannery.

Conductor Jess Thorsen has taken a sixty days' leave to look after personal business matters at Burlington and Peconic.

Telegrapher Roy Conquest has resumed the second trick at Dresden, having finished harvesting his summer crop of wheat.

Engine 1744, in charge of Engineer Tim Foley and Fireman A. M. Warren, on an extra east on September 2nd, blew up one mile east of Shirley. Both men were very seriously injured and are receiving hospital attention in Colorado Springs. Brakeman Harmonson, who was riding on the pilot, was thrown several hundred feet, but sustained only a few scratches.

Miss Lola Brinker, messenger in the relay office, visited friends in Denver Labor Day.

R. B. Lytton, car distributor, has been called to Wheaton, Ind., on account of his mother's illness.

Surveyors were at the shops recently, surveying for a shop connection with the new city sewer system.

George Jewell, a brother of Assistant Car Foreman J. M. Jewell, has commenced working on the rip-track.

Boilermaker Roy Jennings and R. C. Bonebrake were sent to Calhan, Colo., to repair the pumping station boiler at that place.

Frank Otto has returned to work, after being off for several weeks, suffering with snake poison, as a result of being bitten by a snake.

A noticeable feature at the shops this week is the absence of the high school boys who spent their summer vacation working for the Rock Island.

Thomas and Peter Thompson, Jr., have resigned their positions at the shops and left for Rolla, Mo., where they will attend the Missouri School of Mines.

Chas. Link has returned from Chicago, where he attended a convention of the Stationary Firemen and Oilers.

Machinist Helper John Alvis, has resigned and left for Nebraska.

Chief Dispatcher Ed Sheehan, left recently to enjoy his annual vacation. He will be accompanied by his sisters, the Misses Agnes and Kate Sheehan, and together they will visit relatives and friends in Iowa and Illinois.

The shop boys were surprised to learn about Ora B. Forsythe joining the ranks of the beneficiaries. Mr. Forsythe worked in the blacksmith shops for several years. He was one of the leading men of the Rock Island minstrels last year.

Storekeeper George Sanders, was one of the local Missions who had a hard time getting to Sharon Springs for the banquet last Thursday.

He owned an automobile and everybody took it for granted that he would make the trip in his own car, so no reservations were made for him in other cars. It happened that George sold his car the day before the event. He then requested permission to ride in one of the other cars, but as they were all occupied he met with no success. The thought of seventy-two fried chickens waiting for him only a few miles beyond the other side, put new life into him, so he disrobed and waded the flood, carrying a borrowed bicycle high above his head. He reached the other side safely, none the worse for his experience.

Boilermaker Herbert Orthberg, has resigned his position at the local shops and will leave for Sioux City, Ia., where he has accepted another position.

Accountant Vernon Arendt and family have returned to Goodland, after an absence of a few months, during which time Mr. Arendt was working as traveling accountant with headquarters at Herington.

Pipefitter Wm. Vollick returned Sunday from St. Louis, where he attended the first annual convention of the International Association of Railway Metal Workers, Apprentices and Helpers. This organization was founded at St. Louis, August 23. The local pipefitters were until recently members of the Sheet Metal Workers International Alliance, but now belong to the newly organized body.

Machinists Murphy, Stone and Tilden resigned their positions in the roundhouse the past week and left for other points.

General Foreman and Mrs. J. H. Mullinix have returned to Goodland, after a three weeks' vacation spent in the east.

Boilerwasher J. H. Miller and family have returned to Goodland, after spending several weeks visiting relatives in eastern Kansas.

Locomotive Carpenter Allison Stouffer has left on an extended trip to Iowa and Minnesota. He expects to be gone about three weeks.

Locomotive Painter W. A. Williams and mother, Mrs. C. E. McCaslin, have left for Wisconsin, where they will visit relatives for about a month.

Oscar Ray, John O'Brien and Harold Shay were McDonald visitors during the baseball tournament in that city.

Boilermaker Helper Vern Chambers and Chas. Short were Denver visitors last week. They made the trip in an auto.

Wm. Mills has returned to work, after an absence of over a month, due to injuries received in a motorcycle accident.

Robert Gilmore of Downs, recently commenced working in the round house.

Electrician Helper Ray Hartzer and family are enjoying a vacation in Colorado.

Blacksmith Helper Jerry Hallacy has returned to work, after a 90 days' leave of absence.

Blacksmith D. C. Winchell is back on the job again, after a week's vacation.

Pipefitter Reed has returned from a vacation spent in the east.

Car Foreman John Chambers has returned to work, after a vacation spent in eastern states.

Painter Helper Clifford Suggs has left for Dallas, Texas, to spend a month's vacation with relatives.

DAKOTA DIVISION.

Estherville Items.

By M. W.

Don Pullen, maintenance clerk, has recovered sufficiently from an operation for appendicitis to return to work.

Ann Peters has resigned her position in the accounting department and expects to spend a year in Denver for her health. Miss Knight, who has been filling the vacancy for the past two months, has returned to Iowa City to resume her studies at the Iowa State University. Miss Florence Morse will be the new assistant accountant.

Walter Gleason of the accounting department, spent a few days visiting friends in Minneapolis.

Anton Story, assistant agent at Estherville, left September 3rd for Aitkin, Minnesota, where he was united in marriage to Miss Ecklin, a former nurse in the Coleman hospital, Estherville. Mr. and Mrs. Story left for the Pacific coast on their honeymoon trip, after which they will return to Estherville and settle down to house-keeping in a bungalow on North Sixth street.

Mr. Hagen, who has been employed in the division freight agent's office for the past three months as stenographer, has resigned and is now working at Mason City, Iowa. Miss Jennie Doyle is the new stenographer.

Trainmaster H. A. Houston has been granted a year's leave of absence and will be employed by the Westinghouse Electric and Manufacturing Company of Pittsburgh.

Traveling Auditor E. E. Lively, has been transferred to Oklahoma and E. E. Thompson has taken his place with headquarters at Sibley, Iowa, account being unable to secure a house at Estherville.

R. W. Harter, general roundhouse foreman, has been transferred to Trenton, Mo., as general roundhouse foreman. Mr. Harter was presented

with a nice leather traveling bag by the men in the shops. Mr. Heymen is the new round-house foreman.

H. H. Gray, transportation inspector, has been transferred to the Illinois division with headquarters at Rock Island. J. J. Beacom will be the new supervisor of prevention of claims on the Dakota division.

A. F. Pilcher, general agent at Sioux Falls, S. D., is enjoying a two weeks' vacation in Northern Minnesota.

Machinist Geo. Miller and wife left the latter part of August for California, where Mr. Miller will secure work.

Machinist John Collins and Brakeman Fuss spent a few days at the Minnesota State Fair, taking in the sights at Minneapolis and St. Paul.

Trainmaster Martin spent his vacation in Northern Minnesota "roughing it" for a week, stopping at St. Paul and Minneapolis for a few days on his return. From all appearances it was a vacation well spent.

Joe Yaeger, time-keeper, and family spent several days in Omaha, visiting friends.

H. F. Miller, chief clerk, spent a week visiting his parents at Creston, Iowa, making the trip in his car. Mr. Miller has been convalescing from serious injuries received by falling in a storm sewer while walking around his yard after dark. He still hobbles around, but has dispensed with the cane, but not the liniment bottle.

Miss Ethyl Matthews, stenographer in the chief dispatcher's office, recently announced her marriage, which took place during July, to Mr. James Riddle. They will be at home at Terrill, Iowa.

Mrs. G. H. Stearns, wife of Fireman Stearns, and children, returned from New York, where they have been visiting Mrs. Stearns' mother.

Selby Broms, operator, is spending his vacation in Canada and the eastern part of the United States, visiting friends and seeing the bright lights.

EL PASO DIVISION.

Liberal, Kansas, Notes.

By G. Reese Plugg and Lewbry Kater.

To begin with, we wish to say that we think the "cuts" with which the "Division News" was embellished the last issue add to the looks of the column very much. It will be up to the local correspondents now to do their best, so as to get a "cut" in their news some time.

Hooray! The back pay arrived here on the 11th of last month, and great was the rejoicing thereat. Several of the boys claimed to have theirs already spent, but we've noticed quite a few new suits of overalls since.

Chas. Cantrell, who has been farming near Tyrone, Okla., came to Liberal recently to get his back pay check. Charles says he is doing well and hopes to have a big crop of water-melons next year.

The hot well was given a good cleaning out recently. The water service gang, under the direction of M. L. Cogshell, put a six-inch centrifugal pump down in the well to a considerable depth, and this was run by tractor engine. Business began to pick up right away after that got going. The well was last cleaned about three years ago, and had become filled with cinders and boiler mud to such an extent that it allowed the water from the well to back up into the pits in the roundhouse, making it impossible to work under the engines at times, unless attired in a deep sea diving suit.

Fred Voth returned from Kansas City recently, after having spent fifteen days vacation with his parents. His father, Geo. J. Voth, who is a machinist at the terminal in Kansas City, accompanied him. Mr. Voth was given a sight-seeing tour by his son soon after his arrival, Fred taking him in his car. John Voth took a fifteen day vacation upon Fred's arrival and Mr. Voth returned to Kansas City with him.

Carl Burt and Miss Elsie Dreascher of Emporia, Kansas, were married the latter part of July at Dodge City. Mr. Burt is a boilerwasher helper on the third shift. They intend to make their home in Liberal.

Much pipe work is being done in and about the roundhouse, under the supervision of Bob Smith. The store room and the oil house have been given the most attention lately, as they were in a very poor state as regards the condition of the pipe work. The wash car also came in for its share, a new radiator being installed. It is hoped the steam heat system won't "stall" this year as it did last year whenever it was most needed.

S. A. Cox Jr., son of Mr. and Mrs. S. A. Cox, celebrated his first birthday anniversary at the home of his parents on the eleventh of September. Besides getting a 1920 model "Kiddie Kar," he received presents from relatives, both here and in Texas. He also was greatly pleased with a large rubber ball which was given him by friends here in town. An angel food cake, with a brightly shining candle, was the chief object of his attention, until consumed by those present to celebrate the event. He hopes to don trousers soon, as he has a pair which were given him upon his arrival in our thriving little city.

Z. L. Smith and Mike Spooner were trying to see whose overalls would last the longer, the date set for the termination of the contest, being the day on which the back pay arrived. Owing to an accident, Mike was forced to buy a new pair, and discard the old ones, 4 days before the aforesaid back pay got here, thereby giving Smithy the race. "Z. L." made his go close to the limit.

C. G. Howard acted as night foreman while Ed Bailey took his vacation. "C. G." recently purchased a roadster and has become a "bona fide" member of the "millionaires' club." Other



The BROADMOOR HOTEL

COLORADO SPRINGS

Summer Rates at the Broadmoor Hotel are lower than rates in the hotels of New York, Atlantic City, Florida, California and other places.

THIS FACT IS A PLEASANT SURPRISE TO HUNDREDS OF VISITORS

Summer Rates are in force to September 15, as follows:
American Plan (Includes All Meals), one Person, \$9 to \$18 Per Day

Two Persons, Twin Beds, \$9 to \$15 Per Day Each

Regular Dinner, \$2.50. The Broadmoor Dining Service and Food Are Unequaled Anywhere in America

The Meals a la carte cost less than in many places where the words "Service" and "Quality" are not even considered.

THE BROADMOOR'S FALL AND WINTER RATES, COMMENCING SEPTEMBER 15, ARE LOWER THAN THE SUMMER RATES FOR REASONS THAT ARE OBVIOUS TO ALL

THE SERVICE, FOOD, COURTESY AND QUALITY ARE UNRIVALED THE YEAR AROUND AT THE BROADMOOR

The BROADMOOR

at Colorado Springs



<p>MANUFACTURERS OF</p> <p>FROGS</p> <p>GUARD RAILS</p> <p>CROSSINGS</p> <p>SPLIT SWITCHES</p> <p>SWITCHSTANDS</p> <p>TAPER RAILS</p> <p>RAIL BRACES</p>		<p>MANUFACTURERS OF</p> <p>STAR STANDS</p> <p>BANNER STANDS</p> <p>WHEEL RAIL BENDERS</p> <p>TRANSIT SWITCHES</p> <p>STEEL CLAMP FROGS</p> <p>MANGANESE</p> <p>FROGS AND CROSSINGS</p>
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PETTIBONE MULLIKEN Co.

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Full Cut, Roomy Union-made Railroad Overalls and Jumpers. Every garment guaranteed to give absolute satisfaction or purchase price cheerfully refunded.

Our Auto Mechanic Khaki Union Suit is unexcelled in Material, Design and Workmanship.

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FIVE FACTORIES

Dallas and Fort Worth, Texas

Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

GIFTS THAT DELIGHT
ELECTRIC LAMPS — PERCOLATORS — CHAFING DISHES
TOASTERS — FLAT IRONS — VACUUM CLEANERS

These and many other useful articles on display

Founded 1887

CENTRAL ELECTRIC COMPANY

The House of Service

316-326 South Wells Street - CHICAGO

AUTOMOBILE ACCESSORIES and ELECTRIC APPLIANCES

members added to the list recently, are: Shorty Hill, W. N. Warford, George Morphis.

Mr. and Mrs. Z. L. Smith's son, "Milly," broke his arm recently, while playing with some friends. The arm is mending nicely now and he will soon be able to regain use of it.

J. L. Gaines of Dalhart was a welcome visitor recently. Mr. Gaines was going to his home in Oklahoma for a visit, but was forced to abandon the trip on account of the recent heavy rains. He has been a machinist helper at Dalhart for several years, and has been an employee of the Rock Island for seven years.

M. H. Foist, who was formerly here in the capacity of machinist, visited the shop recently. He is now stationed at Herington.

That old saying, "Even the best of friends must part," was brought to our mind lately, when the 635 rolled out of the shop. After having put up and torn down the brake rigging on said "speed wagon" about umpteen times, Helnie and Mike got so they were thinking of entering in a race with some other point on the assembling and dismantling of such work.

Pete McFarlin, who is caretaker of the depot and Grier house grounds, is to be complimented on the neat and orderly appearance of the lawns and platforms. Also the park opposite the said buildings is a sight for sore eyes, when one has viewed the barren highways of our city. Although Pete's "grass" did turn into grass "burrs" through some unaccountable cause, the constant care exercised by him and the constant watering and mowing have kept the Rock Island grounds one of the green spots of the city.

Jim Shelleday made a trip to Springfield, Mo. recently. He was relieved by Ed Harrington.

John Whitlock and family were present at a family reunion in Kendallville, Ind., during his recent leave of absence. Mr. Whitlock was relieved by P. A. Montgomery.

Mrs. C. L. Burt and Geo. Sharkey were called to Memphis, Tenn., recently on account of the serious illness of their brother, Wm. F. Sharkey.

Henry Jack was forced to lay off recently on account of having poisoned his right hand from a scratch received from a cotter key.

R. E. Cline and family spent a pleasant 15 day's vacation recently, visiting in Kansas City. During Mr. Cline's absence Eural Grey assisted "Wig" Weidensaul in keeping the reflectors shining.

A. T. Pittman went to Linneus, Mo., sometime back, on a visit to see the old home town and relatives residing there.

Jos. A. Tack celebrated his birthday the 27th of August. Joe says he wishes he could have a birthday regular if the bill of fare would be that way right along.

Rolland Akers and mother returned recently from Cape Girardeau, Mo.

Casing for a new water well has been here for some time and the well will be started soon, so we hear. The casing is six inches in diameter. The well will be put down near the stand pipe opposite the coal chutes. The estimated depth of the well is 200 feet.

A merry-go-round has been making things lively here for the past two weeks, and it is said that more than one of the shop gang have been seen enjoying the "horses." Joe Stammers we hear, indulged to such an extent that the proprietor had to refuse to let him ride any more.

Harvey Widaman, who has been here for a long time, and who has been holding down the third shift as "burr-winder," is leaving us. We hate to see "Widdie" go, but hope he will find a good place.

Mr. Cart, baggageman at the station, has gone to Hutchinson to fill a similar position at that place. Edgar Bush has been placed in Mr. Cart's place.

Much building is being done by members of the shop force at their respective homes. Bill Sturdivant is building a garage, A. T. Pittman is having a cellar dug, S. A. Cox is putting in a back porch. Wig Weidensaul is having a house built. Dad McFarlin is having a home built. Lester Sherwood is having an addition built on to his house.

ILLINOIS DIVISION.

Silvis Notes.

By C. O. Anderson.

Crane operator Roy Newingham was called to Enid, Okla., the early part of September, account of the death of his mother. Sympathy is extended Mr. Newingham.

One of our popular Glee Club members, Machinist R. M. Theophilus, slipped away very quietly last June and is enjoying his honeymoon at Niagara Falls this fall.

Draftsman J. E. Brown, better known as "Buster," was real lucky September 12th, holding the lucky number on a seven passenger six cylinder Studebaker automobile.

Silvis shops sure have some baseball fans. Foreman Fred Beckstrom and Eric A. Erickson and Machinists Carl Johnson and Clyde Fishwild spent Sunday, August 29th, at Rockford, witnessing the game between Moline and Rockford, and report a day well spent.

Chester Swanson, head car department clerk, and wife are spending their vacation at Colorado Springs and Leadville, Colorado.

Draftsman Ed Wilke spent part of his vacation at Peoria, Ill.

Anthony Kipping, foreman of the Silvis store scrap dock, and his clerk, Miss Annis Wilson, announced their marriage to take place September 15th. Best wishes is extended to this couple. Mr. Kipping is one of the store department long-time employees.

Truckman Wm. Plemmons of the carpenter shop, died August 18th, and his remains were

Rock Island Magazine for October, 1920.

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For Red Blood, Strength And Endurance

A FEELING OF SECURITY

You naturally feel secure when you know that the medicine you are about to take is absolutely pure and contains no harmful or habit producing drugs.

Such a medicine is Dr. Kilmer's Swamp-Root, kidney, liver and bladder remedy.

The same standard of purity, strength and excellence is maintained in every bottle of Swamp-Root.

It is scientifically compounded from vegetable herbs.

It is not a stimulant and is taken in teaspoonful doses.

It is not recommended for everything.

It is nature's great helper in relieving and overcoming kidney, liver and bladder troubles.

A sworn statement of purity is with every bottle of Dr. Kilmer's Swamp-Root.

If you need a medicine, you should have the best. On sale at all drug stores in bottles of two sizes, medium and large.

However, if you wish first to try this great preparation, send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing be sure and mention this paper.

Send Your Name and We'll Send You a Lachnite

Write Today Send your name now. Tell us which of the solid gold rings illustrated above you wish (ladies' or men's). Be sure to send finger size.

Harold Lachman Co., 204 So. Fifth St., Dept. 4237, Chicago

DON'T send a penny. Just send your name and say: "Send me a Lachnite mounted in a solid gold ring on 10 days' free trial." We will send it prepaid right to your home. When it comes merely deposit \$4.75 with the postman and then wear the ring for 10 full days. If you, or if any of your friends can tell it from a diamond, send it back. But if you decide to buy it—send us \$2.50 a month until \$18.75 has been paid.

shipped to Shawnee, Okla., for burial. Sympathy is extended his family.

Draftsman R. C. Taft and wife are spending their vacation in Boston, Mass.

Draftsman Curtis M. Greek of Mr. Hull's office, has been transferred to the Horton shop as shop draftsman. We wish him success in his new field.

Boilermaker Helper Richard Woodward and wife are spending their vacation at Glenwood Springs, Colorado.

Sympathy is extended to Miss Birdie Lundahl, stenographer at Silvis store department, on account of the recent death of her father in East Moline.

Carpenter Wm. D. Moses of the roundhouse and wife and little daughters, Blanch and Ruth, are spending their vacation at Denver and Colorado Springs, Colo.

Draftsman R. E. Hug and wife spent Sunday, August 29th, with relatives at Chicago.

Machinist Harvey L. Miller was called to Dallas, Texas, August 21st, on account of the death of his brother, who was accidentally killed at that point. Sympathy is extended Mr. Miller.

Draftsman G. S. Wacker and family spent their vacation in Chicago and Charles City, Ia., and report a fine time.

Draftsman F. L. Donigan attended the auto races at the Davenport Fair and reports an exciting time.

Machinist Wm. Rinek and wife are spending their vacation in Chicago.

Carpenter Arnold T. Fraunne and bride are spending their honeymoon at Denver and vicinity. Congratulations Mr. Fraunne.

Miss Eva Lundahl, one of our old-time stenographers in the superintendent's office, and Mr. Mansfield of Moline were married September 15th, and congratulations are extended to the newlyweds, wishing them all happiness. Miss Eva was very prompt with the smokes for the men and candy for the girls at Silvis shop offices.

Draftsman Arthur O. Anderson and wife are spending their vacation at Denver, Salt Lake City and Cuba, Kans.

Announcements are out of the marriage of Miss Pearl Ball and Mr. Phil Johnson, both of the store department office, to take place during the month of October.

The Silvis Shop Glee Club have re-organized this fall, after a few months' vacation, re-electing the old officers. The aim of this Glee Club is to boost the Rock Island Lines and especially the Silvis Shops. They have several engagements all ready for this fall and expect to be real busy all winter.

The Silvis Roundhouse Baseball Team played the Eldon, Ia. roundhouse team on the Silvis home grounds, July 18th, defeating Eldon by a score of 11 to 4. At this game, Newell Kerr of Eldon was injured. It was later decided to play a benefit game at Eldon, Ia. for Mr. Kerr, which was staged September 5th, the result being a defeat to Eldon again. The first game they lost on the home grounds, was 19 to 10.

We understand the Silvis Roundhouse Team are accepting the challenge in last month's issue of the magazine of the auditor of disbursements office at Hamilton Park.

The Silvis team is scheduled to play the Rock Island roundhouse team September 18th, and the Spring Valley Moose September 26th, and will report in the next issue the results.

Painter Wm. M. Edwards is reported as improving, after a long seige of illness.

Friends of Scrap Inspector Ralph Lake are sorry to hear that his trip to California did not improve his health. We wish him a speedy recovery.

Machinist Chas. Windsor was taken suddenly ill while visiting Storekeeper Hockman at Cedar Rapids Labor Day, and has been taken to the Moline hospital for an operation. We wish Mr. Windsor a speedy recovery.

Hamilton Park.

By Charles W. Kearns.

H. Hanley, chief clerk of the auditor passenger traffic office, is on vacation.

Cupid is visiting the foreign interline department, as Mrs. Grace Peterson was married July 3rd. Put it over on her friends and did not tell them until August 19th.

Miss Germaine Colburn has returned from her vacation in California wearing a diamond ring. She said "He" was going to buy a bungalow and "they" would live in California after February 1, 1921.

IOWA DIVISION.

Valley Junction Items.

By M. M. Blyth.

The following promotions have been made, effective Sept. 1: Fred J. Schlieh, promoted from roundhouse foreman, Council Bluffs, Iowa, to general roundhouse foreman, Valley Junction, Iowa; John A. Adams, roundhouse foreman, Brooklyn, Iowa, promoted to same position, Council Bluffs, Iowa; Frank G. Nichols, assistant night roundhouse foreman at Valley Junction, to roundhouse foreman at Brooklyn; H. J. Cosgrove, machinist, promoted to night roundhouse foreman, Valley Junction, and George Hayes, assistant night roundhouse foreman, filling vacancy caused by Foreman T. F. Dwyer transferring to Roswell, N. M., account of poor health.

Miss Alta Brown, stenographer in the general foreman's office, has returned to service from a vacation spent in Buffalo, N. Y., and Toledo, Ohio. She was accompanied by Miss Helen Webster.

Clifford C. Clardy, accountant, master mechanic's office, has been transferred to the position of assistant traveling accountant.

Due to the transfer of C. C. Clardy, accountant, the following appointments were made: F. B.

Saving by Mail

The Merchants Loan Monthly Statement Saving Plan saves you the trouble of going to the bank every time you make a deposit and puts the whole matter of saving on an efficient, business-like basis.

This plan has proved to be a practical aid to systematic saving and is meeting with continued favor. Circular giving full particulars will be mailed upon request.



"Identified with Chicago's Progress Since 1857"

Capital and Surplus \$15,000,000

112 W. Adams St., Chicago

SHOES-TWO PAIR-SHOES

A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is pay your postman \$7.37 and postage when the package arrives. It's a money-back proposition, too. Of course you don't expect full details of an amazing offer such as this in such small space and you are right. If you look for our big six and a half inch illustrated ad. in his issue, you will get full particulars. Wolpers, Dept. 181 at 1201 W. Van Buren Street, Chicago.

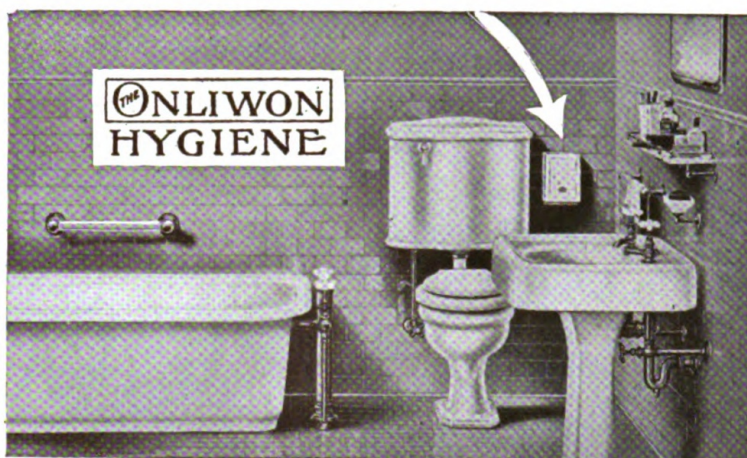


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3-Piece SUIT

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\$2000 to \$5000 now being made by good men by originating and making orders for the famous Lincoln made-to-measure clothes. No experience needed. We teach you and furnish free equipment. Write today!

URBANA-CHAMPAIGN



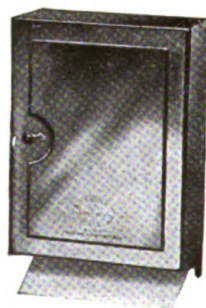
Are you planning to renovate your bathroom?

Then you will surely install the toilet paper system that harmonizes with beautiful fittings—

ONLIWON HYGIENE
REGISTERED U.S. PATENT OFFICE

ONLIWON HYGIENE is the service of protected toilet paper from a dust-proof cabinet. The ONLIWON cabinet is made in three types—nickel, porcelain and set-in tile—so that you may choose the kind that matches your bathroom fittings.

ONLIWON TOILET PAPER reaches you in a compact package of 1000 separate interfolded sheets ready to insert into the protecting cabinet which operates automatically without insanitary knobs to touch, serves at a time **just two sheets** of tissue and has an indicator on the front to tell when to refill with paper.



*Send for your copy of the illustrated folder—
"Onliwon—Guardian of the Nation's Health."*

A. P. W. PAPER CO., Department B, Albany, N. Y.

RAILROAD POLICIES FOR RAILROAD MEN

One leg, or one arm, or one eye, can't successfully do the work of two, else why do we have two of each in our makeup.

If they are worth having, they are worth protecting. Protect them in the Railroad Man's Company.

The Continental has territory on the Rock Island System and intersecting lines open to disabled railroad men. See our agent or communicate with the Chicago Office.

Cut Out and Mail Today

CONTINENTAL CASUALTY CO.,
910 Michigan Ave., Chicago, Ill.

I am employed by the
ROCK ISLAND SYSTEM
Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

Age..... Division.....
Occupation.....
Name.....
Address.....

Continental Casualty Co.

H. G. B. Alexander
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Chicago

Owens, accountant; Leon Pearson, assistant accountant; Bonner Gamber, head timekeeper; Mrs. Leone Fulton, first assistant timekeeper; Vera DePoy, assistant timekeeper; Lee L. Sumfle, material clerk and Edith Nossaman, file clerk.

Will Hobart Rogers kindly explain the long distance call from Omaha.

Fireman Ben Webber is spending his vacation in St. Paul and Warroad, Minnesota.

Engineer F. McLean reported for service after an eight months' leave of absence on account of sickness.

We extend to Webster Walker our sympathy in the loss of his mother, who died at Des Moines, Iowa, September 8, 1920.

T. P. Maroney, general foreman, and wife spent their vacation touring the east, visiting points in Canada, New York City, Boston, Philadelphia, Pittsburgh and principal Eastern cities.

Among the returning vacationists are: Paul Keaney, erecting foreman and wife, Mr. and Mrs. Kennedy spent their vacation in Pocatello, Idaho, where Mr. Keaney was formerly employed; Paul Kraft, who visited points in California and Old Mexico; J. C. Martin and wife, Mr. and Mrs. Martin having selected Colorado Springs and Pueblo as points of interest.

Roy Tobey has accepted a position as price clerk in the master mechanic's office.

On Saturday, September 4, at Indianola, Iowa, occurred the marriage of Miss Ida Fox and Lewis Hubbard. Mr. and Mrs. Hubbard are spending their honeymoon at Maxwell, Iowa.

Wonder why Paul Kraft, our congenial tinner, is looking so lonely lately?

Both Johnny Nossaman and Arthur Morrow announce the arrival of a son at their respective homes, while Webster Walker tells us he much prefers the little daughter who also is a very late arrival at his home.

W. E. Wolfe, boiler foreman, has just returned from his vacation. He is supposed to have been fishing, but we have failed so far to see any proof of his prowess as a fisherman.

Fireman C. O. Whaley, who has been out of service, due to an automobile accident, has returned to work.

Council Bluff Items.

L. C. Lamb.

Ed Gilbert is just back from a trip through the south.

If anybody should ask you, you just tell 'em business is good.

Nearly all have recovered from the shock of the back pay and at present writing all are well.

Paul Edson and Harry Polson, the call boys, have at last succeeded in getting one of those rattles. They solemnly advocate that all men should stay away from street fairs and fortune tellers.

Joe Wahl, the new car record clerk, is making a hit with the boys.

W. G. Ambros spent two days at the Nebraska State Fair while Dave Montgomery, seal clerk, worked the job.

Trainmaster Higgins, General Yardmaster Morrow and Night Yardmaster Devany are back on the job, after several months work in Chicago.

Agent Kelly attended the Prevention Claims meeting in Des Moines the 14th.

The Terminal Safety Committee is to be complimented on its good work. W. P. Barrett is the secretary.

Paul Edson has changed his title from call boy to yard checker. Harry St. Clair has fallen heir to Paul's life job.

Items are scarce, but as Schindly at Iowa City says, "get something in."

KANSAS DIVISION.

Herington Zephyrs.

By "Suds."

Having been persuaded to put the Kansas division "on the map," in the Rock Island Magazine, we'll do our best to come up to specifications. I say "we" because I hope everyone on the division who has anything of interest will convey the information to me; address "Suds" care Superintendent, Herington. Kick in, and let's have a live column.

C. R. Armstrong, formerly of the Superintendent's office at Dalhart, has arrived in Herington, accompanied by his family and numerous varieties of live stock, to work in the superintendent's office at this point. That is, we mean, "Army" will work in the office, not his family or live stock. Armstrong is an old timer here, having worked in the superintendent's office for several years before going to Dalhart.

R. W. Ross and wife, chief clerk to the superintendent at Dalhart, were Herington visitors recently. "Fifty" formerly was an accountant at this place. Funny how our fellow employees from Texas like to get back to God's country, occasionally.

Blanche Coon, personal record clerk in the superintendent's office, has been spending her vacation in Wisconsin and various other parts of the country. Not yet having returned, we wonder will she have as good luck as some of the other girls had on their vacations.

H. C. Harper, agent at Herington, is driving a brand new, honest-to-goodness super-six speedster. We'll say it's a speedster. Boy, page Coonle.

Anyone knowing of a box, stock, coal or flat car suitable for holding wheat, please notify Jack Guest, car distributor.

Fishing in the reservoir at Herington is reported good. George Hart, machinist, recently landed a couple of two and one-half pound bass. Frank Lamb, engineer, has been spending his vacation in Michigan.

Pete Mulla of El Reno, first vice-chairman of the clerks, was a Herington visitor recently.

Rock Island Magazine for October, 1920

Mr. Mullin has been on the sick list for about a month, having undergone quite a serious operation at Excelsior Springs, Mo. He is feeling much better at the present time, which will be good news to his many Herington friends.

Car distributor, John Guest and wife, are the proud parents of a daughter.

One of the real beauty spots in Herington is the Rock Island park adjoining the office building. This park was planned and started about five years ago by L. J. Hughes, formerly division engineer, and H. L. Reed, who at that time was superintendent of the Kansas division. It was constructed on what was a dumping ground and an eyesore to the town. The well-kept lawn, fountain and beds of flowers stand today as a tribute to the two men named above. The park is a credit to the railroad and the town, and is rated as the finest one along the entire Rock Island system.

Jesse Willard was a Herington visitor recently, looking over the oil fields in this vicinity. While here he called on an old acquaintance, John Diepenbroek, baggageman. Willard and John used to swap horses in the early years of the present century.

Prosperity Item: Crops in Kansas division territory are unusually good this year. Wheat yielded abundantly, and if "Jack Frost" doesn't come too early, farmers will have a bumper corn crop.

Floyd Brown, machinist helper, recently took unto himself a bride, formerly Miss Irene Burdette. Congratulations! Which reminds us, have Floyd tell you about a trip to the country recently in which he met up with a certain small fur bearing animal.

Several tests for oil near Herington will soon reach the sand and a number of Rock Island employees will know whether their fortune is made via the black gold route, or if it will be necessary for them to continue working their usual eight hours per day.

Our Motto:—If you can't boost, don't knock. Albert Pearson, general chairman of the conductors, was a Herington visitor recently.

The co-operative store promoted, organized, and put into operation by Rock Island employees in Herington, is now doing a rushing business. Much of the credit for its success belongs to R. E. Bunner, assistant accountant in the superintendent's office.

Anyone wanting to know whether No. 35 whistled for the first road crossing east of Herington on September 10th, ask Shorty Willis. Shorty claims it took the wrecking outfit and seventeen men to get his automobile out of the ditch.

Entry for shortest poem contest:

Back pay,
Faded away.
(It has.)

Do you know that an engine of the Mikado type now costs more than \$75,000?

KANSAS CITY TERMINAL DIVISION.

By J. B. W.

"Mutt" Yowell has taken his wife and month old baby girl and departed for Slater, Mo., where he will spend his vacation. Possibly there are relatives there that the new young lady has never met.

John Woodward, chief clerk, took his youngsters to see the circus Monday and from all reports the children enjoyed said circus almost as much as dad. Did you ever attend a circus and try to watch all three rings at one time while you were eating peanuts with one hand and drinking soda pop with the other? Believe me it is an art when done properly. But it has been accomplished.

The ball given by the BRC of the eight roads at the BRC Hall, 1332 Grand, was some success, about 3,000 people attending. They had some real "jazz" music and plenty of refreshments. Why not make it a regular thing and have it once a month, same place?

Fred Walton is spending his vacation in Frisco, seeing the sights and perhaps is getting his money's worth.

Frank Flory, formerly station accountant, dropped in a few days ago to say "Howdy" and get a few personal belongings. They just must come back once in awhile if only for a few minutes. Mr. Flory was looking real prosperous.

Doyle Kendall now has a saxophone and is taking lessons. When he learns how to toot we can have some real jazz with the piano. He threatens to play with Glenn Holland, who plays the violin, when he gets real good.

Have you noticed the new clothes since the back pay has been received? All slicked up! Look around!

Robt. Gum, our "Kentucky colonel," has left us and is now proprietor of a store in Liberty, Mo. Sorry to see him leave, but wish him success.

Slim Rasmussen, Fred Faus and Oliver Coper, made a trip to Norton, Kans., recently, where they attended a Shriners' convention.

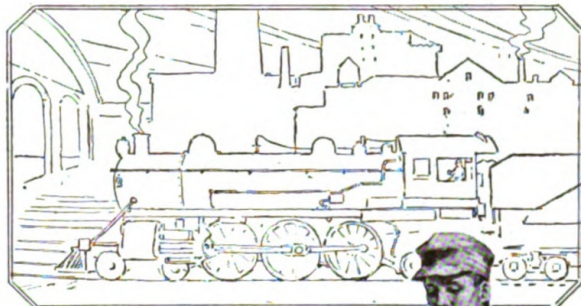
Do you know Ben Boody, station accountant, has quit us cold? Yes, he is now peddling prunes and raisins for himself, having gone into the grocery business with his brother-in-law. Well, we all agree that Ben was a good old scout so we wish him success and it goes without saying that we will miss him. He has had about eleven years continuous service with the Rock Island.

Miss Liddicott, clerk on the switching desk, returned from Colorado a short time ago.

Cashier Porter had just started on his vacation when he heard Bob Nye, his assistant, was sick, so leaving the animals at Swope Park Zoo to care for themselves until he returned he added back to the office to plow awhile until Bob gets

Ball Watches

The Official
Railroad Standard



The Fireman Says:

"They tell me that down in Washington they get the official time from a Star.

"I'll say it's a *star* if it can give this Ball Watch of mine any pointers on keeping time."



Ball watches have had a star part in the affairs of Railroads for years—known everywhere as "The Official Railroad Standard."

Ask you dealer to show you a
Ball Watch

THE WEBB C. BALL WATCH CO.
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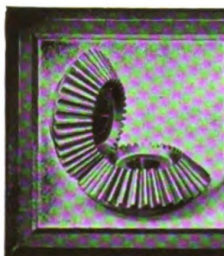
CHICAGO
Garland Building
SAN FRANCISCO—Jewelers Bldg.

WINNIPEG
Confederation Life Bldg.



Twentieth Century Model

16 Size Ball Model
with safety Bow

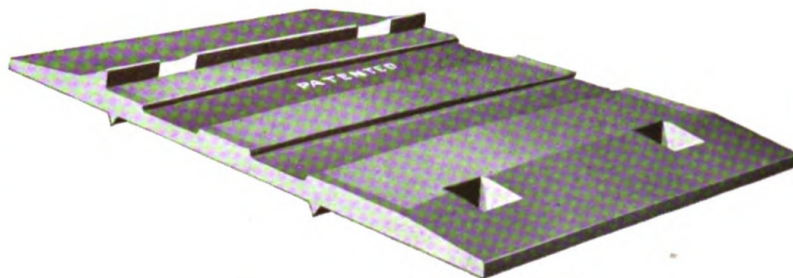


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GEARS

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CHICAGO ILLINOIS

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URBANA-CHAMPAIGN

The **RRS Cambered Top, Ribbed Bottom Tie**
Plate shown below is standard on the
ROCK ISLAND LINES



We also manufacture and sell

Chicago Derailers, Wigwag and other Highway
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Sec'y-Treas.

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UNIVERSITY OF ILLINOIS AT
URBANA

better and returns, then Mr. Porter will finish the last lap of said vacation.

Hugh is again massaging pedals and anyone wishing their kicks shined like the noonday sun will do well to hail him as he saunters up and down the aisles on his daily rounds.

John Martin, yard clerk at the Southwest Mills, is spending a few days in Chicago and will take in the "Big League" stuff while there.

Miss Hungerford, clerk in the OS&D department, journeyed to Nashville, Tenn., to spend part of her vacation and the balance of the time was put in on a farm near Independence, Mo., eating spring chicken. Fried chicken is good even if eaten in or near Independence. In fact, chickens are a wonderful fowl, can be eaten before they are born and after they are dead.

The girls from the local office had a picnic at Swope Park Monday night. You know what I mean, just girls. Bring your lunch and stay as long as you like. The feature of the picnic was the eating contest between Misses McCaffrey and Connolly. Details have not been made public and the judges were unable to pick a winner.

F. M. McVay, chief bill clerk, is spending his vacation and money in Salt Lake City. He must have his salt water bawth ever so often.

W. H. Herbig, agent, has just returned from a visit on his daughter's ranch in Kansas.

Mrs. Litah Thomas has returned to work after an illness of about two months. She is much better and we trust she keeps improving until she is entirely well again.

Hubert Baker of the yard force, returned from a trip to Chicago. He had to return in order to be back.

Mrs. Yowell, stenographer in the yard office, is in Denver on her vacation.

Mr. Schenke, former clerk on the bill desk, now in the commercial office, was down to see us a few days ago. We could tell by his radiant smile and other things that the new job is agreeing with him.

MISSOURI DIVISION.

Eldon News Items.

By Vida Wahle.

A very interesting and exciting baseball game was played between Eldon and Silvis on Eldon's diamond, September 5th. Machinists Helper Virgil Detrick, had a sprained ankle as a result but is now with us again.

Labor Day, the Old White Elm and Eldon's Old Residence team played a very humorous and interesting ball game. There was lots of "pep" shown in spite of the teams' infirmity.

We are all glad to have Machinist Helper Newell Kerr back home again. Newell was very seriously injured in the game between Eldon and Silvis, played at Silvis, July 15th. We were all worried about Newell, and hope he will soon be back to work among the rest of us.

Mrs. Freda Brown, trainmaster's clerk, and Frank Sisson, engineer on the D. M. V. Division were very quietly married (we don't know just exactly the date, but we think it was either August 31st or September 1st), and they are now residing at Keokuk. Here's to your present and future happiness, Freda.

We are glad to have Bollermaker Abe Long back once more with us. He has been off a year on account of sickness.

Mrs. Margaret Geros is now working in the trainmaster's office since the marriage of Mrs. Freda Brown.

Switchman Bill Sapp and Roundhouse Clerk Calla Beckner, have returned from Princeton, Ill., where they have been visiting for several days.

Operator R. L. Smart visited his brother in Kansas City for a few days, and is now back at work. A fellow needs a rest once in a while, don't they Old Top?

Noel Davis, third trick clerk at the yard office, left the 13th for Newcastle, Wyo., to visit his brother, Walter Davis.

Miss Mable Keller has accepted a position as yard clerk, on account of a reduction of the clerical force at the freight house.

Fireman Tom B'stuhl and wife are the proud and happy parents of an eight pound daughter, which the stork brought the 13th. Congratulations, Tom.

Mrs. Wm. Cross, wife of the third trick operator, Bill Cross, has returned home from the Ottumwa hospital, where she was operated on for appendicitis three weeks ago. She is getting along nicely.

Miss Elizabeth Hibbert, yard clerk, has returned home from Des Moines, where she was visiting for several days.

Machinist Helper Harry Dial and family have gone to Portland, Ore., to visit relatives.

Ben Hyatt, formerly blacksmith at this point some 15 or 20 years ago, visited friends here this week. He is now employed as a blacksmith at Alamosa, Colo., for the D. & R. G. Ry. Co.

Engineer Tom Whalen says he had the time of his life last Sunday.

NEBRASKA DIVISION.

Fairbury Items.

By M. B. Kelso.

Conductor Elsham and wife are spending their vacation in Wisconsin. Conductor Duncan is relieving Mr. Elsham.

Brakeman P. W. Pierson finds it necessary to go West for his health. Mr. Pierson was gassed while in France and, although, nothing serious has developed, he thinks a change of climate may save trouble later. He has our very best wishes.

Yard Master W. A. Jordan was called away on account of the death of his father. Mr.

Rock Island Magazine for October, 1926.

Jourdan has our sympathy in his sorrow. W. E. Wilbert was in charge of Belleville yard during Mr. Jourdan's absence.

Conductor T. H. Mitchell has returned from a vacation spent in Colorado.

Engineer Guy Schultz has returned to Fairbury to live.

Conductor Cummins and wife expect to leave soon for Rochester, Minn.

L. A. Morris is extra operator and is at present relieving J. A. Draelants at Richfield.

Conductor F. H. Bishop has recently returned from a trip to Chicago.

Conductor F. H. Stafford and wife spent their vacation in California.

Mrs. Sidney Showers, cashier at Fairbury, is spending her vacation at home.

Pumper E. E. Lewis of Otego is on the sick list with typhoid fever. He has our best wishes for his speedy recovery.

Fireman Dick McLean and wife have our best wishes for a pleasant voyage on the "Sea of Matrimony."

About August 20, Guy Phillippi, car distributor, resigned and was relieved by A. Twigg.

August 20, thirty-six of the Rock Island employees at Fairbury enjoyed a weenie and marshmallow roast at McDowell's Park. Those who were unable to attend missed a good time and should plan on coming next time.

J. M. Whiting has received the appointment of A. F. E. Clerk and was relieved as general clerk by Miss Mabel Didra. Miss Didra was relieved as stenographer by Miss Evelyn Jones.

Miss Emma Conerus expects to leave for a vacation within the next week and will spend the time with her sister in the western part of the state.

A. F. E. Clerk J. J. Whiting resigned September 13th.

Yard Clerk Eugene Dickens has resigned to attend Nebraska Wesleyan University.

Frank Holland has relieved Eugene Dickens as yard clerk.

Operator W. A. Sleeper was granted a twenty day leave of absence, August 16.

August 16, Miss Winnie D. Walker was granted leave of absence.

J. A. Draelants has been granted forty-five days leave of absence.

Operator W. H. Vining has been granted extension of his leave of absence until October 2nd.

August 29th, Agent Hughes was called away on account of the illness of his mother.

August 24th, Operator Holmes was called away on account of the illness of his father.

Operator J. R. Tucker of Belleville is enjoying a three weeks' leave of absence.

Dispatcher R. L. Showers is at present enjoying his vacation.

Mrs. L. M. Seymour has been granted a leave of absence for four weeks.

Phillipsburg, Kansas.

By A. E. W.

Lester White, yard clerk, met with an accident Sunday night, September 5th, while helping some of the boys at the freight platform, falling between the platform and car, bruising and cutting his leg very badly.

Clara Hare, clerk at the depot, was absent a few days for a part of this month, on account of the death of an uncle at Clayton, Kas.

H. T. Clark, sub car foreman, took a few days off and visited his old friend Lew Marvin, down in Texas.

Lee Braken, coach cleaner, was off duty a few days recently, attending a Republican convention at Topeka, Kas.

Machinist S. G. Stapp and Mrs. Stapp expect to leave soon for Lebanon, S. D., where they will visit the latter's brother.

Foreman G. E. Bronson was off duty the fore part of this month on account of the death of a sister at Janesville, Iowa. Mr. Bronson has the sympathy of the entire division.

Arthur Williamson, clerk, was forced to take a few days off the middle of this month, to consult the doctors at Rochester, Minn.

Machinist Helper John White is back on the job again, after being absent a few days, taking in the fair at Norton, Kas.

Frank Ludwig, hostler helper, is back on the job, after taking a few days off for the fair at Norton.

Schuyler Jacobs, fire builder, is back in town again, after taking a few months off to improve his health in Colorado.

Agent E. C. Tackwell made a run to Fairbury on company business recently.

Chemist S. B. Mitchell of Des Moines, paid the division a visit recently on company business.

Hostler Jake Hobbs will spend a few days visiting relatives near Morland, Kas., about the middle of the month.

ST. LOUIS DIVISION.

Eldon, Mo., Items.

By Russell Phillips.

The St. Louis division office force at Eldon is very sorry to lose Ben L. Enloe, who was transferred to Des Moines.

Mr. and Mrs. L. H. Gunter returned from a fifteen-day vacation in Colorado. They visited Manitou, Pueblo and Glenwood Springs. Deacon caught several trout while on his trip.

Miss Ethel Phillips went to Kansas City August 1st, to take vocal lessons.

Miss Anna Polly from Dalhart, was greeting friends last week. Sure looks good to see "Polly" in the office again.

George Williams is now in charge of the blasting gang at Port Royal, vice Mr. Hurtubine, who was accidentally killed by a premature blast

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some time ago. Understand from there Mr. Williams will go to Rosebud, where he will put in new passing track. Lewis Jones of Meta is temporarily in charge of Port Royal section, pending assignment.

H. C. Gunter of Des Moines accepted a position on the St. Louis division as loss and damage inspector.

Superintendent H. E. Correll and the chief dispatcher attended a staff meeting in El Reno. Conductor Callahan is back at work, after several weeks' vacation.

Conductor Charley Green is at the present in a hospital in St. Louis.

Conductor Neugebauer is back at work, after a month's vacation at Hot Springs, Arkansas. "Happy" Silvey bid in position as chief clerk in agent's office.

Mrs. W. P. Shiffer, wife of Conductor Shiffer, was called to Kansas City on account of the death of her nephew.

We are sorry to lose Foreman Carroll from Brandon. He goes to Port Royal soon as foreman.

J. P. Bullard has been assigned to the Meta gravel pit, pilot for the Fox Construction Co.

After ten years of continuous service without a vacation, Agent W. E. Higgins at Nay, Mo., broke his record and spent the Fourth and Fifth of July celebrating at Eldon. Mrs. Higgins accompanied him.

Operator Mennell at Owensville is practicing so he can hold one of the Eldon jobs. He says he will soon have the old heads crawling under the table with that spirited bug he has. How about it boys?

The stock pens at Nay have been recently overhauled and put in fine shape, to the great satisfaction of stock shippers.

The "spike pullers union" is arranging to pull off a dance and reception. Their traveling representative is endeavoring to secure attractions and it is expected the occasion will prove a great success.

SOUTHERN DIVISION. Ft. Worth, Texas.

"We have been so extremely busy during the last few months that we have somewhat neglected the Rock Island Magazine, but we will endeavor to do a little better hereafter," writes General Freight Agent Wilhelm of Ft. Worth, Texas. The following is an item from Division Freight Agent G. R. Angell, at Dallas, Texas:

"The division freight office, also the city ticket office, have moved from 1514 Main Street to our old home, corner Field and Commerce streets. We would be glad to see all of our friends at our new location.

Effective September 1, C. W. Knight was appointed City Ticket Agent and O. D. Woodrow assistant."

YE OLD SHOPPE ENGINE.

We brought her in the house one day, and put her on a pit. We found her bushings badly worn; we made some pins to fit. And next we set the jacks all up, and then we dropped her wheels. Now please stop all your ears up boys, for how the old pump squeals. The helper packed her boxes dry, for she was running hot, and we opened up her sand traps, for she was choked a lot. We got to work and washed her out, for she was full of mud, and all this time the cowcatcher, chewed peacefully her cud. We keyed up both her main rods, and tightened down the blower, then we got a tack and hammer and nailed shut the door. And next we got a good stiff broom and swept up all the slack, that through some error might be spilled betwixt the Mick and tank. The borer bored out all her flues, for they were honey-combed, and one big fellow stung him too, and how that man did groan. By then we tho't our work was o'er and thru, but the chief had given orders then to shop this Mick for beef. And so we took her out the house and sent her on her way, and we just hope it won't be long, until she's all O. K.

By VIDA WAHLE,
Eldon, Iowa.

The First Call

(Continued from page 10.)

Car Department is due to the attention given details by all employees, some of whom have been in the service for over twenty-five years.

Dining cars serving all meals and operated on the a la carte plan are attached to the following trains:

Nos. 3 and 4; 5 and 6; 7 and 8; 10, 13, 14 and 19; 39 and 40; 207, 210, 45 and 46; 20-56 and 59; 419 and 420.

Other trains provide dining car service as follows:

Nos. 11 and 12, East of Missouri River only; 19, Chicago to Rock Island. Nos. 25 and 26, between Kansas City and Phillipsburg. No. 61 into St. Paul-Minneapolis, serving breakfast. No. 62 from Minneapolis and St. Paul, serving upper. Cafe-Parlor Car on Nos. 23 and 24 between Kansas City and St. Louis.

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Rock Island Magazine for October, 1920.

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Not over 36 hours old from time of shipment. Packed in 30 and 15 dozen cases.

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Home Builders

(Continued from page 4.)
struggle for supremacy between the Red-man and the white, had ceased, and the braves had gradually given in to the pale faces. The few remaining members of the different tribes made friends with the early pioneers, and the spirit of the 'Trenton Idea,' a natural feeling 'to get acquainted with your neighbor, you might like him,' had its origin, and all were safe and free to roam at will.

"Early Trenton was built upon a ridge. Indeed, tradition has it, that South Main street, from the Court House to the bridge, was originally a cow path, which led to the river. This is not at all hard



Henry, son of Superintendent Reddig of Trenton.

to believe, for the street follows the top of the ridge, the cross streets sloping from each side, and as cows naturally select the safest, and the surest, as well as the easiest routes, this probably accounts for this particular street being so crooked and winding, and the one-time cow-path, is now a favorite speedway, much prettier than if laid out at right angles.

"Early Trenton was a wet town, for the cows drank the refreshing waters of the noble Grand, and the people drank the nourishing milk of the noble cows, and both became the sturdy ancestors of the present stock. Trenton could not help but grow, for the soil was fertile, crops were good, living was cheap and the families were large, and in 1870, this thriving little city had more than 900 inhabitants.

TRENTON WAKES UP.

"It was about this time that Trenton really woke up. I do not mean by this that like Old Rip V. W. she had been asleep for twenty years or more, but she had been plodding along peacefully and contentedly, alive with the fires of ambition, but dreaming of the time when the RAILROAD would come to Trenton. It was in this year that the smoke of the pipe dreams became almost visible and Trenton got busy.

"One of the biggest, brightest days in Trenton's early history, was the day the Rock Island Railroad was completed to Trenton, and on a beautiful mid-summer afternoon in 1871 the Trenton 'folks' were all invited to be passengers on a free ride up the line. The very bravest

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were ready and eager to go. The train was composed of one of those wonderful "iron horses," and flat or gravel cars, with seats improvised along the sides, and a shelter of branches to protect the fair ladies from the sun's scorching rays, and they started forth upon this great adventure with a feeling of daring as the train sped over the rails, away from the homes to which they might never return! There were many who watched them depart, with brave faces, having decided for various reasons, not to be in a hurry about taking such great risks.

"The termination of this excursion was a spot where Tindall was, and IS, and Trenton in a friendly spirit made its first call upon its neighbor. I do not know whether Tindall was at home or asleep. Probably she had never really moved in, but I never heard of this call having been formally returned. One of the wonders of that wonderful day, was that every precious passenger who left, was returned, safely, all in one piece. It was a day of sunshine and gladness, of fear and of trembling, yes of thrills, too. This grand "free" ride seems to have cultivated a taste for travel, for the Trenton people have been going somewhere, or coming home, ever since, regardless of the fact that the railway fares have increased somewhat since that memorable Sunday afternoon, in 1871, when Trenton took its first "joy ride."

"Trenton is still on the map, and on the great Rock Island system and welcomes to its midst all who stand for progressiveness and a square deal."

✱ ✱

Meritorious Service

(Continued from page 18.)

ger crew to re-brass car and avoiding delay.

Dan O'Connell, engineer, Des Moines Valley division, awarded twenty merit marks account while laying over at Summerset Junction discovered tank valve on water tank disconnected. Climbed twice to top of tank to make repairs, enabling three trains to take water.

Joseph Hopper, conductor, Des Moines Valley division, awarded ten merit marks for repairing leak in car.

Austin McFadden, conductor, Des Moines Valley division, awarded ten merit marks for repairing leak in gasoline on car, thus saving loss of gasoline and preventing a hazard.

James Crowley, section foreman, Des Moines Valley division, commended for seeing brake beam down on car and stopping train and notifying crew, preventing a possible derailment.

Hobart Perkins, section foreman, Roy Storrs, Ernest Johnson and Everett Beam, section laborers, Des Moines Valley division, each received ten merit marks account aiding in removing car of coal which was standing near burning oil tank at Winterset, Ia.

✱ ✱

Alarm Saves Town

Engineer Webster of Little Rock, Ark., has been complimented by Mayor E. F. Harrison and President H. I. Buechley of the Carlisle Chamber of Commerce for blowing locomotive whistle on the night of July 24 last, which aroused the Carlisle townspeople and prevented the spread of a fire which had broken out in that town. The action of Engineer Webster also received the commendation of Superintendent Walker of the Arkansas division.

Phone Maple 1353

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Standard Speed Ball Bearing Screw Jacks

Suitable for work in repair shops, yards and for all general lifting purposes. The screw is made of crucible machinery steel. The load is carried on a large ball bearing which reduces the friction in the head 90 per cent. These

jacks are operated by a single ratchet and bevel gear. The direction is determined by a spring-actuated steel pin engaging the teeth of the ratchet wheel in either direction as desired. Made either with or without a foot-lift in a number of different heights and in capacities ranging from 15 to 50 tons.

Send for catalogue number 208 illustrating and describing the most complete line of Lifting Jacks in the world. (12)
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Rock Island Magazine for October, 1920.



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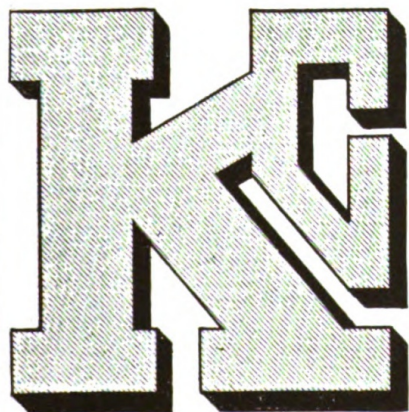
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Your Guide
For Purchases

THE KANSAS CITY
BOLT & NUT COMPANY

L. C. L. Freight

(Continued from page 11)

of bracing, natural and artificial. Natural bracing is the freight already in the car and can be used largely to very good advantage for bracing such as stoves, etc.

A few of the commodities requiring blocking and bracing are enumerated below:

Automobiles: Blocked with standard blocking.

Cement Mixers, Hay Balers, Hay Presses on Wheels: Blocked with heavy pieces under wheels, both sides, cramp the front wheels and nail 2x4 to block.

Plate Glass: Block according to size of your glass, by fitting to side of car. Glass should be stowed lengthwise in the end of cars.

Stoves: Block with wood between stoves, so that stoves cannot shift and come together. Brace with large heavy boxes, barrels and freight of like character.

Cans Containing Oil: Brace by using two pieces of 14 or 16 wire, preferably soft iron wire to give elasticity.

Explosives: Use regulation standard blocking.

Carboys of Acids: Use regulation standard blocking.

Iron Safes: Load according to size of safe.

Mirrors, Dressers, etc., with Glass Tops: Brace with other freight securely against side of cars, so as to fully prevent their falling over or shifting in cars and do not load any freight on top of such articles that are liable to cause damage to the mirrors or glass that such articles generally contain.

Household Goods: General: All heavy articles of household goods should be placed on car floor and in end of car as much as practicable and all fragile pieces and light furniture should be loaded on top, as compact as possible.

Large Wheels, Castings, Etc.: Pulleys, wheels and all heavy castings of like character should be loaded laying flat on car floor, braced with 2x4 or other blocking of like nature.

Sash Doors, Windows, etc.: Block with other freight. Load strictly against side of car.

Show Cases: Load in end of car with strips from side of car to car floor or securely braced with other freight.

Oranges, Lemons, Bananas, etc.: Load all boxes of oranges, lemons and commodities of like nature, the boxes lengthwise of car and on sides, never load right side of boxes up, as when the oranges and lemons are packed the top sides of boxes are usually very full and bulge out sometimes as much as two inches, so that if loaded top side up and other heavy freight is loaded on top of them, as a general proposition, each shipment will be unloaded with more or less of the fruit damaged, worthless and claims generally following such improper loading.

Pianos: Pianos should be loaded with the heavy side against side of car. Always load lengthwise and securely braced.

Flour and Mill Stuffs: Flour and mill stuffs should be loaded only into clean cars which have been prepared properly before loading begins. The floor of all cars should be papered so as to fully protect the flour. Also the sides of cars should be papered as high up as the flour is piled.

Sugar, Rice, Beans, etc.: Sugar, rice, beans and commodities of this nature should be loaded, sacks standing up on

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clean floor, at all times. Floor and sides of cars where such freight is handled should be entirely free from nails and no sacks should be piled against any other freight.

Candy: Pails should be always loaded on car floor; light, fragile boxes, baskets, packages and cartons should be loaded on top of pails.

The items above enumerated being of a character most susceptible to damage by improper loading, stowing and bracing in cars, our best efforts should be constantly directed to line up our forces to load freight into cars to conform to some system of loading, stowing and bracing, so that shipments may be transported and delivered at ultimate destination to consignee in absolute good order. This means satisfied patrons, which naturally reflects good feeling toward our company, as well as resulting in absolute saving of many thousands of dollars annually by decreasing large amounts we are now paying for claims to damaged freight caused by improper loading, stowing and bracing. Much good can be accomplished by that splendid feeling of genuine co-operation with employes in every department, our officials and our patrons as well. So let our slogan be: "ROCK ISLAND WAYS ARE WAYS THAT PAY."

Dirige, Domineck

To The Editor of the Rock Island Magazine:

The Hen of Corvallis, which recently laid 131 eggs in 131 consecutive days, may get a place in history with Mrs. O'Leary's cow, the Dog of Montargis or the Roman geese that saved the Capitol, because she was on the job and the nest every day in an era of strikes and human laziness. She probably deserves the honor as a producer. But there is another hen, within a stone's throw of the Rock Island auditor's office in Hamilton Park, Chicago, that holds the record for gallinaceous music, altho unappreciated to those whose ears have been trained to sounds that emanate from the friction of a needle on a piece of whirling gutta-percha. To say she "sings from morn 'til night" is accurately to describe the performance of this Harvard avenue hen. By actual test, under the direction of expert accountants, she sang three hours continuously one afternoon and then stopped only long enough to "wet her whistle." She could back Galli Curci off the boards in an endurance contest and has had more comments passed upon her work than has Charles Ponzi. And yet, despite her record, she is about the most unpopular old hen in her community. Employes in the auditor's office say the "music of the hen" may sound good in poetry, but when heard insistently under your window, it becomes a fowl nuisance. Consequently, by popular vote, this bird has been condemned to be shot at sunrise. Moral: Be moderate in all things that thy days may be long in the land which the Lord gaveth thou.

N. O. ACCOUNTANT.

Sir Auckland Geddes, the new British Ambassador to the United States, says reduced food exports from the United States during the first thirteen years of the twentieth century made the European war inevitable. His view is that the war was caused by city population growing faster than farm productivity.

Rock Island Magazine for October, 1920.

The New Order

(Continued from page 15.)

sion and fully meet the situation, if given half a chance. It requires labor and material to turn out locomotives and cars. If labor will give an honest day's work for fair wages and just treatment and the material and machinery and tools are provided, the mechanical officials of the railways will deliver the goods.

The duties of the mechanical officers of railways in the new order of things will be most exacting and difficult. The public will require service and be impatient if prompt results are not secured. It will be difficult to explain the reason for delays in providing equipment, but the reasons exist and the cause if any for complaint will not be due to their lack of earnest effort and cooperation.

The railway industry does not include among its loyal workers more faithful, hard working, practical and conscientious men than are engaged in the mechanical department. Many of these men have spent their lives in the work, have risen from the ranks and through years of hard earnest effort have reached their present positions. They are actual producers, working with brain and hand and using the labor and material intrusted to them for a high and useful purpose. Their work is ennobling because it is useful and honorable. To these men the country owes much for the splendid transportation service which it enjoys, the best and cheapest in the world.

A few weeks ago there occurred at the same time in Chicago two conferences. One was an investigation by a committee of the United States Senate into the campaign funds of the two main political parties, at which many witnesses were called, much time and money expended, and many columns of newspaper space given to their deliberations, and the result was nil.

The other meeting was a convention of general mechanical foremen of the railways of the country. They were discussing and adopting ways and means of improvements in the handling and repairs of equipment to increase its efficiency. The newspapers gave them a scant notice of about three lines. Their work was constructive and will produce results which will redound to the benefit of the entire country. The politicians could well afford to take a leaf out of the book of the railway man's efforts on reconstruction.

We cannot hope to reach normal conditions over night. It has taken years to reach the present condition and it will require years to restore conditions to a normal basis. There are some things that cannot be changed and these must be met in a fair square open spirit, determined to solve the problems as they arise.

The situation and outlook is most encouraging and railway officials and railway men generally should feel that under the new order of things every opportunity is afforded them to progress and produce results that will be gratifying to themselves, their co-employees, the public and the owners. The present difficulties will disappear in the light of fair treatment of employees, good service to the public and fair return to the owners.

There was a suggestion made recently that all of our industrial and other troubles would vanish in thin air "if everybody would work ten hours per day for the next two years, and attend strictly to their own business."

The railway mechanical men have been doing this and more for many years, their

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This notice is given to the Railways of the United States, so that when they wish to purchase lubricants on gallonage or guaranty basis, communicate with:

**GENERAL CHARLES MILLER, Chairman,
Franklin, Pennsylvania.**

hours of service usually being their waking hours, and they have been so busy every minute of the day attending to their own duties that they have not had time to butt into other people's business. They are kept busy remedying the troubles which others create for them.

The business of railroading has become an exact science second to none in the professional and industrial field, and to the credit of the mechanical men on the railways of this country be it said that to them belongs the largest share of the credit for the remarkable development of transportation which has made possible the greatness of our country.

While the present may be a critical time in the life of our country, thank Providence we are living in a country where there prevails a spirit which will overcome all obstacles, be they Bolshevism, I. W. Wism., Radicalism, Communism or what not, and that spirit is AMERICANISM, which is the only ISM that America will tolerate.

(This article contains the principal parts of an address delivered before the Western Railway Club in Chicago, recently.)

Summer Traffic

(Continued from page 11)

and with no increase in coaches, sleeping cars and equipment generally.

SUMMER TRAVEL GROWS.

The summer tourist business for June, July and August of 1920, showed a largely increased volume to Colorado, Yellowstone Park and the Pacific Coast, which was still further augmented by the large national conventions held in the West in the earlier part of the season. In fact, the volume of such business handled by Rock Island Lines was only limited by the number of sleeping cars available. To Colorado and territory served through the Denver and Colorado Springs gateways, the Rocky Mountain Limited, the Colorado Flyer and the Colorado Express handled capacity business, even with the addition of extra sleepers daily during the entire summer, augmented on many days by extra sections and special trains.

To California, via El Paso, the Golden State Limited, and the Californian were also daily loaded to capacity. As practically all this business is handled on round trip tickets, the east bound volume of traffic has been equally heavy, taxing the equipment resources of the railroad to the maximum. All things considered, however, the entire movement has been handled in an excellent manner with a minimum of inconvenience to the traveling public.

It has been the universal experience that war conditions disorganize the industrial life of a country, the effect of which is felt for a considerable time thereafter in decreased production and decreased efficiency. It is an encouraging fact to note that the railroad employees of the United States and of Rock Island Lines in particular, are rapidly recovering from any decrease in efficiency, however slight, due to this cause.

It is a pleasure to note that Rock Island service, which necessarily is the result of the efforts of employees in all departments, is rapidly regaining its standard of efficiency and it is to be hoped that every employee will make every effort so that our service will be placed beyond criticism as soon as possible.

Rock Island Magazine for October, 1920.

Hood Is Honored

G. D. Hood, superintendent of telegraph, and E. F. Brennan, chief lineman of the Rock Island, attended the meetings of the Telephone and Telegraph Division of the American Railway Association held September 22-25 at the Fort Garry Hotel at Winnipeg, Canada.

Mr. Hood was elected on the Committee of Direction and was also appointed chairman of Committee Number 6 on Message Traffic as well as appointed to membership on the Committee on Future Activities and Topics, which committee is composed of the chairmen of all of the other committees. A. W. Douglas, assistant superintendent of telegraph of the Rock Island, was continued a member of Committee Number 2, on Construction and Maintenance of Inside Plant and was also elected to membership on Committee Number 4 for Protection Against Lightning or Electric Light and Power Circuits. Three additional committees were formed at this meeting as follows: Committee No. 10, on Technical Training, Committee No. 11, on Telephone Transmission, and Committee No. 12, on Radio and Wired Wireless.

The meeting was held at the Fort Garry Hotel and the address of welcome was made by Mayor Gray of Winnipeg. Sir James Aikins, Governor-General of the Province of Manitoba and a direct representative of King George, made the principal address at the banquet on the evening of Thursday, September 23. Other addresses were made by Mayor Gray and officers of the Grand Trunk Pacific, Canadian Pacific and Canadian National Railways. Mr. H. Hulatt, Manager of Telegraph of the Canadian National Railways, was elected chairman of the division.

Current Events

(Continued from page 17.)

ceived from other countries, but the crop is reported to be good in Bulgaria, Denmark, France, Serbia, Luxembourg, Holland, Roumania and Sweden; average in Germany, Czechoslovakia, Scotland, Poland and Ireland and below the average in England and Wales.

Hearing was begun September 22 before the interstate commerce commission on the application of the Rock Island railway for authority to issue \$1,000,000 general mortgage gold bonds and \$1,000,000 general refunding mortgage gold bonds.

The Chicago Grand Opera Company, under the supervision of Herbert M. Johnson, executive director, will tour the Middle Western states before opening the regular season in Chicago on November 17. The company has a very notable cast and will be heard in Springfield, Ill., Des Moines, Ia., Sioux City, Sioux Falls and St. Paul during October.

The steamship "Santa Isabel" sailed from Toledo, Ohio, on August 28, direct for a port in South America, carrying 492 automobiles.

The high cost of living cannot come down until adequate railroad facilities are provided, so that coal, lumber, farm products and all the necessities of life can flow in a steady stream from producer to consumer.

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VALVE SERVICE

When a valve leaks do not remove it from the line to repair it. Make the repairs in the line by removing a plate from the head and a plate from the seat and scrap them; put the parts back in the valve and tighten them up carefully; and you have a valve good as new. Let our service man show you. Do not tolerate leaks, they are a nuisance and an expense to your company.

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—"to the repair track for one column bolt and two nuts missing on truck."

This means train delay in cutting out the car.

It means a man's time when we have no men to spare.

It means money spent when we must conserve our resources.

It means a car out of service when shippers are begging for cars.

It never could have happened with the Bettendorf One-Piece Cast Steel Truck.

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for those times when you are
disabled by injury or sickness.

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THE STANDARD ACCIDENT INSURANCE COMPANY
of DETROIT, MICH.

Railroad Dept.

H. C. CONLEY, Supt.

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Rock Island Starts New Chicago Office Building

Work has begun on the construction of a new office building for the Rock Island Lines at Sixty-third and La Salle streets, Chicago, designed to relieve the present crowded condition at the main offices in the La Salle station. The first unit of the new structure will be three stories in height, sixty by eighty-seven feet ground space, and will cost about \$100,000. The exterior will be of vitrified red brick with buff-colored terra cotta trimming. The structure will be of reinforced concrete construction and of fire-proof material throughout. The first floor will be designed for file rooms with offices on the second and third floors.

The building now under contract will form the initial unit of a structure which it is planned will cover a distance of 500 feet between Sixty-second and Sixty-third streets with a depth of 60 feet, and will be a handsome addition to the company's plant. Vacuum cleaning systems, electric elevators, complete telephone system and power plant will be installed in the proposed completed building which it is planned to increase to six stories as future demands justify.

Whiting Foundry Enlarges

Announcement is made of the consolidation of two well-known non-competing foundry equipment manufacturing companies—the Whiting Foundry Equipment Company of Harvey, Ill., and the American Foundry Equipment Company of New York City. The new organization will be known as Whiting Corporation and will be capitalized at \$5,000,000. J. H. Whiting, president of the Whiting Foundry Equipment Company, becomes chairman of the board, and V. E. Minich, president of the American Foundry Equipment Company (Sand Mixing Machine Company) and of the Foundry Equipment Manufacturers' Association, will be president.

The new "American" plant at 2935 West Forty-seventh street, Chicago, will be under the direction of E. A. Rich, Jr. Molding machines, jolts, flask specialties and pattern mounting materials will continue to be manufactured at the York, Pa.,

Moore Is Commended

Joe M. Moore, agent for the Rock Island at Beech, Iowa, has been highly commended by Hal. S. Ray, assistant general passenger agent at Des Moines, for securing approximately \$2,000 worth of passenger business to the Coast in addition to obtaining a shipment of automobiles from Beech territory. In commending Agent Moore for his aggressiveness, Mr. Ray wrote in part:

"Your interest in securing for our lines a competitive business in your territory which is served by other lines as well, is highly commended and much appreciated. I trust that your success in this direction will continue and this office is ready to cooperate with you in the fullest extent in supplying tickets, making Pullman reservations and rendering such other assistance as will make friends for you and the company."

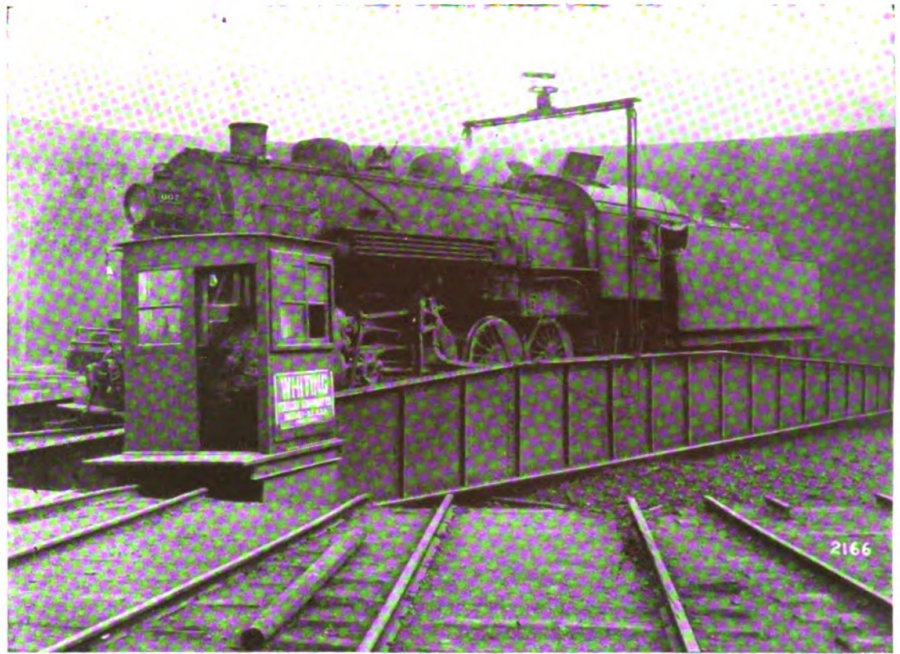
Although gold is abundant in Alaska it is no longer mined because the present cost of material and labor is too high to make mining operations pay.

Rock Island Magazine for October, 1920.

Answers to Our Monthly Quiz

The following are answers to questions asked on another page of this magazine:

- 1—William Henry Harrison had the shortest term of any American President. He caught cold on inauguration day and died one month later.
- 2—According to tradition, Luke, accredited as the author of the third gospel, was a physician.
- 3—Poplin takes its name from the French word popeline, meaning papal. The fabric was so-called because it was made in Avignon, France, the seat of the papacy in the fourteenth century.
- 4—The Toltecs are supposed to have been the predecessors of the Aztecs in Mexico.
- 5—The chief humorous work of Artemus Ward (Charles Farrar Browne) is "Artemus Ward, His Book." It was first published in 1862.
- 6—Winfield Scott Hancock, on the Democratic ticket, was defeated by Garfield for the presidency.
- 7—Pongee is a soft unbleached kind of Chinese silk. The word is said to be derived from the Chinese "pun-chi," own loom.
- 8—In an octavo book the sheets have been folded three times into eight leaves.
- 9—The Swedish flag has a blue field with a yellow cross.
- 10—John Hay, secretary of state during parts of the administrations of McKinley and Roosevelt, is particularly associated as a statesman with the trade policy of the "open door" in China.
- 11—One hundred and twenty-two vessels were launched at the Hog Island shipyards in less than two years.
- 12—Sabotage is willful injury done by a workman to his employer's property or interests.
- 13—Aaron S. Watkins of Ohio is candidate for President on the Prohibition ticket.
- 14—The court cry "Oyez!" or "O yes!" bespeaks silence or attention. The words are from the imperative mood of the French verb "oir," to hear.
- 15—The native name of the Italian city known to English-speaking people as Leghorn is Livorno.
- 16—The reign of Napoleon III as emperor of the French was longer than that of Napoleon I. The former ruled from 1852 to 1870 and the latter from 1804 to 1814 and for the "Hundred Days" in 1815.
- 17—The peak of Orizaba is an extinct pyramidal volcano, the highest mountain in Mexico. The summit is more than 18,000 feet above sea level.
- 18—Theodore Roosevelt and the followers bolted from the Republican party and formed the Progressive party in 1912.
- 19—Zurich is the largest city in Switzerland.
- 20—The first recorded date of the Olympic games is 776 B. C. The contests were held at Olympia in the Peloponnesus, Greece.
- 21—"Put your trust in God, but mind to keep your powder dry," is a remark attributed to Oliver Cromwell.
- 22—Flemings in the name for inhabitants of Flanders.
- 23—Adrianople is a town in what was formerly European Turkey. It is 127 miles northwest of Constantinople. The city was founded by the Roman



Whiting Tractor In Service Pere Marquette R. R., Saginaw, Michigan.

A Tractor of Superior Design

The Whiting Turntable Tractor is designed and built for heavy duty. Motor is mounted on top of the frame, which keeps it dry, even in a poorly drained pit.

A band brake, of the same type as used on our electric traveling cranes, is placed directly on the armature shaft of the motor, enabling operator to control travel of the table positively when "spotting" the rails.

All machinery is located under the cab and inclosed on all sides by a sheet steel housing equipped with sliding doors.

Made for turntables of any capacity and pit rail radius, A. C. or D. C.

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means a satisfied work-
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Let us prove the
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817 Merchants Bank Bldg.

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619 Railway Exchange

Emperor Hadrian in the second century A. D.

- 24—Ballistics is the science relating to the hurling of missiles or the motion of projectiles.
- 25—Corinthian as applied to a yachtsman means that he is an amateur, one who does not exercise his skill for money but for the love of the sport.
- 26—De la Huerta, the name of the present provisional president of Mexico, means "of the garden."
- 27—On July 17, 1789, Lafayette proposed the combination of the colors of Paris, red and blue, with the old royal white, into the combination of the famous tricolor of France.
- 28—Sixty geographical miles make a degree.
- 29—The word molasses is from the Portuguese "melaco," derived from the Latin "mel, melis," honey.
- 30—It is a plural word, treated as singular.



San Diego Prepares

San Diego and Coronado Beach California have taken time by the forelock in anticipation of heavy fall and winter travel with the resumption of through train and sleeper service direct to San Diego via the Rock Island, El Paso & Southeastern, Southern Pacific and new San Diego and Arizona railway.

The San Diego, California Club, the Chamber of Commerce and a number of business institutions are preparing even in greater measure than last winter to cater to the pleasure requirements and comforts of visiting tourists and home-seekers.

Last year the First National Bank of San Diego inaugurated a movement through its information bureau for listing all available hotel, apartment house and rooming accommodations at private residences. This was for the convenience of strangers who possibly through lack of foresight, had failed to make reservations during the period in which many of the leading hotels were completely filled. The result was that hundreds of short-stay visitors, as well as those coming for the entire winter season, had no difficulty in obtaining desirable accommodations. The same service was provided by the Chamber of Commerce.

This year, the First National Bank is going even further in this matter. Not only will the listings of available San Diego accommodations be on hand at its information bureau for the free use of travelers, but Miss Irma Constock, who has charge of the bureau, has been, during the past ten days, making a complete tour throughout San Diego county, visiting all the principal resorts and acquiring much first hand information, so as to be thoroughly posted on all mountain and beach resorts within a radius of 60 miles of San Diego. The latest information regarding rates at the various resorts of San Diego county, class of accommodations provided, character of surrounding country, route information and road conditions will be kept on file at the information bureau of the bank for the free use of tourists. A great deal of data also will be kept at the bureau for the information of homeseekers who may be desiring to locate either in San Diego or in adjacent territory.

It will be of interest to ticket agents to know that preparations of the kind mentioned are being made to take good care of patrons they may ticket through to San Diego or Coronado.

Rock Island Magazine for October, 1920.

Of Interest to Women

(Continued from page 20.)

narrow belt over sides and back and a collar of squirrel.

Black charmeuse or satin with just a bit of Irish or filet lace will make a dress that is good for many occasions. The skirt could be slightly draped or made with folds to simulate a tunic and the waist with front closing and in low waistline.

Wool valours is a good material for a slip on dress.

Heavy silk embroidery or fine soutache braid will form a suitable decoration.

Coats for Misses and growing girls are developed in serge, tricotine, velours and cheviot.

There are fine, belted, loose fitting designs, others with cape effects and cape collars.

Taffeta has become a very popular material for girls' dresses. It requires little trimming; perhaps self plaiting or ruching, or a girdle of velvet ribbon which would be smart embroidered in raffia.

ORDERS FOR PATTERNS.

Orders for any of the patterns described on this page should be sent to the ROCK ISLAND MAGAZINE, La Salle Station, Chicago, with remittance in cash or stamps.

Instructions in ordering any of the following patterns may be found in the caption beneath the illustration on page twenty.

3359-3349.—A stylish costume. Blouse 3359. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3349 Cut in 6 Sizes: 24, 26, 28, 30, 32, and 34 inches waist measure. To make the costume for a 38 inch size will require 7½ yards of 38 inch material. The width of the skirt at its lower edge is about 1½ yard. TWO separate patterns 10 cents FOR EACH pattern.

3354.—Girl's dress. Cut in 4 Sizes: 6, 8, 10 and 12 years. A 12 year size requires 4½ yards of 38 inch material. Price 10 cents.

3346. Child's coat. Cut in 5 Sizes: 4, 6, 8, 10 and 12 years. A 6 year size will require 3 yards of 44 inch material. Price 10 cents.

3369.—A unique and stylish design. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 requires 6½ yards of 36 inch material. Width of skirt at lower edge is about 1½ yard.

3362.—A comfortable negligee. Cut in 4 Sizes: Small, 32-34; Medium, 36-38; Large, 40-42; and Extra Large, 44-46 inches bust measure. A Medium size will require 9½ yards of 27 inch material. Price 10 cents.

3347.—A stylish dress. Cut in 3 Sizes: 16, 18 and 20 years. A 16 year size will require 4½ yards of 38 inch material. Price 10 cents.

3344.—Dress for work or porch wear. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 6 yards of 36 inch material. The skirt with plaits extended measures about 1½ yard. Price 10 cents.

3361.—A popular "cover all" apron. Cut in 4 Sizes: Small, 32-34; Medium, 36-38; Large, 40-42; and Extra Large, 44-46 inches bust measure. A Medium size will require 6¼ yards of 27 inch material. Price 10 cents.

3366.—Ladies' dress. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size will require 4½ yards of 40 inch material. The dress measures about 1½ yard at the foot. Price 10 cents.

3365.—Boy's suit. Cut in 4 Sizes: 3, 4, 5 and 6 years. A 4 year size will require 1½ yard of 27 inch material for the blouse, and 1½ yard for the trousers. Price 10 cents.

3352.—Junior's dress. Cut in 3 Sizes: 12, 14 and 16 years. A 14 year size will require 3 yards of 38 inch material. Price 10 cents.

3367.—Child's dress. Cut in 4 Sizes: 4, 6, 8, and 10 years. A 6 year size will require 2¾ yards of 27 inch material. Price, 10 cents.

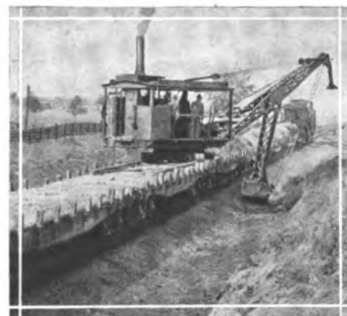
A Safety Quiz

L. F. Shedd, general supervisor of safety and fire prevention, has sent the following notice to all section foremen on the Rock Island Lines:

1. What are you doing, or permitting done, in the loading and handling of your motor car that might cause injury?

2. What are you doing to "Prevent Injury" in the loading and handling of your motor car?

"Our machines are averaging from four to five hundred yards per day in right-of-way ditching at a cost of 18c per yard."



That's the statement that Mr. R. V. Ford, former Asst. Supervisor of Work Equipment made recently regarding the ten "AMERICAN" Railroad Ditchers belonging to the Chicago, Rock Island & Pacific R. R.

Just to show what this yardage cost really meant, Mr. Ford added: "To do this work with a hand crew would cost from \$1.00 to \$1.50 and even up to \$1.85 per yard.



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HOIST & DERRICK CO.



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Creco Brake Beam Supports decrease train resistance 10% or more.

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Complete Oxy-Acetylene
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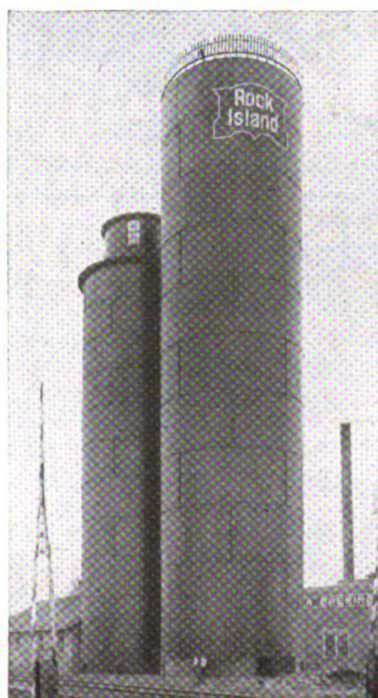
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You are invited to write our Railroad Department about your water problems. We will give them careful consideration from a practical as well as a scientific standpoint.

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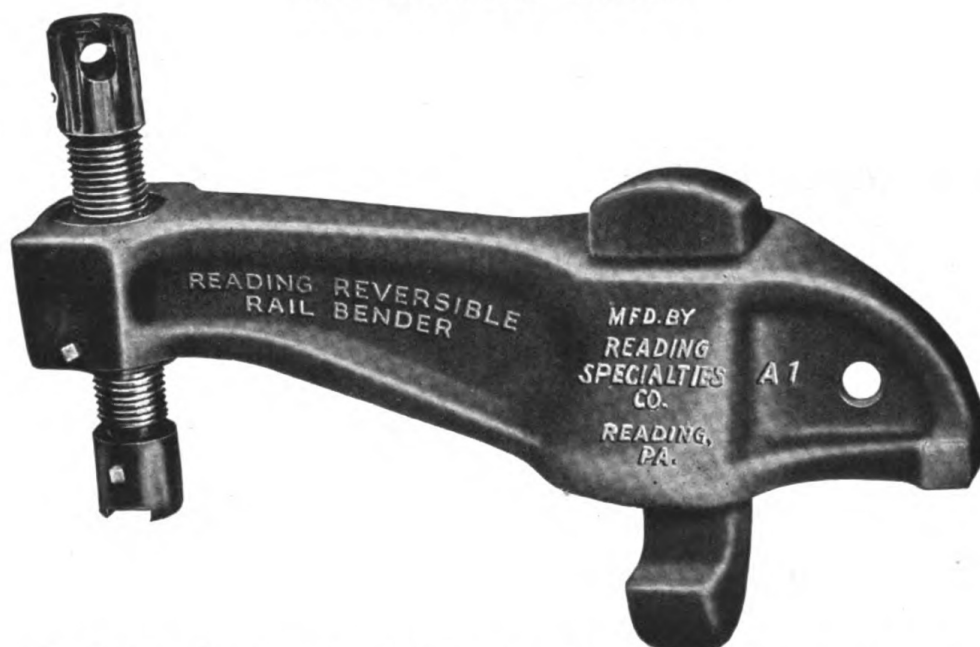
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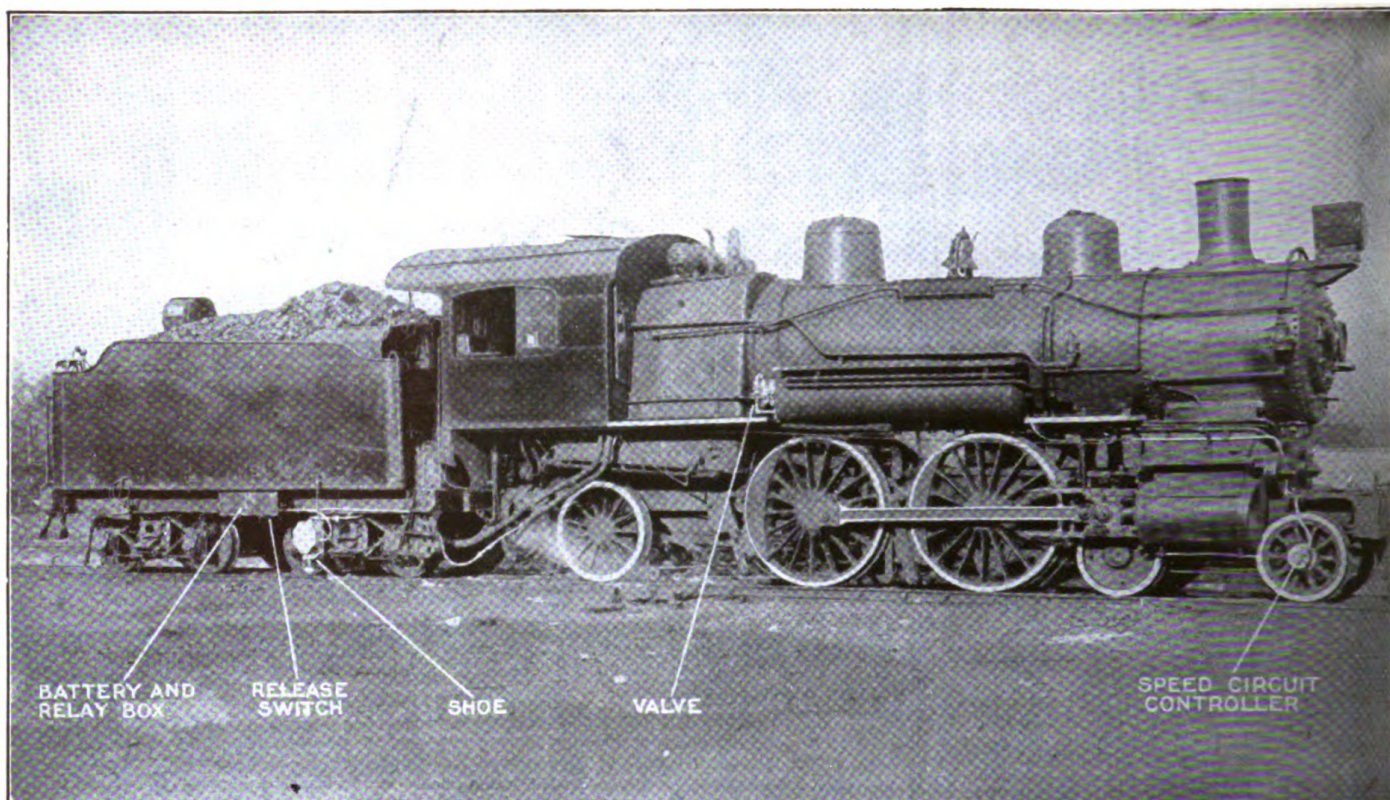
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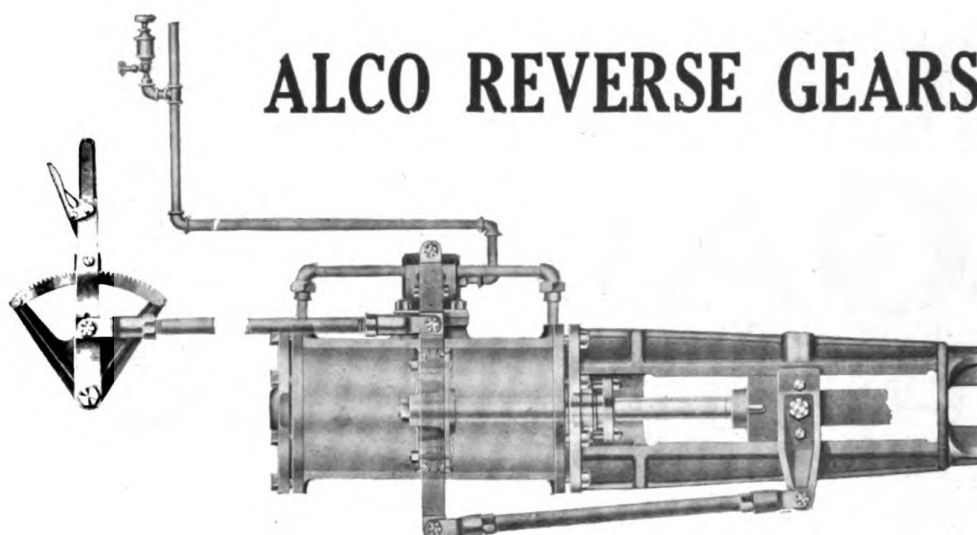
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URBANA CHICAGO Magazine for October, 1920.



ALCO REVERSE GEARS

In 1904 the American Locomotive Company built the first Mallet locomotive in the United States. This design included a power reverse gear. We have been building power reverse gears ever since.

Our engineers have been carefully watching the development of reverse gears, and, as occasion warranted, have made changes in our product.

Today we have an ALCO REVERSE GEAR which we believe is as mechanically perfect as it is possible to make.

The satisfaction given by the flat rotating type brake valve is generally recognized. The same type of valve operates our reverse gear. If given the same care as received by the brake valve it will give the same satisfaction.

The crosshead on our gear is supported by very rigid guides. We believe that these guides are necessary in order to avoid trouble with the piston rod packing.

Both sides of the piston of our gear are constantly under pressure when gear is at rest. Movement of the gear is obtained by exhausting the required amount of air from one side of the piston. In this way air consumption is kept at a minimum, as the only air required for each movement is the equivalent of the amount exhausted.

ALCO REVERSE GEARS may be equipped with packing suitable for either air or steam operation.

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COAL mined by most modern methods.

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These are the reasons that the trade know that coal from Peabody is Good Coal.

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CHICAGO, PEORIA & ST. LOUIS R. R.

CHICAGO, INDIANAPOLIS & WESTERN R. R.

ILLINOIS TRACTION SYSTEM

Reduce Bad-Order Cars

"Reduction of bad-order cars to a maximum of 4 per cent owned" is the third aim in the more-transportation program proposed by its Advisory Committee, and approved by the Association of Railway Executives.

The difficulties in the way of the achievement of this purpose are familiar to all railroad men. Nevertheless it can be done, and it is a vitally necessary step in the march of progress toward more transportation from existing facilities.

When federal control began there were in use by the carriers about 2,260,000 freight cars, of which 5.7 per cent, or 129,780 cars, were reported in bad order. At the end of federal control the railroads reported ownership of 2,362,000 cars, of which 6.7 per cent, or 153,727 cars, were in bad order.

Failure to retire cars as rapidly as had been the practice of the railroads, changes in labor methods, and the practice, under Federal control, of freely exchanging cars provided only that running gear and safety appliance were in operating condition and regardless of the condition of the car above the floor—these things were largely responsible for the increased percentage of cars in bad order.

Progressive deterioration under these circumstances was to be expected, and two months after Federal control the percentage of bad-order cars had increased to 7.4 per cent.

The cure has been made more difficult and expensive than it would ordinarily be by circumstances already stated, and by the further fact that when the roads were restored to their owners each railroad had only about 22 per cent of its own cars on its own lines. This was less than one-half the percentage of cars on owner lines in January, 1918.

The problem of how to reduce the number of cars in bad order is involved, as just indicated, in the further purpose of the Association to secure "More effective efforts to bring about the return of cars to the owner roads."

Gets Business

Rock Island employees at Hutchinson, Kan., have the reputation of being "live wires," according to a complimentary report sent in by Superintendent H. P. Greenough of the El Paso division, who has commended them highly. The report shows that Switchman C. G. Slade, Clerk Vera Clark, Patrolman Fred Hern and Agent O. L. Pratz of Hutchinson all rolled up their sleeves and "went after business for the Rock Island." In commenting upon this work, Superintendent Greenough said:

"It is very gratifying to note this co-operation and interest in the welfare of the company."

The Meditations of Hambone

MOS' NIGH EVY-BODY
GITS P'OMOTED WEN
DEY MAKES GOOD,
CEPN A COLLECTUH-
DE MO' HE MAKE GOOD
DE MO' DEY'S AP' T'
KEEP 'IM RIGHT WHAH
HE AT!!!



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Roy Harter has been appointed general foreman, Trenton shops, Trenton, Mo., vice, G. N. McReynolds, transferred as general foreman, Cedar Rapids shops, Cedar Rapids, Iowa.

Days of Real Sport



Do You Know This Man?

The following letter from M. S. Graham, traffic manager of the Reo Motor Car Company, and formerly with the Rock Island Lines, will be read with interest by many of his old friends:

"For some little time past I have been fortunate enough to receive copies of the Rock Island Magazine and have thought a good many times I would write telling you just how much I appreciate having my name on your mailing list. I do not know what friend placed it there, but nevertheless, I have greatly enjoyed every copy.

"The fact that at one time I was receiving monthly pay checks from the good old Rock Island railroad, is no doubt the reason. This was back in the winter of 1903 and 1904, at which time I was holding down the car job at Santa Rosa, N. M., and many times during the years that have intervened, I have thought of the old bunch who were there at that time, and wondered if any of them were in the land of the living. Jim Hatley was agent, and, if I remember rightly, Mort Justice was yardmaster. If, through any streak of good fortune, this letter should come to the attention of any of the boys who were sojourning in that part of the country at the same time I was, believe me, I would certainly appreciate hearing from them."

Des Moines Handles Cars

To speed up and prevent delay to cars handled through the Iowa Transfer Railway Yard at Des Moines, where joint interchange and joint inspection between all roads are made, a penalty of 50 cents per car for each 12 hours that cars are permitted to remain in the transfer is assessed against the offending road. The transfer company also has placed a switch engine in the transfer yard to do all assembling of cars in road order. These arrangements have resulted in prompt removal of cars

Speeding

Speeding is "an almost uncontrollable human passion to utilize to the utmost all power and authority vested in the individual," according to Arthur Ridgeway, assistant chief engineer of the Denver & Rio Grande Railroad, who was one of the speakers before the National Safety Council meeting at Milwaukee, October 1. Therefore, if a man is given the power of propulsion to travel without inconvenience at thirty miles an hour, he will never move at less velocity, according to Mr. Ridgeway, who cited accidents of motor cars in railway maintenance departments during the last year in which speed was the biggest factor.