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Rock Island Magazine

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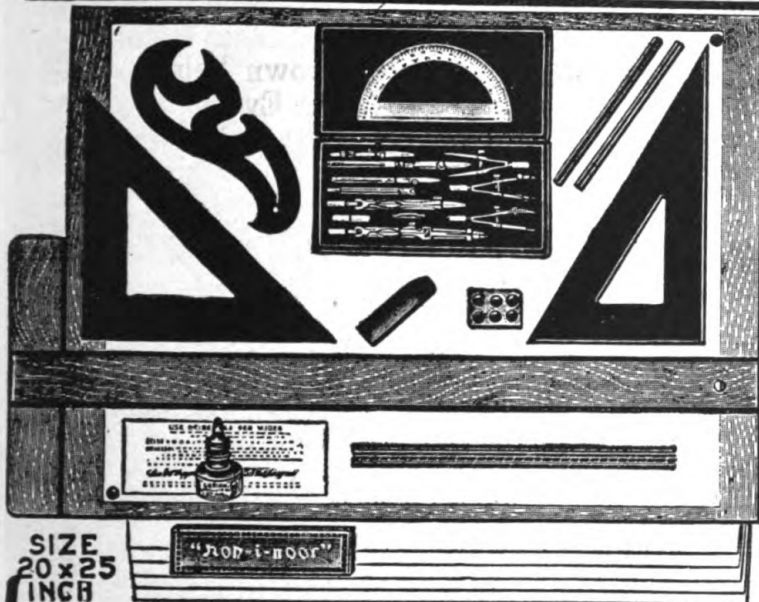
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The impressive majesty of Niagara Falls garbed in its winter mantle of white. This great work of Nature is even more entrancing in winter than in the summer months when all is bubbling rush and sparkle. In the winter the waters are frozen and huge hillocks of snow and ice cover rocks and river. Under the great wall of ice the torrents of Niagara pour down, the crashing water hushed by its winter covering

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H. E. Says:

At 12:01 a. m. on March 1 government control of the American railroads ceased and the largest transportation plant in the world, valued at twenty billion dollars, passed back into the hands of its 230 corporate owners.

Having planned the change for several months, there was not the slightest jar at the time and the matter was handled smoothly. The railroad administration has ceased to function, except for the winding up of a few minor details which will keep Director General Hines and a small staff busy for two or three months longer. Officials and employees, who have been working at Washington and at the various regional offices, are returning to their old duties without delay. In fact, for several weeks, the roster of administration employees has dropped off rapidly.

The return to private control was perhaps best described by the following editorial in the *Chicago Tribune*, published on the morning of March 1:

Chicago, the greatest railroad center in the world, refused to get excited when the traffic lines passed back into the hands of their owners at 12:01 this morning.

Those who expected tolling of bells and blowing of whistles, bonfires, or hats thrown high in the air, were disappointed. Here and there a locomotive shrieked, but it was not in celebration of anything at all.

Train dispatchers and yardmasters had no comment to make—save one who ventured to say "we'll try to run the trains on schedule time hereafter."

Bureaus of information and girls on the depot switchboards showed no change because of their passing from government control—the conductors punched the same old tickets in the same old way, and the Pullman porters might be observed polishing shoes in the age-old way.

* *

HENRY U. MUDGE.

On another page of the *Rock Island Magazine* the death of Henry U. Mudge is reported. Perhaps no story in recent issues of this periodical has been as difficult to write as the one telling of this great bereavement to the *Rock Island*. In the midst of what has been termed the "unscrambling" of the railroads, the death of Mr. Mudge came as a shock to all who knew and loved him.

As a transportation executive, Mr.

Mudge had few peers. As a man, and as a judge of men, he was a true genius. From water boy to railroad president—his was a career to be reckoned with at all times.

* *

THE ROAD TO THE NATIONAL POORHOUSE.

Governor Smith put his finger on the solution of the living cost problem when he proposed to settle a wage dispute with more pay for the workers provided they would increase their output and their employers would check their waste sufficiently to save the public from paying the increased wages in higher prices, declares *The Sun* and *The New York Herald*.

Apply that sound rule to all industries and the advancing cost of living would stop dead short in its tracks. Let the economic principle work to its logical conclusion, with every new dollar and old dollar of wages more than earned, and the inordinate prices which have been mounting incessantly would turn sharply downward. The fifty cent dollar would

become in turn a dollar of seventy-five cents and one hundred cents. A day of solid labor at an American standard wage once more would exchange into adequate food, comfortable clothes and a good home.

Nobody is fool enough to think that cutting a loaf of bread in half makes it two loaves. Nobody is fool enough to think that if it takes him an hour to walk three miles to his work he can get there just as fast by walking at the rate of a mile and a half an hour. Yet millions of workers in this country today are foolish enough to imagine that when it takes a square day's work to earn a living they can get it by doing half a day's work. Millions of producers in this country demanding more food to eat and more clothes to wear, better roofs over their heads and better furnishing in their houses, are foolish enough to imagine that they can get all those demands, satisfied by producing less food, less clothing, less material for houses—doing less work at anything and everything.

A man works at raising potatoes, or weaving cloth, or chopping wood, or setting type, or puddling steel, or whatever it may be. He must live out of what he produces by that work. The more he produces the more there will be for him to get out of it. The less he produces the less there will be for him to get out of it, no matter what dollar marks he or anybody paints on his wages, no matter what sociological laws are passed, no matter what form of government exists or is instituted.

The nation works at all the things at which this, that and the other individual works. The nation, embracing all the individuals; can have and distribute and consume and enjoy only what it produces. The nation can work hard, live well and grow rich, or the nation can shirk and grow poor in real wealth—not the dollar marks, but the food, the clothing, the houses, all the necessities and luxuries to which Americans have been accustomed. As the nation goes—up or down—so must its individual workers go with it.

If the American people will buckle down to work and for every square day's pay deliver a square day's production, the high cost of living can be made to stop pillaging everybody's income. If they go on loafing on their job of production they are sticking to the road which leads to the national poorhouse.

Rock Island Magazine

Published Monthly

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ROCK ISLAND MAGAZINE

La Salle Station, Chicago

H. E. Remington - Editor
George M. Brasch, - Advertising Manager

Gorman Again Rock Island Chief

Federal Manager Elected President; Directors Name Seven Vice Presidents

THE era of government control of the railroads ended at midnight on February 29 and the transportation systems of the nation were again given over to their owners. On Friday, February 27, the board of directors of the Chicago, Rock Island & Pacific Railroad met in New York City and elected officers to govern the affairs of the company on and after March 1.

At the directors' meeting the following officers were elected:

Charles Hayden, chairman of the board of directors, New York.

James E. Gorman, president, Chicago.

M. L. Bell, vice-president and general counsel, New York and Chicago.

L. C. Fritch, vice-president in charge of construction, maintenance and capital expenditures, Chicago.

Frank Nay, vice-president and controller, Chicago.

T. H. Beacom, vice-president and general manager, Chicago.

S. H. Johnson, vice-president and freight traffic manager, Chicago.

L. M. Allen, vice-president and passenger traffic manager, Chicago.

F. D. Reed, vice-president and general purchasing agent, Chicago.

Carl Nyquist, secretary and treasurer, Chicago.

Circular No. 1, from the office of the president of the Rock Island, follows:

"The company having resumed the operation of its property, I am pleased to announce that all officers and employees heretofore employed in the operation of the property by the Director-General are retained in the service of this company until further notice.

"By authority of the board of directors.

"J. E. GORMAN,
"President."

The personnel of the accounting, operating and mechanical departments of the railroad will not change materially. W. H. Burns, federal auditor, has been appointed general auditor. Officers with the federal organization automatically reverted back to the same positions under private control.

Adams and Maier Named

The appointment of two assistant general freight agents was announced by Vice-president Johnson on March 1. These are F. A. Adams and C. R. Maier, with headquarters in Chicago. Both Mr. Adams and Mr. Maier held these positions prior to federal operation of the Rock Island and during the last two years have been assigned to other duties in the freight traffic department.

Traffic representatives throughout the country will be named gradually. The lack of suitable offices will be one drawback in rendering these appointments quickly, but it is thought that by the end of the month most of the changes will be effected.

Mr. Hayden, who has been president of the Rock Island company, becomes chairman of the board. Mr. Gorman has been federal manager of the system and again assumes the place held by him prior to government operation. Vice-president

Bell, Fritch and Nay have been corporate vice-presidents and Carl Nyquist has served as corporate secretary and treasurer. Mr. Beacom, who is now vice-president and general manager and consequently chief of the operating department, served under the rail administration as general manager. Mr. Johnson has been freight traffic manager and Mr. Allen passenger traffic manager for a number of years. Vice-president Reed has been purchasing agent during federal control and for several years prior to that time.

There was not the slightest interruption in train service nor in office work on March 1 when the greatest change in American railroad history was effected. The proclamation of President Wilson, issued on December 21, was given in plenty of time for the carriers to prepare for the event. The Cummins bill in the Senate and the Esch bill in the House of Representatives differed in many respects and this called for a joint conference committee of the two branches of our national legislative body.

The differences, after many heated discussions and investigations and subcommittee reports, were finally ironed out and the bills reported back to Congress for final action. Both houses passed the bill, which went to the president for his signature. The chief executive put his name on the bill on February 27 and it was thus enacted into law.

The legality of the Cummins-Esch act was favorably passed upon by A. Mitchell Palmer, attorney-general of the United States, and the provisions were approved by Walker D. Hines, Director-General of Railroads. A brief summary of the act can be found on another page of the magazine.

McAdoo First Head

About nine months after the United States declared war on the imperial German government, the government decided to take over the railroads. It was stated at the time that troop and supply movements could be expedited if the roads were under one central administration. William G. McAdoo, Secretary of the Treasury in President Wilson's cabinet, was appointed director-general with Walker D. Hines, chairman of the Santa Fe Railway, as his assistant. Regional directors were established in various portions of the country and the operation of each road was placed under the supervision of a federal manager.

The Rock Island was put in the Central Western region, which was under the direction of Hale Holden, former president of the Chicago, Burlington & Quincy. Relations between the various roads and the administration were amicable. After serving as director-general a year, Mr. McAdoo resigned and Mr. Hines was named to take the job.

It was announced in the spring of 1919 that the roads would revert back to their owners on December 31, but no legislation had been agreed upon by that time and it was generally admitted that to turn the roads back without legislation would result in disaster. Then came the president's proclamation giving March 1, 1920, as the date and in the interval remaining Congress finally thrashed out its Cummins-Esch act.

the date and in the interval remaining Congress finally thrashed out its Cummins-Esch act.

Changes in Mail Service

Some changes in the railroad mail service went into effect on March 1 and called for the following notice from C. A. Searle, general baggage agent:

"It will be permissible to exchange free of postage only such first-class mail as relates to the business of this company and immediately connecting railroads and transportation companies. Such mail must be exchanged directly at connecting junction points with employees of the other railroads or transportation companies.

"All other first-class letter mail must be handled in U. S. mail service.

"When it is desired that letter of transmittal accompany printed matter or claim papers sent in RRB mail service when such matter is addressed to or from roads beyond immediate connections, such letter must be enclosed in a sealed government stamped envelope, the stamps being embossed on the envelope. The date of the letter must be written or stamped on the face of the envelope which is canceled upon being opened. The ordinary postage stamp applied by mucilage cannot legally be used. The government stamped envelope of a sufficient denomination to cover its contents must be attached to the outside of the package."

Annual Passes Extended to March 31st.

Annual and term 1919 card passes of the Chicago, Rock Island & Pacific Railroad and the Chicago, Rock Island & Gulf Railroad issue have been extended and will be honored up to and including March 31, 1920.

Annual 1919 card passes of United States Railroad Administration issue, good over these lines, will be honored for transportation up to and including March 31, 1920, for those persons who are entitled to free transportation under the provisions of the Interstate Commerce Act as applied to the private operation of railroads.

Trip passes issued over these lines by the United States Railroad Administration, signed by W. T. Tyler, will be honored to date of expiration on passes but not beyond March 31, 1920.

Trip passes of the Chicago, Rock Island & Pacific and the Chicago, Rock Island & Gulf Railroad issue will be honored to date of expiration shown on passes.

Competition Again to Add Zest to Game.

During the era of federal control, competition between the various railroad lines was not encouraged. One of the greatest joys in business life is the ability to sell a commodity. With competitors selling this same commodity, there is a zest in the game that makes railroading of unusual interest. The traffic representatives have been kept busy, of course, during the last two years, but of late they have had that "itchy" feeling in the soles of their feet, and now that feeling

Plea for Justice for the Railroads

By Andrew J. Frame

A Banker's Practical Explanation of the Situation

(Reprinted from *The Annalist*, of New York City)

FOR fear my motives may be misconstrued, permit me to say right here that I do not now, nor ever in my life have owned a dollar of railroad stock; therefore, none can charge that personal profits is the inciting cause of this article.

I believe that justice enthroned in the settlement of consummate problems, involving such vast interests, is of paramount value, to capital and labor alike. When the fate of, say, one-tenth of the total wealth of the United States is awaiting the just verdict of our statesmen; when material injury to that one-tenth is injury to the other nine-tenths, how careful should our statesmen be that justice should reign and that the great prosperity of this country should not be shaken to its foundation by a false step. No honest man objects to having unjust, discriminating wrongs righted wherever found. We are not seeking to bring the righteous but the sinners to repentance. Wholesale slaughter of vested rights is not justice. We have faith to believe that any populist socialistic cry will not sway Congress, which is the final lawgiver, to commit any serious blunder in the settlement of this all important problem.

There is a popular notion that the railroads are plundering the people on a wholesale scale and their profits are enormous. What are the facts? Let us reason together a little.

Poor's Manual of Railroads, the reports of the Interstate Commerce Commission and the Statistical Abstract of the United States are non-political and undeniable authorities; therefore, I have compiled in condensed form from them such facts as illumine with convincing force the subject under discussion. Comments will follow these tables. Because of abnormal war conditions since 1915 later years are omitted.

TABLE NO. 1.

Railroad mileage—capital stock and bonded debt of all steam railroads in the United States—1883 to 1915:

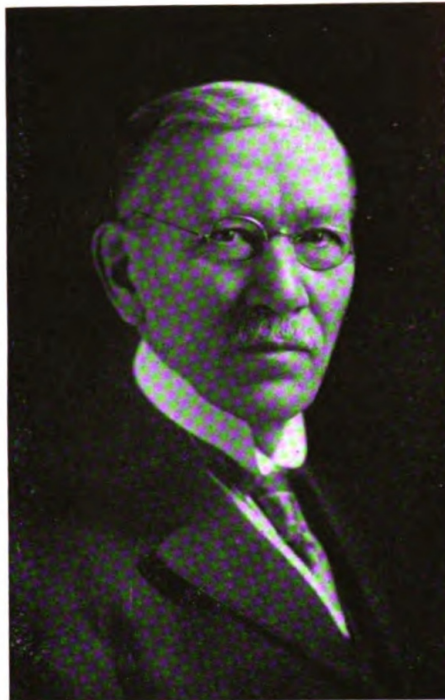
Year	Mileage	Capital Stock	Bonded Debt
1883	120,519	\$3,675,793,383	\$3,479,411,914
1915	257,569	8,944,894,721	9,057,182,748

	Per Mile.
Capital stock in 1883 was.....	\$30,500
Capital stock in 1915 was.....	34,900
Bonded debt in 1883 was.....	28,870
Bonded debt in 1915 was.....	35,100

Notwithstanding the vast improvements to roadbeds—hundreds of millions of dollars were paid for raising and lowering tracks in cities, rolling stock, depots, shops, great terminals, etc.—the stock and bonds have changed but 20 per cent. We must not forget that the mileage referred to as being 257,569 in the United States in 1915, is single track mileage for all roads. It does not include about 134,000 miles of second, third and fourth tracks, side tracks, yard tracks and terminal tracks.

TABLE NO. 2.

Average dividends paid—bond interest—income per mile for freight and pas-



Andrew J. Frame, chairman of the Waukesha National Bank, Waukesha, Wis.

sengers for thirty-three years—1883 to 1915:

Year.	Div. Rate Per Cent.	Bond. Int. Av. Rate Per Cent.	Fght. Rate Per Ton Per Mile. Cents.	Av. Rate Per Pas. Per Mile. Cents.
1883..	.0276	.0494	.01224	.02422
1887..	.0217	.0486	.01034	.02276
1891..	.0187	.0441	.00929	.02184
1895..	.0158	.0424	.00839	.02069
1899..	.0190	.0424	.00726	.02002
1903..	.0283	.0413	.00785	.02056
1907..	.0373	.0399	.00785	.02040
1911..	.0374	.0379	.00785	.01978
1915..	.0384	.0369	.00732	.02

Dividends averaged about 2.6 per cent.

Note the average dividend paid in thirty-three years is but 2.6 per cent. on the capital stock, which fact will doubtless upset many theories. The reduction from, say, 5 per cent. interest paid on bonded debts in 1883 to about 3.7 per cent. in 1915 was lost to the bondholder and gained by the patrons of the roads, because the freight rate per ton per mile which averaged less than three-fourths of a cent in 1915 was 66 per cent. higher in 1883, or 1¼ cents per mile, and the average rate per passenger per mile in 1915 was 2 cents, while that for 1883 was more than 2.4 cents per mile, or 12 per cent higher in 1883.

TABLE NO. 3.

Railroads placed under receiverships and mostly sold under foreclosure, 1883 to 1915:

Year.	Miles.	Stocks and Bonds Outstanding.
1883	1,990	\$108,470,000
1884	11,038	714,755,000
1885	8,386	385,460,000
1886	1,709	70,346,000
1887	1,046	90,318,000
1888	3,270	186,814,000
1889	3,803	99,664,000
1890	2,963	105,007,000
1891	2,159	84,479,000
1902	10,508	\$37,692,000

1893	29,340	1,781,046,000
1894	7,025	395,791,000
1895	4,089	369,075,000
1896	5,441	275,597,000
1897	1,537	92,909,000
1898	2,069	138,701,000
1899	1,019	52,285,000
1900	1,165	78,234,000
1901	73	1,627,000
1902	278	5,835,000
1903	229	18,823,000
1904	744	36,069,000
1905	3,592	176,321,900
1906	204	55,042,000
1907	317	13,885,000
1908	8,009	596,359,000
1909	859	78,095,000
1910	735	51,427,500
1911	2,606	210,606,882
1912	3,784	182,112,497
1913	9,020	477,780,820
1914	4,222	199,571,446
1915	20,143	1,070,808,626

Total.....153,493 \$8,560,697,671

In fact 60 per cent of the total mileage went into receivers' hands in thirty-three years.

Let us analyze the foregoing marvelous statements with a judicial mind in our search for justice. Further, in drawing conclusions we must average for a long period of time, because none will deny that all history proves that periods of prosperity follow periods of adversity. One who quotes results from prosperous years and applies them as a guide in his conclusions, is an unsafe man to make laws which govern our progress.

QUERIES TO PROFOUND.

If Table 1 shows in 1915 that, say, 9,000 millions of stock was outstanding, and Table 2 shows average dividends paid for thirty-three years were but 2.6 per cent., then an average of 5,100 millions of stock received no dividends, if only 3,900 millions received but 6 per cent interest. These reports indicate that about 57 per cent of the struggling railroads in the United States paid no dividends whatever for thirty-three years. Under regulatory laws for many years, watered railroad stocks are practically unknown today. It is rare that feeder lines of pioneer roads which develop our country reimburse their owners for years after building them.

From Table 2 is it not clear that the trend of freight and passenger rates has gradually declined in the thirty-three years? If one sees fit to go further back, statistics clearly show much higher rates than in 1883.

If Table 2 shows that an average of 57 per cent of stock received no dividends in thirty-three years, and Table 3 shows that in the same period 60 per cent of all the railroads in the United States were placed in the hands of receivers, what an amazing revelation these facts must be to the average citizen.

It is a popular idea that a few millionaires own the railroads of the United States. Out upon such a preposterous proposition! The facts are they are simply the captains of industry whose guiding genius manages these great corporations for their real owners, who are numbered by the millions and scattered from Maine to California. Railroad bonds and stocks are held by investors

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN (Continued on page 30)

What Strikes Cost You In Hard Earned Money

By Roger W. Babson

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THIS has been the greatest strike year in the history of the United States. During the twelve months following the Armistice there were more than *three times* as many strikes as in the same period four years earlier.

Now, I am not going to discuss the right to strike. My purpose is simply to present certain facts which vitally concern us all. I do not intend to deal with the subject from the point of view of labor, or of capital; but only as it affects the whole people.

In a single month—August, 1919—there were 356 strikes, compared with only 76 in August, 1915; and the increase in the number of workers involved was at an even greater rate.

If you think this does not concern you, simply because you were not a striker yourself or did not have a strike in your plant, you are mistaken. An epidemic of strikes, such as this country has been experiencing, directly or indirectly touches every one of us in that most sensitive spot—our pockets. It influences the cost of living for the whole people.

In September, Mr. W. P. G. Harding, governor of the Federal Reserve Board, made this statement: "If the world would declare industrial truce for six months, it would do more to bring down high prices than workers could ever accomplish by strikes and agitation."

Is there any basis for this statement?

As a statistician, I deal in facts and figures, and it is with facts and figures, therefore, that I shall try to show what has been the cost, direct and indirect, of strikes in the twelve months named. In addition, I shall point out one way in which we can reduce the price we all have to join in paying for these conflicts.

First, let us find out what is their *direct* cost. In August and September, 1919, the Babson Statistical Organization received reports of 580 strikes in this country. There are no official records covering these matters; and although our figures were gathered from many sources, it is impossible to make them complete. Therefore this total is considerably below the actual one.

These 580 strikes directly involved 145,000 workers, and caused them 3,190,000 days of idleness. In addition there was the steel strike—in September and October—which involved about 380,000 men; also the strike of 11,000 railway shopmen in August.

These two strikes alone meant 8,602,000 additional days of idleness in August and September, making a total, for the two months, of 11,792,000 regular working days lost.

According to my estimate, this idleness caused a loss to the workers of \$41,272,000 in wages; and to the employers a loss of \$4,127,000 in profits. At that rate, the year's loss to the strikers would be about a quarter of a billion dollars in wages. The loss to the employers would be about a tenth as much.

Remember that these figures show only one phase—the very first one—of the cost of strikes. And even for that phase they

are probably far below the real figures. I have purposely kept my estimate down.

For instance: I have taken \$3.50 as an average daily wage, although in some of the industries most extensively affected it was much higher than that. Steel-mill workers, testifying before the Senate investigating committee, declared that it was not unusual for them to earn \$12 a day. Wages in the building trades were from \$6 to \$7 a day. In the ship-building industry men earned very much more than that. In the railway equipment plants, men were receiving \$7 and \$8 a day. Railroad trackmen got \$4 a day.

In taking \$3.50 as an average wage, I am therefore well within the truth. Also, as I said before, my figures as to the total number of strikes and of workers involved are incomplete.

But let us suppose that the loss was even twice as great, say half a billion dollars in wages in the twelve months. It would be distributed among about sixteen hundred thousand workers, and would average \$300 apiece.

That seems like a big cost; but you must remember that in many cases the strikers gained a substantial increase in pay, so that this loss, due to idleness, would be made up by the higher wages they would receive afterward. Moreover, if the increase in pay should be permanent, it looks as if at least some of the workers had made a definite financial gain by striking.

The loss to the employers—say about \$50,000,000 for the year, if we double the known figures—would be practically an absolute one. In most cases it could not be made up.

But this is not an impressive figure so far as the whole country is concerned. If it represented the entire cost of a year's strikes, it would not be enough to get excited about.

These figures are *extremely* conservative. For example, the actual loss due because of the coal strike—which is not included in this estimate—would in itself be enormous. But I have tried to underestimate rather than over-estimate.

But this is *not* the whole story. A strike is like a pebble thrown into a pool of water. The loss it causes in wages to the strikers and in the profits to their employers is only the first small circle in the series of larger and larger ones, which spread and widen until they reach the uttermost boundaries of the pool.

It is impossible for any strike to take place in modern industry without causing these innumerable and widening circles of loss. In the two months mentioned—August and September, 1919—I have records of strikes involving ninety different trades.

Among these trades were the following: Shoes, raincoats, typewriters, cigars, fish canning, furniture, garments, hats, hosiery, jewelry, wire, coal mining, street car lines, laundries, metals, ship-building, lumber, paper, rubber, printing, foods, railroads, express, building trades, and so on.

This is not the complete list, but it is

long enough to show that practically every aspect of our daily lives was directly affected.

Not only did the strikers lose their wages and the employers lose their profits, but the country did not get the goods which should have been produced. Of course, we, the consumers, kept the money we should have paid for these goods if they had been made. But not for long! Because we had to pay *more* for what we did get because of the scarcity.

To give you some idea of what this loss was—and remember this is only the second of those circles of loss—here is a table showing the approximate number of employees affected in some of the strikes and the average number of days of idleness resulting. (The steel strike is not included, although it began in September.)

Industries.	Number of Employees Affected.	Days Lost.
Metal trades	49,150	1,081,300
Shipbuilding	50,000	1,100,000
Coal mining	10,000	220,000
Textiles	50,250	1,105,500
Lumber	2,000	44,000
Clothing	16,000	352,000
Hats	3,250	71,500
Shoes	3,500	77,000
Railroads	1,750	38,500
Foods	1,550	34,100
Public Service	2,550	56,100
Building Trades	45,000	990,000
Retail coal	500	11,000
Water transportation	1,200	26,400
Paper	750	16,500
Rubber	4,000	88,000
Laundries	250	5,500
Tobacco	4,250	93,500
Publishing	1,200	26,400

Just to show you the effect of this idleness, here are figures showing the loss in production in a few of the above industries during only nine months:

Industries.	Amount of Production Lost.
COAL MINING—	
Tons bituminous	1,751,740
Tons anthracite	1,048,740
RETAIL COAL—	
Tons undelivered	616,300
HATS—	
Machine-made women's hats	88,000
SHOES—	
Pairs men's	1,768,800
GARMENT TRADE—	
Men's shirts	15,886,500
Pairs overalls	19,183,800
LUMBER—	
Board feet	8,294,000

This decrease in production directly affects you in two ways: Because of it you actually have less—and you pay more for what you do have. But for the strikes there would have been about two million more pairs of men's shoes, for example, an item not to be lightly regarded.

But here is another feature of the situation which must be taken into account: There were *threatened* strikes and *partial cessations* of work which did not reach the stage of an actual walkout. This is forcibly illustrated by a report of the Secretary of Labor for a previous year. During a period when there were 281 actual strikes, he refers to 212 additional controversies. These controversies closely parallel the strikes themselves. And while they do not cause a great loss in production they do very materially reduce the output. This must not be omitted in calculating the direct loss.

All of these direct losses, however, form only the smallest of the circles which widen around a strike. Here is another one: If a strike takes place in an industry, it reacts on every other industry that contributes in any way to it.

For instance, a strike in the garment trades reacts on the textile mills—the makers of silks, velvets, woollens, *cotton* fabrics may be forced to quit work.

A strike in the shoe factories reaches

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Rail Bill Passes Congress and Is Signed by President

AFTER several weeks in the hands of the joint conference committee of the two houses of Congress, the Esch-Cummins railroad bill was reported back to both branches of the national legislative body on February 18 for final action. In the House of Representatives, where considerable opposition developed, the bill was passed on February 21 and two days later the Senate put its official stamp of approval on the bill, which was then sent to the President for his signature. The president signed the bill on February 28.

The bill, as finally passed and enacted into law with the return of the railroads to private control on March 1, was a combination of the programs adopted by the interstate commerce committees of both houses. The joint committee, after wrestling with several clauses for a long time, finally came to agreement and the joint bill was the result. The anti-strike legislation, which was included in the senate bill, met with strong hostility among the house conferees and it was finally stricken out.

Under the terms of the new law, the rates of wages established by the railroad administration during and since the war cannot be reduced until after September 1. Rates are also stabilized for the same length of time, providing that prior to September 1 no rates may be reduced unless approval of the Interstate Commerce Commission is obtained.

The feature of the law which insures a fair return for capital is the direction to the Interstate Commerce Commission to establish rates that will yield to the carriers in each rate making group a net railway operating income of five and one-half per cent of the aggregate property value of the roads in such rate making group.

The commission may add to the five and one-half per cent one-half of one per cent for additions, betterments and improvements which under the accounting rules of the commission are charged to the capital account. Earnings exceeding six per cent will be divided equally between each carrier's reserve fund and the federal general railroad contingent fund, which will be administered by the commission in aiding the development of

transportation by loans to carriers and the purchase of equipment to be leased to carriers.

This percentage will remain in effect for two years beyond March 1, 1920, and after that time the commission is authorized to fix percentage of return. The commission is empowered also to initiate rates, hitherto a prerogative exercised only by the carriers. The commission also has power to prevent the so-called "rate wars."

Conforming with suggestions made by Walker D. Hines, director-general of railroads, a tribunal of nine members, three each representing the public, carriers and labor, will be created to handle disputes which threaten interference with interstate commerce. Headquarters for this tribunal will be maintained in Chicago and it will be known as the Railway Board of Appeals. Decisions of the board must be concurred in by at least five members. Each member will receive a salary of \$10,000 a year.

The president will select the labor and railroad members of the tribunal from a list of six nominees submitted by each. The representatives of the public shall be appointed directly by the chief executive. The Senate must confirm these appointments.

Under what are termed the car service sections of the bill, the Interstate Commerce Commission is given broad power over distribution of cars and equipment for the purpose of relieving congestion of traffic. To a certain extent the commission will exercise some of the authority hitherto exercised by the rail administration. Privately owned cars are not subject to authority of the body.

The commission also must pass on issuance of securities by the carriers and on proposals for construction of new lines of railroad and also the abandonment of established lines not wholly within one state.

Provision is made for funding by the government for a period of ten years at six per cent interest, certain parts of the indebtedness of the carriers to the government by reason of expenditures made by the railroad administration for additions and betterments during federal control.

their delinquencies as causes of extra hardships on him. The fact was that his lack of diligence kept him constantly behind, and his grumbling was only a subterfuge to excuse his own shortcomings. He saw the mote in his neighbor's eye, but could not see the beam in his own.

RIVER TRANSFER.—I had two jobs for him—a little one and a big one. He deceived me in the smaller and he never got to the larger.

MINING QUARTERS.—I am just a rugged mountaineer brought up out here among the rocks and rough men that go with my business, but one day I overheard him talking to his mother with shameful insolence. I never could endure him again.

FEED AND FUEL.—He secretly boosted my competitor's business when not on duty for me.

PRINTING.—We had contracted to print five thousand handbills, agreeing to place one in each home so far as they went. The work was done so quickly in one section of the city that we became suspicious of the boy's honesty. He stoutly maintained a show of sincerity. Investigation proved that he had thrown thirty-seven circulars into the hall of one home. Further search revealed that he had chugged several hundred under a culvert. We have since found that this boy can not be relied on to do anything well.

DRY GOODS.—He gave overmeasure to his friends. Business is a matter of dollars and cents to us, not of favoritism.

STATE OFFICE.—He undertook to carry on a law course at the university outside of office hours. But he could not separate his main ambition from his temporary duties. He brought his study to his office desk, and there took up time for himself that belonged to the State. There was no alternative for me but to dismiss him.

HATTER.—He got into my confidence and then told my business secrets.

MUSIC HOUSE.—He was profane. He couldn't talk without swearing. Our disgust and our self-respect forced us to ask him to quit.

COTTON FACTORY.—He trusted too much to the machinery. He could not understand that intelligent attention made the machinery most productive.

ABSTRACT OFFICE.—He was continually inaccurate in the transcribing of legal forms and business documents. One error got us into the courts.

CLOTHIER.—He was a hustling little sprout. His motto was: "Sell every man." And a rattling good motto it is, but he lost himself in one pocket of it. He sold regardless of how he sold. If he couldn't fit the customer he sold something that didn't fit. He pulled off deals that made nondescripts of my customers. They came back howling at me for running a misfit parlor and making them my victims. He sold goods for the moment; I had to build a business that would stand through the years.

POWER AND LIGHT COMPANY.—He was always complaining of being sick. Perhaps he was, but we noticed that he made a dependable quarterback at football.

MILLING.—He gambled with the work hands, and we could not knowingly permit his conduct.

RIVER STEAMER.—We fired him before we hired him. He was left alone in the office for half an hour. In that time he handled everything in the office that he could get his hands on, even opening desk drawers and inspecting things there.

From the place where I was watching him I burst into the office and sent him
(Continued on page 48)

What Fifty American Boys Did to Get Themselves Fired

THE *American Boy*, through W. H. Piner, recently collected fifty reasons from employers all over the country why boys are separated from their jobs. Representing many different lines of industry, the following, reprinted by courtesy of that magazine, should be of great interest, particularly to the young fellows just starting out in life:

SEAMAN'S SUPPLIES.—The time was never ripe for him to do anything. "I'll see to that this afternoon," "I'll take that down in the morning," "we won't have time for that today," "there isn't any rush about that at present"—these and similar expressions were characteristic.

He became known as the postponer. He postponed everything except the postponing. One day a little emergency came up. "It's only ten minutes till noon," he said; "we can't do anything with it in that time." An outside boy was standing near and said: "You can do ten minutes' worth in ten minutes." I immediately employed that boy in place of the other.

BOOK STORE.—He was a boy of some originality, but he wanted to run my business on his plan. I couldn't see it his way, and he couldn't see it my way, so we parted company.

IMPLEMENT HOUSE.—He complained that others did not do their duty, citing

Veteran Engineer Dies After Half Century Work

HORACE BROADBENT, a well known Rock Island engineer, died early in February, at his Chicago home. He was 66 years, 8 months old. The funeral was held at his residence,



Engineer Horace Broadbent, of the Illinois Division, who died recently

6112 Champlain avenue, Chicago, on Saturday, February 14.

He was survived by his wife, and three children: Lawrence Broadbent, of Cali-

fornia; Jessie Broadbent and Mrs. Chas. Plitt, of Chicago.

Horace Broadbent was born in Paterson, N. J., June 4, 1853. When he was five years of age his parents came to Chicago, where he started to school. In 1864, at the age of eleven, he moved with his parents to Nashville, Tenn., and from that time until the end of the war in 1865, he worked for the government in the locomotive shops with his father.

After the war, in 1865, the family returned to Chicago, where Horace attended the old Haven School. In the fore part of 1867 he was employed by what was at that time known as the Northwestern News Company as water boy or assistant train-boy on the Rock Island road.

On the first of November, 1867, he was given the position of fireman on the Rock Island, on engine No. 9, 13-inch cylinder, in the passenger depot. On December 8, 1871, at the age of eighteen years and six months, he was promoted to engineer.

Mr. Broadbent was in continuous service on the Rock Island from that time until January 5, 1918, at which time, after a little over half a century of faithful service, he was retired and relieved from active duty on a pension from the company he faithfully served.

Mr. Broadbent joined the B. of L. E., Div. No. 10, at 23 years of age, and was a charter member of Division No. III, in 1876, and later charter member of Division No. 815, September 1911. When relieved from active service he was placed on the honorary members' honor role of the Grand International Division. The deceased was also a member of the Masonic lodge. He was not only a faithful member but has served both organizations as officer.

Changes of Personnel of the Pennsylvania Railroad

RADICAL changes in the operation of the Pennsylvania Railroad system, with a reorganization of officials affecting many of the higher officers, were announced recently by Samuel Rea, president of the company, to become effective when the railroads are turned back to their private owners.

The system will be divided into four regions—Eastern, Central, Northwestern and Southwestern, with each in charge of a vice president. The respective headquarters will be at Philadelphia, Pittsburgh, Chicago and St. Louis.

The separation in organization that has existed between the lines east and west of Pittsburgh is to be abandoned, the announcement says, and the system will become a unit in all that concerns its service to the public. Instead of having a dividing line, as at present, at Pittsburgh, one of the busiest railroad centers in the country, the whole territory between Altoona, Pa., on the east; Buffalo, N. Y., on the north, and Columbus and Crestline, Ohio, on the west, will comprise the central region.

The Eastern region will extend from

New York to Altoona, and to Washington on the south. The Northwestern region will extend from Columbus and Crestline to Chicago, and the Southwestern will be bounded roughly by Columbus, Cincinnati and St. Louis.

A department of personnel, with headquarters at Philadelphia, is created in charge of a vice president. He will be G. L. Peck, at present Federal manager of the lines west.

The regional vice presidents and Vice President Peck will report to W. W. Atterbury, vice president in charge of operation, at Philadelphia, who in turn will report to President Rea.

MANY CHANGES IN OFFICIALS.

The reorganization of officers includes the following:

Eastern Region—Vice President, Elisha Lee, heretofore Federal manager of the lines East; General Manager, C. S. Krick; Traffic Manager; Julien L. Eysmans.

Central Region—Vice President, R. L. O'Donnell, heretofore General Manager of the lines East; General Manager, H.

E. McCarty; Traffic Manager, George D. Ogden.

Northwestern Region—Vice President, J. G. Rodgers, at present assistant to President Rea; General Manager, T. B. Hamilton; Traffic Manager, William Hodgdon.

Southwestern Region—Vice President, Benjamin McKeen, at present Vice-President and Corporate Engineer of the lines West; General Manager, I. W. Geer; Traffic Manager, C. B. Sudborough.

The present Vice Presidents of the company in charge of traffic, finance and accounting—George D. Dixon, Henry Tatnall, and A. J. County—will have the scope of their authority extended to include the lines west.

Robert C. Wright is appointed general traffic manager, to assist the Vice President in charge of traffic over the entire system, and J. J. Turner, at present senior Vice President of the lines West, will continue as an executive officer at Pittsburgh, designated as Vice President in charge of corporate affairs, lines West. The legal departments at Philadelphia and Pittsburgh will remain as they are.

W. H. Myers, director of the company and Vice President in charge of real estate, purchase and insurance, retires under pension regulations and is succeeded by M. C. Kenney, heretofore resident Vice President for the Cumberland Valley district, who will exercise jurisdiction for his departments East and West.

E. B. McCabe, Vice President in charge of finance and accounts, lines West, also goes on the pension list, and the position is abolished.

Rock Island Employees Beating High Rent Costs

The recent increases in apartment rentals in Chicago have set a large number of Rock Island employees to thinking long and somber thoughts. The result has been that a number of them have purchased property along the line of the Rock Island suburban trains and are applying the monthly sums, which formerly went to the landlord, on their new homes.

In the vicinity of such desirable residential neighborhoods as Blue Island, Midlothian, Oak Forest, Tinley Park, Summit, etc., all within a short ride to the heart of Chicago, these Rock Island folks are not fretting at fifty and 100 per cent rent boosts.

The "Own Your Home" spirit, which was formerly confined to the residents of the smaller cities and towns, is becoming more prevalent at the La Salle Station, the Chicago local freight station, 47th street shops, Hamilton Park, Burr Oak round-house and other points where Rock Island men and women are concentrated in large numbers.

At Tinley Park, fifty minutes from the "Loop" on the suburban trains, a number of three acre farms have been plotted especially for prospective Rock Island purchasers.

B. F. Bush Heads Missouri Pacific Railroad

B. F. Bush has tendered his resignation as regional director for the southwestern region and has been elected president of the Missouri Pacific, the office he held prior to federal control, effective upon the termination of his connection with the railroad administration.

Two Great Railroad Executives Are Dead

WITHIN a few days of each other, two great railroad executives, both of whom were closely allied in building up the great Southwest, died. Henry U. Mudge, former president of the Rock Island Lines and later president of the Denver & Rio Grande, passed away at his home in Denver on January 30. Four days later, E. P. Ripley, chairman of the Atchison, Topeka & Santa Fe, died at his winter home at Santa Barbara, Cal.

The death of these two veteran railroad men came as a sorrowful surprise to the thousands who knew and worked with them, and, to a lesser extent, to the entire nation. Both began in humble capacities and by sheer grit, determination and extraordinary ability, reached the pinnacle of success in the field of transcontinental transportation. Associated on the same railroad for many years, and later chiefs of competitive systems, Mr. Ripley and Mr. Mudge had much in common.

Those who are familiar with the Rock Island know to what a large extent Mr. Mudge contributed to building the roadbed of the line to its present high standard and his untiring efforts in improving rolling stock, shop machinery and efficiency in every department.

Mr. Mudge was born in Minden, Iowa, on June 9, 1856. He received a rudimentary education in the public schools of

Iowa and Kansas and began railway service in August, 1872, as a water boy on a Santa Fe section in Kansas. He was sixteen years old at the time. After working for several years in the maintenance-of-way department, and as a station helper and telegraph operator, Mr. Mudge gradually worked up in the operating department of the Santa Fe. He was subsequently roadmaster, trainmaster and superintendent of the New Mexico Division.

In 1896 Mr. Mudge was appointed general superintendent of the Santa Fe. This was the year that the road came out of the hands of receivers, with Mr. Ripley as president. In 1900 President Ripley appointed Mr. Mudge general manager of the road, with headquarters in Topeka. He held that position five years.

The excellent record made by Mr. Mudge as general superintendent and later general manager of the Santa Fe attracted the attention of the directors of the Rock Island and in 1905 he was elected second vice president, with headquarters in Chicago. From that time until December, 1915, Mr. Mudge was identified with this system.

On December 1, 1909, Mr. Mudge reached the height aspired to by all ambitious railroad men. He assumed the presidency of the Rock Island on that day, and it signified increased activity in promoting the general welfare of the sys-

tem. His administration was marked with a thoroughness and efficiency that was symbolic of his own great personality. While holding this high office, Mr. Mudge was signally honored by election to the presidency of the American Rail-



Moffet Photo
Edward P. Ripley, chairman of the Santa Fe and for many years a prominent figure in transportation, who died recently in California.

way Association, the greatest organization of its character in the world.

When the Rock Island went into receivership in the spring of 1915, Mr. Mudge, with Jacob M. Dickinson, former Secretary of War, was made a receiver, and he continued his administrative work for the road until December, when he resigned as receiver to accept the presidency of the Denver & Rio Grande at Denver. He has since made Denver his home. Shortly before the government took control of the railroads, Mr. Mudge retired from active railroad work.

Easily approachable, Mr. Mudge was a man who possessed almost countless friends from one end of the land to the other. As a practical railroad man, he had few equals, and he was generally recognized as an authority on transportation problems. He did much to bring together the employes of the Rock Island into one great family, and he always had their welfare at heart.

In a similar career, from the bottom to the top rung of the ladder, Edward P. Ripley, the "grand old man of the Santa Fe" rose from a clerkship to the presidency and chairmanship of a railroad. He was born in Dorchester, Mass., on October 30, 1845. After a high school education he entered railway service in 1869 as a clerk in the Boston office of the Pennsylvania Railroad. He was employed by the Chicago, Burlington & Quincy Railroad as New England agent, 1872-75; General eastern agent, 1878-86; traffic manager, 1886-88 and general manager, 1888-90. From 1890 to 1896 he was third vice president of the Chicago, Milwaukee & St. Paul. On January 1, 1896, he became president of the Atchison, Topeka & Santa Fe at a time when that road was just emerging from the financial chaos that sooner or later becomes a chapter in the history of every line.

For twenty-four years, Mr. Ripley's (Continued on page 32)



Henry U. Mudge, former president of the Rock Island Lines, whose death in Denver caused great sorrow among his thousands of friends on the American railroads.

Meritorious Service

Conductor J. A. Miller, Kansas Division, commended for discovering fire in car on his train and arranging for fire brigade.

Conductor George Johnson, Kansas Division, commended for discovering broken arch bar on car of his train.

Brakeman H. L. Cole, Pratt, Kan., commended for relieving Flagman Peterson, account 16-hour law. Mr. Cole was riding the train as a passenger.

C. F. Mundahl and C. H. Zarr, Dakota Division, commended for knocking fire from engine and replaced grates and firing engine up.

Brakeman Thomas H. Leet, Manly, Ia., awarded ten merit marks for pulling down coal from Rockford to Waterloo.

Section Foreman W. A. Smith, Versailles, Mo., commended for discovering dragging break rod on passing train and notifying crew.

Mr. C. L. Johnson, Stover, Mo., commended for discovering and reporting broken brake beam on passing train.

Operator C. E. Davis, Greensburg, Kan., commended for discovering broken rail near Greensburg and protecting same until section foreman could take charge.

Conductor D. I. Moore, Biddle, Ark., commended for discovering broken iron car with arch bar and both column bolts broken and setting out same.

Brakeman Paul Freeman, El Reno, Okla., commended for discovering and reporting broken flanges and setting out car.

Brakeman R. C. Ball, Manly, Ia., awarded ten merit marks for voluntarily securing packing irons from caboose and assisting in packing hot box.

Conductor C. E. Simpson and Brakeman W. R. Williams and W. F. Lofgren, Dalhart, Tex., commended for voluntarily rebrassing mail car at Stratford, Tex.

Brakeman E. J. Griffin, Arkansas Division, fired engine on White and Black branch when fireman was taken ill.

Brakeman A. F. Halley, Manly, Ia., awarded ten merit marks for voluntarily taking care of engine 2020, which was tied up behind wreck when engine crew was unable to work account of sixteen hour.

Brakeman Frank Fuss, Estherville, Ia., commended for discovering metal brake beam down and reporting same.

Conductor Joseph Hopper, Valley Junction, Ia., commended for placing car of cattle on C., B. & Q. transfer at Keokuk and taking the W. B. to the "Q." yard office at 1 a. m., thus avoiding a possible delay of 24 hours.

Engineer Mike Mann, Little Rock, Ark., commended for discovering blaze on bridge and putting out fire before great damage was done.

Section Foreman G. Martin, Bricelyn, Minn., commended for discovering low pilot on engine and stopping the train to take the pilot off.

Conductor Weitzel and Brakeman Saford, Dakota Division, commended for voluntarily firing engine after fireman was taken ill.

Brakemen J. H. Gibson and L. S. Parker, of the Nebraska Division, have been awarded ten merit marks each for firing engine over division after regular fireman had been injured.

Section Foreman J. E. Roylance, Hen-

nessey, Okla., commended for discovering brake beam dragging and stopping train and having same repaired.

Brakeman Warren McDaniels, Pratt, Kan., commended for discovering broken arch bar on car and setting same out.

Agent H. Ormiston, Bloom, Kan., commended for discovering broken brake beam on passing train.

Conductor J. L. Sullivan, Manly, Ia., awarded ten merit marks for voluntarily taking charge of locomotive and running it when engineer was taken ill.

H. M. Fox, agent, Nichols, Ia., commended for finding two pieces wheel flange and notifying dispatcher, who was able to get in touch with passing trains and locating cars.

Conductor W. F. Moore and Brakeman H. A. Key, Kansas Division, commended for action in assisting to turn and get engine ready for first class train.

Brakeman J. F. Watson, Kansas Division, commended for discovering broken arch bar on his train.

Conductor B. Furgason, Kansas Division, commended for assistance rendered passenger crew in switching out bad order car.

Yard Brakeman Hoyt Baird and Chester Lacey, Kansas Division, commended for observing brake beam down on passing Missouri Pacific train and notifying crew.

Engineer C. L. Wildermood, Kansas Division, commended for assisting passenger crew in packing hot boxes on car in train on which he was deadheading.

Engineer J. F. Tamblin, Conductor C. E. Jones, Fireman V. G. Butner, Brakeman R. D. Broadus and M. F. Stahley, Kansas Division, commended for handling their train into terminal under difficulties.

Fireman C. E. Smith and Engine Watchman John Paxton, Kansas Division, commended for firing engine when regular fireman was disabled.

Brakeman D. R. Bishop and Yard Brakeman Frank Taylor, Kansas Division, commended for firing engine after regular fireman had been used for service on another train.

Brakeman Lon Warner and Engineer T. E. McDermott, Kansas Division, commended for shoveling coal ahead on engine averting delay to train.

Engineer W. D. Swiney, Kansas Division, commended for detecting freight shipment on his train which had shifted and having cars set out before damage resulted.

Section Foreman J. Johnson, Kansas Division, commended for detecting bad order car on car live stock and repairing same.

Signaler Maintainer W. J. Peycke, Kansas Division, commended for connecting up dispatcher's circuit which had been broken by derrick.

Engineers H. P. Arnold and H. P. Mann, Firemen W. A. Barker, G. T. Lambert, Yard Brakemen F. J. McGoldrick, G. L. Saunders, W. O. Carrier, F. H. Deppe and William Hutton, and Yard Conductor H. N. Knox, Kansas Division, commended for assistance rendered in clearing bridge which was blocked by derailed car.

Engineer T. S. Phillips, Missouri Division, commended for reporting discovery of broken brake beam on passing train.

Canada Places Embargo to Relieve Lumber Famine

An embargo on the sending of Canadian freight cars to the United States was announced at Winnipeg, recently, by the Railway Association of Canada. On account of a shortage in the United States American railroads are not returning Canadian cars, according to the association, and the embargo is necessary to relieve the lumber famine on the Canadian prairies.

Stayed With His Engine and Met Death in Wreck

Joe Lambert, of Denison, Tex., engineer on Missouri, Kansas & Texas southbound passenger train No. 7, was instantly killed when his train crashed into the rear of a southbound freight which was forced to halt when it struck a company motor truck in a heavy fog, one and a quarter miles south of Muskogee, on February 16.

Lambert stayed with his engine when he saw the caboose of the freight loom up out of the fog and was crushed between the tender and dock of his engine, as the cab crumpled up in the impact. His fireman jumped and was uninjured.

Storey Announces New Santa Fe Executives

W. B. Storey, president of the Atchison, Topeka & Santa Fe Railway, has announced the following roster: Vice presidents, E. J. Engel, Edward Chambers, A. G. Wells and W. E. Hodges; general counsel, S. T. Bledsoe; general solicitor, Gardiner Lathrop; comptroller, D. L. Gallup; general auditor, W. E. Bailey; secretary and treasurer, E. L. Copeland, and chief engineer, C. F. W. Felt; assistant secretary, L. C. Deming; assistant treasurer, C. K. Cooper; assistant secretary and treasurer, G. Holterhoff; transfer agent, C. T. McKusick; general purchasing agent, M. J. Collins.

Mr. Engel was assistant to the president prior to government operation and during the last two years has been corporate vice president. Mr. Chambers, vice president in charge of traffic, held that position before the rail administration was established. He has been in Washington as director of the division of traffic of the administration. Mr. Hodges resumes his place as chief of purchases and stores.

A. G. Wells, vice president in charge of operation, has been federal manager since January 1, and for many years was general manager of the Santa Fe Coast Lines, with headquarters at Los Angeles. Mr. Gallup, Mr. Copeland and Mr. Felt resume their old positions.

All of these officers will maintain headquarters in Chicago except the comptroller, who is located in New York, and the secretary and treasurer, who maintain headquarters at Topeka, Kan.

O'Brien Again Appointed Traveling Freight Agent

T. B. O'Brien, who was traveling freight agent of the Rock Island Lines prior to government operation of the railroads, was again appointed to this position, effective February 1.

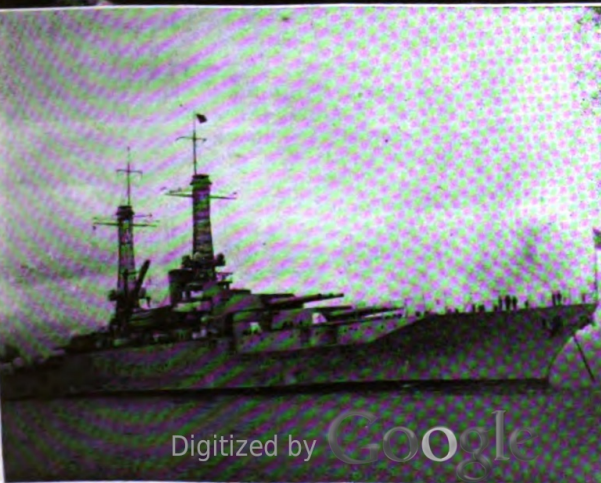


(Above) The signing of the Esthonian Treaty in Paris, one of the great events of 1920



(Left) King Victor Emmanuel, of Italy, convening parliament

(Below) Auto-bolshevist troops in the front line trenches of Russia



(Above) While we are shoveling snow up North, this is the scenery which greets the eye at Palm Beach

(Left) The Idaho, one of the great new ships of the American Navy

Aids to Self Control

Physical Strength Assists Mental

By H. Addington Bruce

(Copyright 1919)

ANY person anxious to increase his or her power of self-control should, in the first place, make it a point to keep out of the company of weaklings in control power and to cultivate the company of people of strong character.

Mental and moral attitudes, it cannot be too strongly insisted, are contagious. The men and women with whom one most frequently and intimately associates exercise, through psychic contagion, a constructive or destructive influence to an extent seldom suspected.

Thus an industrious man may be, and frequently is, changed into a lazy, shiftless one through association with the lazy and the shiftless. Or a man of sound morality is gradually led to looser ways of thinking and living through the influence of friends whose moral standards as a group are more lax than his own.

Hence the necessity for carefully scrutinizing one's friends and companions if it is a question of re-forming one's character. The psychic influence of the weak-willed man can never be for strength, and the weak-willed should be dropped from intimate association so far as this is possible.

There should be a systematic effort also to improve the state of the physique. Time and again it has been observed that weak wills and weak muscles go together. The muscularly strong are not necessarily morally strong, but the man of flabby muscle is undoubtedly prone to be flabby likewise in the sphere of self-control.

It is no mere coincidence that the nations of soundest moral fiber and strongest will power are precisely the nations which have most stressed physical education. As with nations, so with individuals.

Accordingly, muscular exercise is heartily to be recommended as an aid in moral upbuilding. If any particular muscles are noticeably weak—as the arm muscles or the leg muscles—care ought to be taken to choose exercises specially adapted to the development of these.

Assistance in control gaining may further be had by consciously adopting a posture of confidence and strength.

The weak-willed man usually slouches. There is a hangdog droop to his head. He is inclined to scuff along. He does not hold himself manfully erect and walk with brisk elertness.

But let him improve his posture and soon—in accordance with the James-Lange doctrine of the emotions—he will begin to feel more resolute and manly. An interesting proof of the influence thus exercised is seen in the transforming effect wrought on numerous moral incompetents by the better posture they had to adopt when drafted into the army.

Over and above all the foregoing, however, there must be regular daily exercise of the will. At first only a light burden should be put on a will that is infirm. Otherwise there will inevitably and incessantly be failure to meet the self-imposed test, and the repeated failures may in the end give rise to despair and will certainly make progress impossible.

things I have to buy. I am getting tired of this. Why should I carry the burden of reconstruction while you compel me to pay ruinous prices for the goods you produce? If you will produce all you can I will produce all I can, and we both will be gainers, but if you produce as little as you can, then I will do the same and I will suffer less than you."

"The farmer is justified in taking this position.

"We cannot get away from this conclusion: Whether we are engaged in industry, in mining or in agriculture we all must produce as much as we can, for we are all interdependent. A man in industry is dependent on the man who tills the soil for food, while the farmer is dependent upon industry for his clothing, housing, transportation and for the machinery he uses in planting, cultivating and harvesting his crops. Everybody is dependent upon every one else. The man who works with his hands is dependent on the man who works with his brain or his money. The man who works with his brain or his money is dependent on the man who works with his hands."

✻ ✻

Rail Executives Explain How the Roads Are Owned

The Association of Railway Executives has estimated that railroad securities of the United States are distributed as follows:

Industrial, numbering over 1,000,000, own outright about \$10,000,000,000 in railroad securities. Over 600,000 are stockholders with an average holding of \$13,956.

Life insurance companies, with 53,000,000 policies in force, own nearly \$2,000,000,000 of railway securities.

Savings banks, with 10,000,000 depositors, own \$847,000,000.

Fire and marine insurance companies, casualty and surety companies own a total of \$649,000,000.

Benevolent associations, colleges, schools, charitable institutions, etc., own \$350,000,000.

Trust companies, state and national banks own \$865,000,000.

✻ ✻

Morning Exercise for the Tired Business Man

From N. Y. Commerce & Finance.

Rise 7 a. m.

Stand in the middle of room, raise arms slowly over head, take deep breath and say, "Damn the Government," lowering arms in attitude of despair. Ten times.

Extend body flat downward on floor, cover eyes with hands, kick heels, think of the railroads and weep, till dry.

Kneel, wring hands, meditate upon the labor unions, and groan 150 times.

Assume sitting position, hands on hips, sway to and fro and concentrate on Mr. Burleson until a generous frothing at the mouth sets in. Till exhausted.

Collapse on floor. Grovel vigorously, think of the income tax and gnash your teeth as in anger. Ad lib.

While cooling off try to get a number on the telephone.

Note: Observe this simple regime every morning before breakfast and you will reach the office with most of the forces and troubles of the day out of your system.

Rock Island Magazine for March, 1920

Speed Production Rapidly or We Will Face Famine

"We are all interdependent. The man in industry depends upon the farmer, who in turn depends upon the man in industry; we all must increase production or this country is going to face famine," writes W. M. Burton in the November issue of *The Stanolind Record*, a message to employees of the company.

"What are the causes of the present high cost of living and the industrial unrest which is manifesting itself everywhere?" the article asks.

"If we attempt to analyze the situation sooner or later we come to the conclusion that the one great basic cause of trouble is underproduction.

"There are hundreds of millions of people in this world and each of these requires a certain amount of food, clothing, fuel, housing, means of transportation, etc., to insure their health, comfort and well-being. The food must come from the soil.

"In effect, the farmer is issuing an ultimatum to city dwellers, whether they be capitalists or laboring men, that unless they are willing to do their part in bringing about a just and equitable solution of our present reconstruction problems they are going to be without the food which they require. If the farmer carries out this implied threat and actually begins to do to industry what he believes industry is trying to do to him the people of America eventually will feel the pangs of famine. It makes no material difference how high wages may become if the men who earn these high wages cannot buy food because there is no food.

"Mr. Farmer today is saying to the miners and the men employed in industry, 'You want me to produce more so that you may buy food at a low price; but while you are asking this, by your strikes and demands for shorter hours you are producing less and less of the

Carlisle Sets a Bad Example for Crooks

William Carlisle, the notorious train bandit, by his sensational resumption of activities, seems to have made train robberies popular in the Far West. The latest incident of this nature occurred on the eastbound Union Pacific Overland Limited as the train was traveling between Fremont, Neb., and Omaha. A lone bandit, after imprisoning six mail clerks in closets or on the vestibules, rifled several registered mail pouches and escaped through a skylight as the train was nearing a junction near Omaha. Another similar robbery was recently reported on the Southern Pacific near Richmond, Cal.

"Have a Motto" Is A Good Motto to Have

A NOTABLE gathering of distinguished guests recently assembled at the Bellevue-Stratford, Philadelphia. It was in celebration of the semi-centennial of a business firm of that city, marking its progress from a feeble beginning to affluence and national repute.

Many in that splendid assemblage of notable business and professional men and eminent publishers may have sought the secret of that business firm's success. High above the banqueters, in blazing letters, the secret was told: "Keeping everlastingly at it brings success." That was the inspiration of the house of N. W. Ayer & Son.

This motto won success for Philip D. Armour, for Andrew Carnegie, Charles M. Schwab, John D. Rockefeller, Theodore N. Vail, Earl D. Babst, A. Barton Hepburn, Charles H. Sabin, George Eastman, Thomas A. Edison, Henry C. Frick, August Heckscher, John H. Patterson, Cyrus H. K. Curtis, and a host of others who have led in their special lines of endeavor.

This motto will win success for you, young man, if you adopt it early in life and stick to it with unfailing zeal and pertinacity.

Have a motto. No one ever succeeded in any line of business or in any profession who didn't have a motto to inspire him to reach his goal.

"Keeping everlastingly at it!" This was worth a gold mine to the Philadelphia house. It is worth a gold mine to anyone who behind it puts the zeal, the courage, the integrity and the high sense of honor essential to solid success.

Young men starting out in life and choosing a motto, think of the one we have quoted. We know of none that is better. Don't build your castles in the air. They won't materialize. Don't dream of success through some sudden stroke of good fortune. There is no royal road to wealth. Go at your work and win success. Your future is up to you!

Have your motto and stick to it. While others give up their work in despair, while some throw down their jobs, resentful of supervision and criticism, while some quit in envy of those who are succeeding, swallow your disappointments, stifle your envy, pocket your pride and "keep everlastingly at it."

With this motto ever in mind, you will have a guarantee of promotion and advancement, step by step, until assiduity and patience win their unfailing reward.

"Keeping everlastingly at it brings success!"—Leslie's Weekly.

Satisfied with a Rut

The Plodder Without Ambition

By Orison Swett Marden

(Copyright 1919)

F. W. ROBERTSON has said, "Whoever is satisfied with what he does has reached his culminating point—he will progress no more. Man's destiny is to be not dissatisfied, but forever unsatisfied."

One of the saddest things in life is to see men and women who started out with high hopes and with proud ambitions settle down in mediocre positions, half-satisfied merely to get a living, to plod along indifferently. What a tragedy there is in being content with mediocrity.

There are multitudes of capable employees who are satisfied to plod along in mediocrity instead of riding to the heights where their ability would naturally carry them.

Of course, the higher up in the world a man gets the greater his responsibility, but think of the satisfaction which comes from the consciousness that he has made the most of his talents.

The struggle of man to rise a little higher, to get into a little more comfortable position, to secure a little better education, a little better home, to gain a little more culture and refinement, to

possess that power which comes from being in a position of broader and wider influence through the acquirement of property, is what has developed the character and the stamina of our highest types of manhood today.

One of the most discouraging problems in the world is that of trying to help the ambitionless, the half satisfied, those who have not discontent enough in their natures to push them on, initiative enough to begin things, and persistency enough to keep them going.

It is the young man who is not satisfied with what he does, and who is determined to better it every day, who struggles to express the ideal, to make the possible in him a reality, that wins.

Activity is the law of growth; effort the only means of improvement. Wherever men have obeyed their lower nature and ceased to struggle to better their condition, they have deteriorated physically, mentally and morally; while, just in proportion as they have striven honestly and insistently to improve their situation, they have developed a large and nobler human type.

The Man in the Upper and the Chap in the Lower

THERE was a day when I took a journey, and I rode in a car of juggernaut, even a sleeping car. And I had bought my railway ticket and my Pullman ticket and paid the war tax. And I had a lower berth, and was content.

And there came into the car a passenger who had a ticket for an upper berth. And he was wroth. And he spake much concerning it, so that all that were in the car heard what he said. And he spake saying:

"I'd like to know what kind of a one-horse road this is that can't put on cars enough to give its patrons decent service. For I have never slept before in an upper berth, and I like it not."

Now, the man who hath never slept in an upper berth hath not slept many times in a lower berth. And I looked at the passenger, and I suspected that it was from motives of economy he had taken the upper berth, and that if he had bought a lower berth he would have gone without breakfast.

Wherefore I let him talk till he had told all who were in the car how sad he was at having to sleep in an upper berth. And I said to him:

"I have a ticket for a lower berth, and it cost me one dollar more than an upper berth, and the war tax is another dime. I will exchange berths with thee, and thou mayest give to me a dollar and ten cents." And he began with shame to sidestep my offer. And he said:

"I could not think of accepting a favor at the expense of thy comfort."

And I said, "I shall be comfortable in the upper berth, and the more so for the comfort thou art to have in the lower one."

And I called to the Ethiopian who accompanied that chariot, and I said, "Move my things to upper seven, and give this man lower six; and come thou with thy fire escape, and I will go up."

But the passenger began to sweat, so that cold drops stood on his forehead, and he said, "I thank thee just as much, but I am running a little short on my expense account; and if it is all the same to thee I will go up stairs and save my dollar ten."

And I said: "Peace go with thee."

And the other passengers began to snigger.

And he went up very soon, and was glad to go.

And one of the other passengers came to me, and he laughed and said, "Thou didst sure get his number."

And I said, "The man who hath little at home is the man who kicketh when he goeth abroad. And he who complaineth loudly at the small discomforts of travel is he who is getting all he is paying for and more than he can afford."

And he said, "I had not thought of it on this wise, but I verily believe thou art right."—*Congregationalist and Advance.*

Veterans of the Rail

Retired on Pension

At a meeting of the Board of Pensions held October 23rd, the following applications for pension were approved:

- No. 446—Martin L. Mitchell, engineer, Iowa Division; address, 646 E. 6th St., Davenport, Ia. Age, July 29, 1919, 58 years. Length of continuous service, 33 years, 3 months. Monthly pension, \$20.00. Pension effective, January 1, 1919.
- No. 447—Sheldon Guest, switchman, Chicago Terminal Division; address, 343 Prairie St., Blue Island. Age, September 25, 1919, 70 years. Length of continuous service, 25 years, 4 months. Monthly pension, \$20.00. Pension effective, September 1, 1919.
- No. 448—Henry J. Beverness, car oiler, Illinois Division; address, 1339 Union St., Davenport, Iowa. Age, May 24, 1919, 71 years. Length of service to date, attained 70 years, 20 years. Monthly pension, \$20.00. Pension effective, November 1, 1919.
- No. 449—M. G. Mitchell, conductor, Minnesota Division; address, Waverly, Ia. Age, August 31, 1919, 70 years. Length of continuous service, 47 years, 4 months. Monthly pension, \$68.70. Pension effective, September 1, 1919.
- No. 450—Tilman H. DeBord, agent, Patterson, Ia.; address, Patterson, Ia. Age, November 4, 1919, 68 years. Length of continuous service, 30 years, 7 months. Monthly pension, \$20.00. Pension effective, September 1, 1919.
- No. 451—Ambrose J. Piper, J. T. baggageman and expressman, Chicago Terminal Division; address, 456 Elm St., Blue Island, Ill. Age, March 16, 1919, 58 years. Length of continuous service, 38 years, 11 months. Monthly pension (R. I. proportion), \$32.34. Pension effective, September 1, 1919.
- No. 452—John W. Adams, engineer, St. Louis Division; address, Eldon, Mo. Age, November 23, 1918, 62 years. Length of continuous service, 26 years, 6 months. Monthly pension, \$41.10. Pension effective, June 1, 1919.

FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners January 1, 1910, to January 1, 1920.....	\$726,590.49
Total employees pensioned January 1, 1910, to January 1, 1920.....	464
Total pensioned employees who have passed away.....	165
Total number of employees on pension roll as of January 1, 1920.....	299

IN MEMORIAM.

- No. 39—Michael Payne, crossing flagman, Illinois Division. Died October 5, 1919. Pension effective, January 1, 1910, \$20.00 per month. Pension ceased, October 31, 1919. Total pension received, \$2,349.70.
- No. 62—August Haman, section laborer, Illinois Division. Died September 26, 1919. Pension effective, January 1, 1910, \$20.00 per month. Pension ceased, September 30, 1919. Total pension received, \$2,332.90.
- No. 166—W. E. Stewart, painter, Argenta, Arkansas. Died September 12, 1919. Pension effective, November 1, 1912, \$20.00 per month. Pension ceased, September 30, 1919. Total pension received, \$1,660.00.

Sheldon H. Guest was born in Lockport, N. Y., on September 25, 1849. His father came to the West in 1856, locating at Port Byron, Ill., where he engaged in the hotel business. Sheldon was married on October 21, 1869, at Leclaire, Ia., to Miss Mary Milholland, of that town. At that time Mr. Guest ran a boarding house at Shepard Mills, two miles east of Valley City, Ia. Later he was placed in charge of a store near Green River, Ill., at a coal mine operated by Sheppard & Co. After remaining there two years, Mr. Guest removed to Moline where he entered the employ of the Deere Plow Company.

In 1875 Mr. Sheppard entered the service of the Rock Island as a fireman and served in that capacity until 1881. From 1889 to 1893 he was employed as a switchman at Moline, resigning in 1893 to go to Blue Island, Ill. In April, 1894, he was given a switching job by R. W. Justin, yardmaster, and continued in that capacity until September 1, 1919, when he was pensioned, having arrived at the age limit of seventy years. He was in the switching service thirty years and a fireman five years.

George W. Warren, of Horton, Kan., began his railroad work in 1876 with the Chicago & Delaware Railroad, remaining with that company four years. For three years he was employed as a stationary engineer in Nebraska, and then removed to Topeka, Kan., where for a short time

he was connected with the Atchison, Topeka & Santa Fe Railway. In 1887 he entered Rock Island service, remaining until March 28, 1919. He was born in Sussex County, Delaware, August 7, 1850.

Tilman H. DeBord, agent at Patterson, Iowa, was born near Bloomington, McLean County, Ill., November 4, 1851. When four years of age he removed with his parents to Madison County, Iowa, which has been his home since that time. During early life he farmed in the summer months, attending public school in the winter. In 1881 he began working for the Rock Island as a section laborer and after three years went into the retail grocery business at Patterson. On January 4, 1889, he re-entered the Rock Island service as agent at Patterson, holding that position continuously for thirty years, until his retirement in 1919.

Henry Beverness was born in Schlesweig Holstein, then a part of Denmark, May 24, 1848. There he lived until a lad of fourteen years, when he crossed the channel and enlisted as an English sailor, sailing on the British brigantine merchantmen until 1871.

At that time the Franco-Prussian war began to make a sailor's life a little too strenuous and unpleasant, so Henry, then 23 years of age, set sail from Liverpool for America, and after a stormy voyage

(Continued on page 52)



Tilman de Bord



George W. Warren



Sheldon H. Guest

Rock Island Magazine for March, 1920

Bogue Appointed Passenger Trainmaster at Chicago

F. A. Bogue, chief clerk to the general manager of the Rock Island and well known over the system, was recently appointed passenger trainmaster at Chicago. He is succeeded by Gray Adams, who has been connected with the operating department of the road for many years.

Mr. Bogue's new duties will be to assist in maintaining the high reputation the Rock Island has for terminal efficiency at Chicago.

J. M. Kurn Is New Head of Frisco Railroad

J. M. Kurn, general manager of the St. Louis-San Francisco R. R. under federal control, has been elected president, succeeding E. N. Brown, who remains as chairman of the board; C. W. Hillard has resigned as treasurer but remains as second vice-president in charge of finances; F. H. Hamilton, federal treasurer, has been elected secretary and treasurer, succeeding S. J. Fortune, resigned as secretary and assistant treasurer; A. Hilton, federal traffic manager, has been elected fourth vice-president in charge of traffic; B. T. Wood, assistant to the federal manager, has been elected fifth vice-president and chief purchasing officer; W. F. Evans, general solicitor under federal control, has been elected general solicitor; all with headquarters at St. Louis, Mo., and all elections and resignations effective at the end of federal control.

Silvis Glee Club Is Handed Bouquets

On January 22, the city of Moline enjoyed the concert of the Silvis Glee Club more than words can tell, according to everyone who attended and to the press of the Tri-Cities. The *Moline Daily Dispatch*, one of the leading dailies in Illinois, has the following comment to make:

About the glee club: It contains about eight of the original members of the old Glee club who sang together for some two years. Many of the singers went to other parts of the country, others were called to the colors and the club disbanded, reorganization having been effected only recently. The twenty-two members—all with good voices—are enthusiastic over the prospects of a happy and busy future of singing and most of all over their conductor, William B. Powell, an old-time chorus leader who has worked with musical organizations all over the country, always bringing them out on top. Officers of the club are Fred W. Beckstrom, president and manager, and Tony Henchon, secretary-treasurer. The personnel:

First tenors—Tony Henchon, James M. McIntosh, Madison Aldrich, James A. Smith, Perry M. Black.

Second tenors—Hugh J. Dunlop, Charles R. Chappel, Jesse E. Ray, Ted Anderson, Fred Miller.

First bass—I. G. Morgan, R. M. "Judge" Theophilus, Edgar Skoglund, Ward Cummings, William G. Moses, Edward S. Bennett.

Second bass—Fred W. Becker, Charles R. Green, J. V. Carlson, W. G. Ausbrook, David C. Peterson, Charles D. Swartz.

A Yardmaster's Bulletin



This Bulletin is issued at the suggestion of a yardmaster in one of our important terminals. It's his Bulletin, in fact, not mine, and therefore I can start in by saying it's a good one.

It represents (lower picture) a yard or trainman walking between the rails immediately in advance of moving car.

Perhaps he has just thrown a switch (upper figure) and is going ahead of car or engine on siding to couple to another car a short distance away or maybe he steps in front of a moving car or engine to pull open the knuckle on same or gets off the advancing car or engine and runs ahead between the rails to open the knuckle on standing car.

Whatever the reason—or whether there be any reason—the practice is very dangerous. If a man in that position should slip or stumble and fall, neither the engineer nor fireman could see him and he wouldn't have one chance in a million.

There is not the least reason why a man should walk between the rails immediately in advance of a moving car or engine—there's plenty of room to the side—and the safe way is to open the knuckle on the standing—not the moving—car and to do it when the moving car or engine is a safe distance away. What is a safe distance depends, of course, upon the speed, but it certainly should not be less than a car length.

If you can't get ahead a safe distance and open knuckle on standing car, the thing to do is to "swing him down" and open knuckle after the engine has stopped. The whole proposition is one that is difficult to cover by general rule; a man's safety depends upon his looking out for himself and using good judgment.

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Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Silvis Reclamation Work

Gasket Manufacture From Scrap Rubber and Leather

By C. H. Rost

One of the new features in connection with the reclamation work at Silvis was the installation of a home-made air press equipped with dies for stamping out tank hose gaskets from old air brake hose tubes, and leather triple valve gaskets from pieces of scrap leather.

The cost of the machine made in our own shops from an obsolete driving brake cylinder was approximately \$100.00, and basing our saving on a month's operation of the machine, it will amount to approximately \$1,200.00 per year.

The accompanying photographs will show the complete operation:

1. Power saw for splitting tubes.
2. Tubes after having been rolled for steaming.
3. The press with one of the tubes that

has been split and steamed from which the gaskets are cut.

The leather gaskets are made in a similar manner, except they are cut from flat pieces of leather and no splitting or steaming is necessary.

The gaskets manufactured are No. 85 and No. 59 rubber tank hose gaskets, and No. 1755 leather gaskets.

Our annual requirements on the rubber gaskets are about 27,000 pieces and on the leather gaskets about 17,000 pieces, and would cost us at present market prices approximately \$1,500.00. This material, from the saving noted, can be manufactured, including scrap value of the material and the labor, for approximately \$300.00.

While this is but a small item, it will indicate what can be accomplished in our reclamation work by reworking scrap material into something usable, and which for service is just as good as a new article.

Conductor Woods Killed in Minden Derailment

All employees of the Iowa division were grieved to learn of the death of Conductor W. A. Woods, who was killed in a derailment at Minden, Ia., on February 5. He had been in the service of the company twenty years and was well known over the Rock Island. He leaves a widow to mourn his death. The body was taken to Brookfield, Mo., his old home, for burial.

Ticket Office Opened Forty Years Ago

The following item was clipped by Dispatcher C. H. Midner, Eldon, Mo., from the "Forty years ago" column of the *Kansas City Times*:

"The Rock Island is putting the finishing touches on its Main street ticket office, and its opening shortly will attract the attention of the public to one of the neatest places of the kind in the city, although necessarily it has been placed at some little distance from the four other ticket offices in the uptown district. A suitable room nearer was not available."

Much Responsibility Falls on Commerce Commission

In the opening paragraph of his recent memorandum on the valuation of railroads Judge Prouty, director of the Bureau of Valuations of the Interstate Commerce Commission, said in referring to a return of the carriers to private ownership: "Whether it succeeds or fails must depend largely upon this commission. The trouble has been the uncertainty. The public has come to realize that the Government holds these carriers, through its power to dictate their rates, in the hollow of its hand, and the doubt as to what the policy of the Government is to be has been the disturbing factor." In this connection some observers call attention to the fact that the President has to appoint two new Interstate Commerce Commissioners as well as a third to fill a vacancy, and the former attitude of the men who finally are appointed may indicate what that policy will be.

Rock Island Magazine for March, 1920



(Top) Power saw for splitting scrap air hose.
(Middle) Hose after being split, ready for steaming.
(Bottom) Air press equipped with die for stamping gaskets.

(Right) The two little daughters of W. A. Franklin, Liberal, Kan., motor car instructor of the El Paso Division

(Below) Cecilia Louise, six-month-old daughter of Mr. and Mrs. C. L. Miller, of Chicago, and Jack Dunlap, son of Mr. and Mrs. Hugh (Red) Dunlap, of Moline, Ill.



(Below) Hilton, aged one year, and Helen, three, children of Agent W. H. Yakish, of Lone Tree, Ia.



(Above) The children of M. L. Roach, 335 Florence St., Blue Island, Ill., and Muriel E. Skiver, two-year-old daughter of Agent R. H. Skiver, Somers, Ia.

(Below) Stanley C. Brasch, son of George M. Brasch, advertising manager of the Rock Island Magazine, and little Miss Clair Easton, daughter of Conductor O. C. Easton of the Louisiana Division



(Above) Mildred, Dorothy and Foreman, children of Mrs. Shirley Foreman, operator at Scandia, Kan.

(Below) Mildred May Gstettenbauer, who will be a year old on March 20. She is the daughter of Joe Gstettenbauer, chief clerk at Moline, Ill.



William H. Finley New Chief of Chicago & Northwestern Road

WITH William H. Finley at the helm as president, the new staff of officials of the Chicago & Northwestern railway system has been announced. Some of the men who were in charge when the government took control of the railroads are restored to their positions, but there are exceptions.

Marvin Hughitt, Jr., is again made vice-president in charge of operation. Frank Walters is made general manager. H. R. McCullough goes back to his old post as vice-president in charge of traffic. A. C. Johnson again is general traffic manager and C. A. Cairns passenger traffic manager.

LIST IS GIVEN OUT.

According to the announcement the list, as officially approved at a meeting of the board of directors today, includes the following officers:

Chairman of the board of directors—Marvin Hughitt.

President—William H. Finley.

Vice-president and assistant secretary—Samuel A. Lynde.

Vice-president in charge of operation—Marvin Hughitt, Jr.

Vice-president in charge of traffic—Hiram R. McCullough.

Vice-president—Edward M. Hyzer.

Secretary and assistant treasurer—John D. Caldwell.

Treasurer and assistant secretary—Arthur S. Pierce.

Local treasurer—Arthur B. Jones.

Assistant treasurer and assistant secretary—T. W. Arundel.

Assistant treasurer and assistant secretary—H. W. Rush.

Assistant secretary—Barrett Conway.

Auditor of expenditures—Charles L. Lowe.

General counsel—James B. Sheean.

Assistant general solicitor—A. A. McLaughlin.

Assistant general solicitor—Nelson J. Wilcox.

Commerce attorney—Robert H. Widdicombe.

General claim agent—R. C. Richards.

Freight claim agent—H. C. Howe.

Operating department—Vice-president, Marvin Hughitt, Jr.

General manager—Frank Walters.

Assistant general manager (eastern lines)—F. H. Hamill.

Assistant general manager (eastern lines)—William Walliser.

Assistant general manager (western lines)—C. T. Dike.

General superintendent (eastern lines)—G. B. Vilas.

General superintendent (western lines)—H. E. Dickinson.

General superintendent motive power and machinery—Robert Quayle.

Superintendent motive power and machinery—H. T. Bentley.

Superintendent car department—T. H. Goodnow.

General purchasing agent—F. J. Berc.

Vice-president, traffic department—H. R. McCullough.

General traffic manager—A. C. Johnson.

Freight traffic manager—H. W. Beyers.

Assistant freight traffic manager—E. D. Brigham.

Assistant freight traffic manager—A. F. Cleveland.

General freight agent—S. F. Miller.

Assistant general freight agent—S. G. Nethercot.

Assistant general freight agent—S. H. Gillette.

Passenger traffic manager—C. A. Cairns.

General passenger agent—J. L. Ferguson.

Assistant general passenger agent—M. R. Leahy.

Assistant general passenger agent—Robert Thomson.

Assistant general passenger agent—C. R. Custer.

General baggage agent—H. G. Graves.

Comptroller—Lewis A. Robinson.

General auditor—Charles D. Brandiff.

Chief engineer—L. J. Putnam.

Land commissioner—J. F. Cleveland.

Tax commissioner—T. A. Polleys.

farm, his clothes, originating at the farm, his shelter originating in the forests and in the mines, natural kindred of the farm. Whether his earnings are half again as much as they were or twice as much as they were, they have to be exchanged into wheat at \$2.26 a bushel instead of 90 cents; into pork products at 50 cents a pound instead of 18 cents a pound; into cotton at 40 cents a pound instead of 10 cents; into wool at dollars instead of quarter dollars.

Steel wages and farm prices, other earnings and other prices, producers' costs and consumers' costs—they are all in the same vicious, damning circle.

But the farmer is dead right when he says that unless more consumers get back to hoeing potatoes, drilling wheat, producing all kinds of foodstuffs, converting all manner of latent natural wealth into active usable wealth, there will not be food enough and clothes enough to go around. Low wages or high wages will not buy this imperative necessity of man, normal money or inflated money will not buy it, because the farmer will not be producing it. With too few producers and too many consumers, as the hard-headed, American farmer declares, there will be no way for the consumers to get enough to eat and wear.

The chief trouble with pretty much the whole world today is that it doesn't want to get down to the hard-pan business of dragging its living with its naked hands out of the soil, the forests and the mines as nature intended most of us to do and as nature commands that most of us shall do or perish off the earth.

Not only in the Old World but in the New, not only among the consumers but among the producers, there is a very delirium of trying to work out the solution of our economic problems by printing bonds! Printing notes! Printing money—printing dollar marks on wages! Printing anything and doing anything except work! You might as well try to climb to the moon on a greased pole.

In the middle of the desert of Sahara with nothing to eat and nothing to wear on all the stretches of the blazing sands, a printing press to grind out money by the ream and a battery of printing presses to grind out bonds, notes and money by the bale, never could supply a crust of bread to a starving man or a drop of water to a man dying from thirst. Yet in our own productive fields which are becoming deserts for lack of work, and in productive fields of other countries which already have become deserts for lack of work, there are millions of economic lunatics today who are trying to print bread and butter.

It's Quite a Job Trying to Print Bread and Butter

Steel industries like steel workers, and all American producers like all American consumers, would better let the economic fundamentals penetrate more deeply into their intellectuals or they will go down together in one colossal smash, declares *The Sun* and *New York Herald*.

While the United States Steel Corporation is announcing pay to day laborers of more than \$5 for a day of ten hours, the farmers of the United States are declaiming against the wage earners that get high pay but won't work, against the urban populations that exhaust production and want to riot over the price of what is produced. The American farmer declares that of all those involved in this economic crisis, he gets the worst of it because he alone does work hard. He works twelve, fourteen and sixteen hours a day and yet gets

nothing out of it, while the labor union worker who will work but six or seven or eight hours a day, and work very indifferently at that, gets \$5, \$6, \$8, even \$10 a day.

But the American farmer is wrong in thinking he is the only victim of this preposterous national performance of trying to lift oneself by the bootstraps. Nobody gets anything out of it. They are all victims; foolish victims—sometimes, it seems, because of their very mania of fallacy incurable victims.

It has got to be admitted by the farmer, by the employer and by everybody that the man who gets twice the wage or salary or income or whatever it be which he got only a little while ago has to pay a good deal more than he did a little while ago to meet his cost of living—his food, originating at the

Olaf Anderson Ends 28 Years Service

The Rock Island had the misfortune of losing one of its most faithful employees when Olaf P. Anderson was killed in the Council Bluffs terminal on January 25 while on duty. He entered the service of the company on July 28, 1892, as a switchman, being promoted to engine foreman and then to pilot, serving the railroad 27 years, 5 months and 27 days. He was said to be the oldest employe in point of service in the Council Bluffs yards.

Mr. Anderson had been a resident of Council Bluffs forty years and a member of Odd Fellows Lodge No. 49 and the Switchmen's Union.

31 Cars of Flour From Oklahoma to New York

Recently the Rock Island shipped a train of thirty-one cars of flour from Yukon, Okla., to New York City. These cars contained 11,678 barrels, making a net weight in poundage of 2,289,000, or a gross weight on which freight is based, of 2,304,350 pounds, figured on flat rates from Yukon to New York, making the freight on this train of 31 cars \$13,486.30, but on account of inbound tonnage used, and rate figured from point of origin to New York, the actual freight charges on this lot amounted to \$13,789.50. War tax on this flour was \$413.58.

The total value of this flour on arrival at New York was \$138,548.55.

The marked capacity of these thirty-one cars used was 2,345,000 against total pounds loaded of 2,305,350 pounds. All cars in this train were loaded to ten per cent over the marked capacity or to the physical capacity, thus the train carried the maximum tonnage, and shows an average weight per car of 74,366 pounds.

This is a train that the Rock Island feels very proud of the handling of. The train left Yukon at 4 o'clock on Wednesday, December 24, arrived in St. Louis the morning of the 27th, which was excellent handling for a solid train intact.

The Yukon Mill & Elevator Company is shipping on an average of twelve cars of flour a day over the Rock Island.

Special Training is Big Thing at Present

The technically trained man is in demand. Whether he obtains that training by a thorough college education, or by practical experience, or by studying during his spare hours, he has much more chance to get to the top of the proverbial ladder than the chap who does not care to indulge in such detailed work.

The opportunities of special training by railroad employes are particularly bright, because they usually have a chance to combine practical work with the more theoretical studies. A number of Rock Island men have found this out to their own advantage.

C. A. Morse, chief engineer of the Rock Island, advocates that idea that employes, particularly those who have not had the advantage of an advanced education, would do well to spend part of their spare time in study.

"I think a course in mechanical drafting," declared Mr. Morse the other day, "would be of benefit to many railroad employes, particularly those employed as machinists, electricians and signalmen."

Kenney Traffic Chief of Great Northern

William P. Kenney has been elected vice-president of the Great Northern railroad in charge of traffic. Charles O. Jenks was elected vice-president in charge of operation. Messrs. Kenney and Jenks are at present federal manager and assistant federal manager, respectively, of the Great Northern.

Assistant United States Attorney Figg says the price of clothing must come down. He might assist in bringing about that end by supplying leaves from his family tree.—Dallas (Oregon) Itemizer.



(Top) The locomotive ready to leave Yukon, Okla., with its solid train of flour bound for Europe

(Middle) Another picture of this train which alleviated suffering in many parts of Europe

(Bottom) Left to right—J. F. Kroutil, president of the Yukon Mill & Elevator Co.; J. A. McDougal, of the Rock Island; H. W. Hammack, chief dispatcher of the Grainhandle Division; Agent E. H. Golden, of Yukon; and G. F. Frisbie, assistant manager of the Yukon Mill & Elevator Co.

WHAT THE WORLD IS DOING

John Barton Payne, former general counsel of the United States Railroad Administration and widely known Chicago lawyer and jurist, has been appointed Secretary of the Interior, succeeding Franklin K. Lane, resigned.

Capt. Claude R. Collins, of Philadelphia, an international licensed airplane pilot, has volunteered to take the leap to Mars in the super-rocket planned by a noted scientist. He has so notified the officers of the Aero Club of America and made his proposal through the col-



Western Newspaper Union Photo
E. T. Meredith, Des Moines editor and capitalist, who has been named to succeed David F. Houston as Secretary of Agriculture

umns of *The Sun* and *New York Herald*. Among one or two stipulations preparatory to taking the proposed leap, Captain Collins requested that life insurance to the sum of \$10,000 be taken out in his favor.

Famous old Broadway, which thrills with delight at the musical reviews, problem plays and Belasco comedies, is now reveling in the play, "Abraham Lincoln," by John Drinkwater, an Englishman. This play, according to all critics, is one of the finest ever presented in America, and they all wonder that the most remarkable drama about America's foremost character should be written by one other than an American.

Julius Chambers, former managing editor of the *New York Herald*, and for many years a foreign correspondent of numerous metropolitan papers, died in Brooklyn on February 12. He was the author of numerous books and was 69 years old at the time of his death.

During the recent strike of taxicab drivers in Paris, an enterprising aircraft company of that carefree capital, launched a scheme for aerial taxis. By the use of this taxi an American business man closed a \$100,000 deal which it would otherwise have been impossible to obtain.

Premier Millerand, of France, has notified the German government that because of the non-fulfillment of the treaty terms by Germany the time limits placed upon the Allied occupation of the Rhineland have been suspended indefinitely.

Wilhelm, son of the ex-Kaiser and former Crown Prince of the late lamented German empire, sometimes referred to jocularly as the Clown Prince, has cabled President Wilson, and the sovereigns of other allied powers that he is willing to stand trial in place of the 900 Germans scheduled for same. He sent his dispatch from Holland, where he and his imperial papa are domiciling at the present time.

The national executive committee of the American Legion has adopted a resolution calling on congress to pass the pending legislation giving discharged soldiers and service women a \$50 bond for each month spent in federal service during the war.

The seventeenth annual convention of the American Good Roads Congress began its sessions at Louisville on February 10. A program of extensive highway improvement was mapped out and such topics as state supervision of road building, etc., were discussed.

The Chicago city council has organized an aggressive campaign against "rent hogs." Rents of apartments and flats in that city, in numerous instances, have gone up 75, 100 and even 150 per cent. Legal talent has been brought into the matter in an endeavor to find ways and means of prosecuting the landlords and realty agents for profiteering. The Chicago Real Estate Board, however, has also taken sides with the anti-profiteering members of the council and will co-operate in fixing impartial rents.

New York City "enjoyed" a tremendous snowfall early in February, which



Underwood & Underwood Photo
M. Paul Deschanel, the new president of France, who was president of the French Assembly during the war and an active figure in the republic for a quarter of a century

was accompanied by a drop in the mercury to several points below zero. Traffic in the downtown streets was jammed, train service was practically paralyzed and on the whole the city suffered greatly. The American Legion, members of the police force and volunteer civilians joined pick and shovel crews and battled with the snow for days.

One twin born to Mrs. Frank Theiss, of Aurora, Ill., came into the world with two front lower teeth, according to an enraptured scribe writing for the *Chicago Tribune*. The baby boy will not have his teeth pulled, according to the attending physician. A few days before a New Orleans woman gave birth to a baby with one tooth. The tooth was extracted.

The *National Zeitung*, a Berlin newspaper, declares that the present German government is willing to surrender its nationals charged with war crime providing a neutral tribunal is employed. The Swiss government has been suggested.

The second session of the League of Nations was formally opened at London on February 11. Arthur J. Balfour, representing Great Britain, assumed the chair at the suggestion of Leon Bourgeois, representative of France and chairman of the league.

Gaby Deslys, dancer of international fame and the beautiful woman said to be responsible for King Manuel, of Portugal, losing his throne, died in Paris on February 10.

Critchfield & Company, a large advertising firm, recently lost three of its officials. Bayard W. Barton, vice president and general manager, and H. W. Smith, secretary, died in Chicago in January of the flu. Their deaths occurred on the same day. On February 13, William A. Pritchard, vice president, died of heart disease en route from Detroit to Chicago.

"Moss" Enright, gunman, politician and laborite, was shot and instantly killed in front of his home recently as the result of a labor feud. Great excitement prevailed in the Chicago bad lands and finally three men were arrested, one of whom confessed, naming the others. The League of Nations, the coming political campaign and other big stories of the day were crowded out of the first two pages of the papers for over a week.

Robert Lansing, Secretary of State, resigned on February 13 at the request of President Wilson. Difference of opinion about the peace commission and sundry other matters caused the break between the executive and his leading cabinet minister. The president also took exception to the Secretary calling cabinet informally in session on several occasions recently.

Speculation is rife in vatican circles in Rome regarding the identity of the next American cardinal. Such prelates as Archbishop Doherty of Philadelphia and Archbishop Mundelein of Chicago have been mentioned.

Governor Smith of New York, at the request of Governor Lowden, of Illinois, recently signed papers for the extradition of Rose Pastor Stokes from New York to Chicago. She is wanted by the

Chicago authorities on a charge "of advocating reformation or overthrow of the government by force or other unlawful means."

Orville Harrington, a skilled worker in the Denver mint, was arrested the other day on the charge of having robbed the mint of gold bullion valued at \$100,000. He is charged with concealing the gold in a hollow false leg which he wore. The loot was recovered in his home, federal authorities assert.

Former Premier Clemenceau, of France, was warmly welcomed a few days ago at Alexandria, Egypt. He was accorded a great reception also in Cairo. The former premier is touring the Near East.

Tri-weekly airplane passenger service has been inaugurated between Buenos Aires, Argentina, and Montevideo, Uruguay. The airplanes cross the mouth of the Rio de la Plata in an hour and a half. Fast boats require ten hours for this trip.

Charles R. O'Connor, New York state federal prohibition agent, has announced that alcoholic liquors may be used for cooking purposes. Permits may be issued to hotels and restaurants to keep a stock of brandy and wine or whisky for mince pies, wine sauce, etc.,

The German army is now 400,000 strong, according to a report made by the head of the Baltic mission. In addition there are 100,000 policing forces, officers, and non-commissioned officers. Germany is also well supplied with tanks, machine guns and airplanes.

The reports published recently in Rome concerning an alleged alliance between France and Jugo-Slavia have been characterized as "absolutely false" by authorities in Paris.

United States Senator Truman H. Newberry, of Michigan, and numerous other Michigan politicians, newspaper men, etc., are on trial on the charge of fraudulent election.

Edwin T. Meridith, of Des Moines, editor of *Successful Farming* and other farm papers, has been appointed Secretary of Agriculture by President Wilson, to succeed Davis F. Houston, who has become Secretary of the Treasury.

Bainbridge Colby, former leader of the Progressive party, has been appointed Secretary of State, succeeding Robert Lansing, who resigned at the request of President Wilson. Mr. Colby is a New York man and at one time was prominently identified with the Republican party. He was one of the leaders of the bolt in 1912 and made the speech nominating Colonel Roosevelt as the Bull Moose candidate for president in that year. Four years later he supported President Wilson for re-election and of recent months has been a strong advocate of the League of Nations.

One hundred American Episcopal bishops have sent to the archbishops of Canterbury and York a cable message protesting against the proposed retention of the Turks in Constantinople. They hold that the Moslems would lose their territorial integrity in Europe, and in Armenia.

A RECORD OF CURRENT EVENTS

Morrison Marshall, the 3-year-old adopted son of the Vice President and Mrs. Thomas R. Marshall, died recently of pneumonia. The Marshalls have no children of their own and adopted the boy about two years ago.

Frazier Hunt, Far East correspondent of the *Chicago Tribune*, in a dispatch to his newspaper on February 23, reports that serious disturbances are probable in Siberia, China and Korea, due to Japanese occupation of these countries.



Copyright by Western Newspaper Union
The new French premier, M. Millerand, who has succeeded Georges Clemenceau, from a photograph taken in Paris on January 25, just after he had assumed his new duties

A siege of Fiume was begun on February 28 with a stringent blockade on commodities, including foodstuffs. Italian regular troops are effecting the siege, in an effort to oust Gabriel D'Annunzio, poet-warrior, who has held the Adriatic port for several months.

Herbert Hoover, former food administrator, was given a decoration by the Society of Western Engineers for conspicuous service as federal food controller and director of European relief.

Drastic reduction of permanent officers of the army from their temporary ranks to regular army grades, effective March 15, was recently ordered by General March, chief of staff. Of approximately 3,000 officers now holding temporary rank, about 2,000 probably will be affected.

Jack Dempsey, world's heavyweight champion pugilist, and Jack Kearns, his manager, have been indicted by a federal grand jury at San Francisco on charges of conspiracy, growing out of allegations that Dempsey evaded the draft. Dempsey was placed in class 4 during the war on the grounds that he had several dependents. Both the fighter and his manager vehemently deny the charges and say they court an open investigation.

A nation-wide strike of French railroad employees, called on February 27, seriously affected conditions in that country. The stringent efforts of the government saved the people of France a national calamity. All strikers were immediately re-mobilized into the army.

Georges Carpentier, European fight champion, sails for the United States the latter part of this month to fulfill a vaudeville contract. It is probable that he will be matched with either Jack Dempsey or Bob Martin before he returns to Europe.



Underwood & Underwood Photo
Gov. Edwin P. Morrow, of Kentucky, who personally took charge of affairs at Lexington during one of the most violent mob scenes in the history of his state

Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

HOW TO CUT DOWN THE WORK AND SAVE TIME WASHING DISHES.

NO woman has to wash the dishes of three meals three times a day if she doesn't want to. I know this statement will be challenged, as it has been so often. Women say they can't afford a dishwasher, believing them to be too expensive for family use, and what other way is there out of it?

There are two ways out of the three-times-a-day dishwashing slavery. One is to eliminate almost entirely the regular use of dishes requiring washing. Use paper plates. Some claim this, too, is expensive if the cardboard or composition wood paper plates are used. But there may be economy even in their use. These plates can be obtained with extra linings, costing very little. Line the plates for luncheon or breakfast, and then throw away only the linings. In this way the paper plate itself may be used two or three times, and this will reduce the cost considerably.

Some objection is raised against paper plates because they are not as fine for table service as china. Of course, one doesn't use them for company meals, or if too objectionable to the family they need not be used for the main meal of the day—the evening dinner. But certainly there seems no reason why they cannot be used for luncheon or for light evening meals. It is a question of serving a finicky family or compelling the tired housewife to do three times as much dishwashing per day as is actually necessary. And the choice rests with the family in too many cases.

The second way of escaping three dishwashings per day is by adopting the mechanical dishwasher. Scrape the dishes after each meal and stack them carefully in the dishwasher. If you have plenty of dishes you can do this three times a day, and then have only one grand dishwashing—instead of three small ones. If the dishwasher is carefully cleaned and aired at the end of each dishwashing, the keeping of unwashed dishes in it for several hours each day will not affect it at all.

It is worthy of note that in cases where experiments have been made it is found that washing the dishes of three meals once a day in the dishwasher does not take more time than the washing of the dishes of only one meal in the old hand way. If there is plenty of hot water with which to give the dishes their final rinsing they need not be dried. Only the silver and glassware need a final drying.

As to the comparative expensiveness of the mechanical dishwasher that is a matter to be decided on the basis of the size of the family, not merely on its financial standing. In many families where the income is small the use of a dishwasher would actually mean an ultimate money saving, because with the additional time the housewife has she could do other things.

There are many women who like to

do their own sewing, but they haven't the time because ordinary household tasks eat up their day. With the two hours per day a dishwasher may save these women could do more sewing for their own family and more mending, thus cutting down the need for frequent replacement of clothing. Any business man at the head of a family will easily figure out that a dishwasher in the home not only will spare his wife the drudgery of an ancient, unpleasant and monotonous task, but will leave her free to do more agreeable work that saves money.

In fact, almost any method that will cut down the hours spent at washing dishes will more than pay for its cost in the long run. Try it.

HERE ARE DELICIOUS WAYS TO HAVE MORE CABBAGE IN THE DIET.

Cabbage may be ranked among the coarsest of all vegetables, and that is perhaps one of the best reasons why it should appear frequently in the diet. It is excellent "roughage"—helping the digestive processes, and contains mineral matter necessary to the body.

Cabbage is one of the few if indeed not the only one of the coarse vegetables that may be eaten uncooked. So that the great objection which many housewives offer as the reason for their avoiding it—the disagreeable odor in cooking—is dismissed.

Mix finely shredded cabbage with cubes of cucumber, stir into this a French dressing and serve garnished with sliced tomatoes or strips of pimento.

An appetizer that is much appreciated abroad consists of very finely chopped cabbage served with a liberally oiled French dressing and garnished with fine strips of green pepper and a few anchovies.

Baked cabbage may be made either as a separate dish or by combining with a substantial stuffing. Here's one way.

- 1 small cabbage
- 1 onion
- 2 tablespoonfuls of butter substitute
- 1 cupful of chopped meat
- 1 ½ cupfuls of breadcrumbs
- 1 teaspoonful of sage
- 1 teaspoonful of salt
- ¾ teaspoonful of pepper.

Cook the chopped onion in the fat until brown, then add the meat, crumbs and seasoning and sufficient water—a few teaspoonfuls—to form a paste. Place a roll of this mixture into a cabbage leaf, skewer with toothpicks and place in a greased baking dish. Pour a half cupful of water into the dish and bake in a moderate oven for about 30 minutes.

This may be served with a cream or tomato sauce as preferred.

To make creamed cabbage, boil the cabbage until tender, drain and place in a greased baking dish. Pour over a thick, white sauce, sprinkle the top with crumbs and dot with butter—then brown in a hot oven. A few teaspoonfuls of grated

cheese added to creamed cabbage greatly improves the flavor.

SOLVING THE EATING "OUT" OR "IN" PROBLEM.

"How can you afford to eat out so much, Mable?" an intimate friend recently asked the new bride in our group. "With that lovely kitchen of yours I should think you'd be tempted to stay home and cook and save money."

"On the contrary, it's because we want to save money that Harold and I decided to eat most of our dinners out," returned the new bride cheerfully. "When we want a real treat and feel we can afford it, I cook a dinner at home."

Most of the group gasped. What were we coming to, when brand new housekeepers deserted their own honeymoon kitchens for the sake of economy!

But when we got down to discussing actual figures the results were startling. Many of the group didn't realize it, but in families where variety at the table is demanded, it actually costs more to serve a dinner at home than to eat out. And the explanation is perfectly simple.

The new bride lives in a pleasant, though unpretentious residential district. Nevertheless, cost of foodstuffs in this particular suburb are far from low. If she wants to serve a substantial dinner, perhaps consisting of some chops, two vegetables, a salad and some dessert, the actual cost of foodstuffs mounted to between \$1.50 and \$2—because she is the kind of young housekeeper who likes the dainty little extras—ripe olives, celery, fancy relishes and real cream for their coffee.

Now, if it were possible to purchase these delicacies—or all the items of their meal for that matter—in quantities just enough for two, they would certainly have saved money by preparing meals at home. But—"I have to buy a whole can of olives, of course, and we somehow make it disappear!"

The inexpensive little table d'hôte they patronize serves simple meals, with just a suggestion of the various little delicacies. There's always enough, of course, and the food is well cooked, so it almost approximates good home cooking. But the discrepancy between the lower cost of eating outside and cooking at home lies in the fact that the housekeeper usually has to purchase more than is actually needed for the one meal.

This is true, however, only where there is a small family of two or possibly three persons, and where great variety is desired. There is no doubt that it is far cheaper to cook meals at home where there are more than three persons to be served, and consequently there is no waste, because food need not be bought in larger quantities than actually needed.

Similarly, if the meal consists of only two or three dishes at most and if variety is not insisted upon, then even two persons can eat at home more cheaply than they can dine outside.

But where there is a demand for a substantial roast every night, 2 or 3 kinds of vegetables, special appetizers, fancy salad and dessert, then it is only the very experienced housekeeper and cook who can market so that the sum total of such a meal will be less than a moderate eating house would charge.

Perhaps the real secret of reducing the cost of the table for two lies just here:

Reducing the variety of dishes at each meal, and economizing on the serving of delicacies and expensive appetizers.

Beauty Hints

By Lucrezia Bori

The Famous Spanish Prima Dona

JUDGING from the careless grooming and unattractive "back necks" of many women there must be a large number who never bestow care nor study on their heads from the back view. **WHAT YOU CAN DO TO MAKE YOUR "BACK NECK" BEAUTIFUL.**

You should take a hand mirror and carefully study the back of your neck, considering your hair line, the shape of your neck and the texture of your skin.

Some necks are too thin in the back and show deep hollows between the muscles.

Others display a fatty hump where the column of the neck meets the shoulders.

If your neck shows hollows you should exercise this part of your body, moving your head from the right side to the left side ten times or more.

Another exercise for the back neck is gone through with by lying on a couch with your head hanging over the edge and raising your chin so that it touches your chest. This exercise should be repeated to the point of fatigue. If your neck shows the hump of flesh at the back and a double chin these exercises will also help to bring the fleshy contour back to its natural lines.

Massaging your back neck with a muscular movement of your forefingers braced by placing your thumbs at the sides of your neck will help to fill out the flesh of any hollows.

The same movements over the hump of flesh which may have formed at the base of your neck will assist in kneading this fleshy tissue into firm skin, free from excessive fat.

If your neck shows discoloration or other blemishes, such as freckles or pimples you should apply a bleaching lotion—glycerine and lemon juice in equal parts is good—and you should be certain to cleanse it thoroughly with soap and warm water at least once each day.

Careless bathing of the back of the neck sometimes results in blackheads, which eventually form unsightly pimples.

A preparation which is said to whiten the skin of your neck and to be beneficial in removing freckles and other discolorations is made of:

Pure honey	4 ounces
Glycerine	1 ounce
Rectified spirits	1 ounce
Citric acid (pure)	3 drams

Mix the first two by gentle heat. Dissolve the acid in the spirits and add to the honey and glycerine after they are cold. Shake the ingredients until they are well mixed. You will find this preparation extremely emollient for your hands as well as for your face and neck. Another good bleach for your neck may be made from the juice of a lemon diluted with three teaspoonfuls of water.

In striving to beautify your back neck see to it that you wear your hair becomingly from that view as well as from the front. Many women appear content to arrange their hair in a fashion becoming in front without regard to the side view

or back view. They even buy their hats with the same reckless disregard of any view other than the front.

In deciding on a coiffure that is becoming in the back be sure also that the arrangement is in the best line for your profile. The imperfect points in your profile may be greatly moderated and even obliterated by a becoming hair arrangement.

If your hair is not curly be careful of back bangs that hang like fringe down your neck. They should be trained upward with the brush and pinned carefully in place with invisible hairpins or with a single bone pin.

HOW TO KEEP YOUR BEAUTY AS YOU GROW OLDER.

Nothing is more refreshing than a young looking woman whom you know by the subtle marks of time to be beyond the years her fresh face expresses. Almost any woman may be attractive at 18 or 20, but how many are lovely at 40?

With care and attention to diet and exercise every woman should be attractive long after she has passed her twenties



Care of the back neck

and thirties, and many remain so, even in the face of trouble and anxiety.

To keep your beauty as you grow older you must look out for each little sign of age, and try to obliterate it with intelligent care.

Don't let yourself "go."

Every woman, after the first bloom of youth has faded, and even before it has begun to disappear, should take care of her skin. It need not require much time. The usual bathing at night may be extended a few minutes more with facial massage with a good skin food.

Here is a formula for daily use that suits the average woman: Have plenty of hot water on hand and a good, pure soap with not too much alkali in it. If your skin is very tender almond meal may be substituted for soap. Using the water as hot as you can stand it, wash your face thoroughly either with your hands or with a wash cloth. Some beauty specialists condemn the wash cloth.

If you have been exposed to dust either in an office, working at home or even walking outdoors, it might be well to

cleanse your face with a cleansing cream, rubbing it off with a soft cloth before you start to use soap and water. Cream will remove dust and grime more quickly than even soap and water.

After washing your face you should thoroughly rinse it, first with water as hot as can be borne, then with very cold water. The cold application closes your pores, and should never be neglected when your face has been washed in hot water.

If your skin is dry and needs nourishment, massage your face with a good skin food while your pores are still open from the hot water. Always use an upward and outward circular motion for this massage.

In massaging your face brace your hands by holding your thumbs under your chin and use your finger tips for the rubbing.

In caring for your skin don't forget your neck, for that is often the place where the first signs of age begin. Use the backs of your hands alternately with a sweeping, upward motion to massage beneath your chin.

After the massage use an astringent lotion to tighten up your skin if you feel that it is flabby. The dashing of cold water on your face will close the pores and will also keep your skin firm.

HOW TO PREPARE "BEAUTY BATHS."

At the end of the day there is nothing more refreshing than a camphorated bath. If a dinner engagement confronts you, and you are tired and feel "old," with tell-

tale, nervous lines in your face, brought on by the cares of the day, or if you have been on a round of gayeties and late hours are telling their story, and you miss the look of freshness which expresses vivacity, enthusiasm and charm—call it what you will—you should take an aromatic bath.

One of these, known as the camphorated bath, is extremely refreshing and beneficial to the skin of most persons. It is prepared by slowly dropping into warm water sufficient of the following lotion to make the water milky and fragrant.

Tincture of camphor.....	8 ounces
Tincture of benzoin.....	4 ounces
Cologne	16 ounces

A warm bath usually has a temperature between 92 deg. and 98 deg. F. This is the most comfortable bath, and will be found a wonderful restorer to beauty because it lessens the tired feeling and smooths out the lines of your face.

Some of your skin may be greatly refreshed by a good massage cream. Rub (Continued on page 54)

Of Interest To Women

CLOTHES are a medium of self-expression. Women with a sense of "fitness of things" usually dress conservatively and thus secure a wardrobe that embodies interesting style, quality and individuality. Prevailing fashions give every woman a chance to select colors, textures and models that please her and becomes her. She who is wise will choose that which will stay "good."

Now that the "social season" is on, one naturally thinks of evening gowns. They are luxuriously lovely; many with sleeves, tiny puff affairs, and round necklines well off the shoulders; hips extended and skirts flounced and ruffled.

Evening wraps are as gorgeous and wonderful as the dresses they cover. They show big collars, wide sleeves and broad hips. Some of fur are lined with fabrics so beautiful they are made reversible. Dark velvets are used which bring out the effect of the light colored gowns beneath.

Tulle is much in favor for evening dresses. Black tulle is especially nice with jet trimming.

A dress of gathered pink and white tulle is charming with vertical stripes of pinked taffeta ruching sewed over it from waist to hem. The neck is finished with a band of the ruching.

There is a strong hint of the Oriental in fashions, colors and designs for spring.

Many of the new spring suits are made with straight lines, with coats to the knees or in finger tip length. Narrow string belts define the waistline on some suits and others show narrow belts of leather.

Angora cloth and duvetyn is combined with silk of a rough weave.

Some smart sport coats have collar and cuffs of checked angora cloth.

For a suit of service, style and comfort one could choose heather mixtures, homespun, or Scotch tweeds in a warm brown, tan, gray or blue. The coats are loose fitting usually with a belt and the skirts short and of a comfortable width.

Taffeta suits and taffeta evening wraps in dark blue and black will be popular. There are some new Eton models, but the longer coats will prevail.

Advance styles in millinery show new materials, new colors and new trimmings. Dark greens, dark blues, pastel shades, rose and lavender and vivid reds are among the colors.

On a hat of emerald green straw are straw rosettes of yellow, white and black and a facing of green taffeta. Bunches of grapes in brilliant colorings form an effective trimming.

A turban of blue taffeta has the crown covered with metallic green and brown leaves.

Duvetyn and straw and duvetyn and Georgette are combined for smart hats.

Autumn colorings are used in many different ways on flowers, leaves and feathers. A turban of brilliant red may be trimmed with a bunch of red and yellow cherries.

Beige polo cloth will make a good sports coat. It may have a convertible collar and a brown leather belt.

Grey duvetyn closely embroidered in blue is good for a street or home dress. For a girl of twelve or fourteen years

a sack coat and accordion plaited skirt of serge will make a smart street dress.

A "slip-on" blouse of dark blue crepe de chine has a vest and undercuffs in buff.

A blouse of taupe silk crepe is decorated with wool embroidery in bright colors.

Blue taffeta and blue and white brocaded satin make a stunning dinner gown.

A unique model for street wear shows

checked velours in brown tones for the skirt and brown voile for the long over-blouse.

A dance frock of orchid satin is draped with orchid tulle and has for its only decoration a girdle of silver ribbon.

A black satin dress may be made smart with a yoke of embroidery in oriental colors.

A frock of dark blue tricotine is embroidered in dull green worsted.

DESCRIPTION OF PATTERNS.

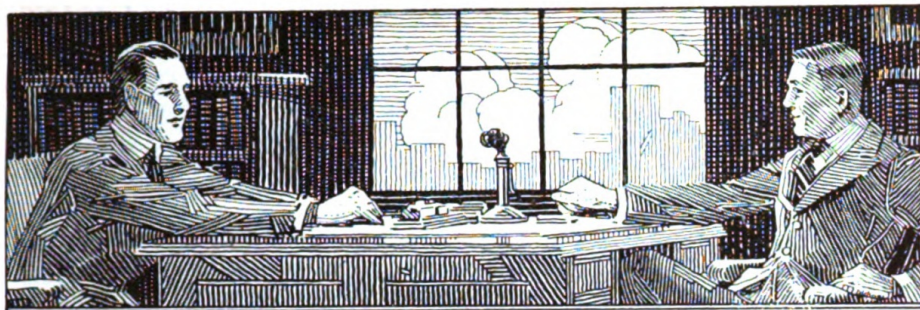
Instructions in ordering any of the following patterns may be found in the

(Continued on page 34)



Orders for any of the patterns on this page should be sent to the ROCK ISLAND MAGAZINE, La Salle Station, Chicago with remittance in cash or stamps. Send ten cents in silver or stamps for our Up-to-date Spring and Summer 1920 Catalog, containing 550 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) and valuable hints to the home dressmaker.

Rock Island Magazine for March, 1920



As It Was Told To Me

During the World War, the war department at Washington expended \$1,000,000 in cable tolls. In thirty months the department sent 6,297,000 words, more than half of which were casualty lists sent from headquarters of General Pershing.

W. T. Tyler, director of the division of operation of the railroad administration, has been elected vice president of the Northern Pacific Railway in charge of operations, his election to take effect upon the severance of his connection with the administration.

Rules for the handling of bulk grain in interstate commerce and dealing with claims for loss and damage incident to the grain movement via the railroads, submitted by the grain shipping interests, were given tentative approval by the Interstate Commerce Commission.

The United States Steel Corporation on January 29 announced an increase of 10 per cent in the wages of day laborers, effective February 1, from \$4.62 for a ten-hour day, including two hours overtime, to \$5.08. It estimated that the number of day laborers is about 170,000 of the total of 260,000 employees. On this basis the increase would expand the payroll about \$24,000,000 a year. With the present increase included the annual payroll will be more than \$475,000,000.

Alexander MacDonald Graver, vice president of the Graver Corporation, died on January 31 at his home in Beverly Hills, Chicago. He was born in Pittsburgh, Pa., in 1883, and was a graduate of the University of Michigan. He entered the engineering department of the Graver Corporation, then the Wm. Graver Tank Works, in 1906, afterward transferring to the sales department, where he rose to the position of sales manager and finally became vice president of the corporation.

Coal production amounted to 544,263,000 tons in 1919, compared with 678,212,000 tons in 1918, according to preliminary estimates announced January 11 by the U. S. Geological Survey. Bituminous production was 458,063,000 tons, compared with 579,386,000 in 1918. The greatest decrease from 1918 production was in November, during the miners' strike, when bituminous mines produced only 18,688,000 tons, as compared with 43,895,000 tons in 1918. Bituminous production last month, however, was less than 4,000,000 below that of December, 1918.

At the monthly meeting of the Railway Club of Pittsburgh, held at the Americus club house, Thursday, January 22, the speaker for the evening was W. D. Gibson, superintendent of the American Railway Express Co., Pittsburgh, in an illustrated talk on "Express Transportation."

The ancient walls of Canton, China, are being torn down, and William M. Rank, railroad promoter and capitalist of Alameda, left San Francisco recently to represent an English and American syndicate which proposes to build a modern electric railroad where for one thousand years stood these walls, forty feet wide and thirty feet high. Canton long ago outgrew the need of the walls. The city

The Young Lady Across the Way



The young lady across the way says that oil is one of the few things that really have come down in price, and she advised her father yesterday to be a little careful how he invests in oil stocks.

has prospered and spread out, until of late years the walls are almost within the center of the new city. Accordingly, the members of the syndicate believe that the site of the walls will be just the place for an electric railroad to meet the demands of the growing Chinese city.

An Anglo-Italian syndicate is reported to have presented to the Federal Government of Brazil an elaborate scheme for the electrification of the Central railway, a Government owned enterprise. A similar project has already been put before the Administration by a French syndicate and the granting of the concession will depend upon the terms offered. It is believed that the government engineers are in favor of the French offer being accepted.

A large number of the South American railroads are converting their locomotives from coal to oil, fuel consumption. Among those that have already made considerable progress in this direction are the Buenos Aires Western Railway, thereby saving a sum of £3 per ton on the fuel consumed; the Buenos Aires Great Northern, the Entre Rios, the Cordoba Central, the Venezuela Central, the Bolivia railway which has all necessary oil at its own doors, and the Central Argentine Railway.

The Brotherhood of Maintenance of Way Employes and Railway Shop Laborers has bought four clothing factories, and promises to reduce prices from 25 to 60 per cent. The factories include knitting and underwear companies at Ypsilanti, Mich., a glove factory at Williamston, Mich., and a tubing factory, making tubing used in gloves, in Watertown, N. Y. Unverified reports of such action have been in circulation since the authorization of such a campaign at the national convention of the brotherhood in Detroit, Mich., in September, 1919. The present report has been confirmed by officers of the brotherhood, who announce that the purchases thus far consummated represent an initial investment approximately \$1,000,000 and are "but the first steps" in a campaign to reduce the cost of living for members of the brotherhood. It is proposed to sell to the members of all railway brotherhoods.

As a result of a general railway strike in Italy, military forces occupied the central railway station in Rome at midnight, January 20, by order of the minister of transportation. All railroad lines in Italy were being guarded by troops, who were under instructions to fire upon any one suspected of attempting to interfere with traffic. The movement was assuming revolutionary character, and the government was intrusting the maintenance of order to the army. It was announced that a sufficient number of employees reported for work to make it unnecessary to have recourse to the military in order to move trains. Incoming trains were delayed, but outgoing trains were being dispatched from Rome on schedule time. Northern and central Italy were in the grip of the strike, but southern Italy was not so seriously affected. The only disorders were reported from Genoa, where shots were fired at a train.

F. C. Moeller, roundhouse foreman on the Rock Island at Blue Island, Ill., has been appointed general foreman in the locomotive department at Cedar Rapids, Iowa, succeeding S. E. Mueller, previously

Something New and
Worth Having

EVERSHARP PENCIL

With a Rock Island Emblem
Enameled Thereon

Made in Two Styles
One Size

Tri le Plated with
Rock Island Emblem, \$1.75
Sterling Silver with
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Here is a pencil worth having. The "Eversharp" is well known but we are the only ones that have them for sale with the Rock Island Emblem enameled thereon. It's baked on and will not chip off.

The manufacturers had some made for gift purposes and we liked them so well that we ordered a quantity for distribution among our readers.

You can buy the Eversharp pencil most anywhere, but we are the only ones that have them for sale with the enameled Rock Island emblem thereon, for which we are charging 25c additional, a very small charge considering the cost of die and enameling.

Eversharp pencils have 12 leads and an eraser, additional leads and erasers can be purchased from any drug or stationery store or ordered from us.

Just fill in the coupon below and mail to us together with your check or money order for either \$1.75 or \$2.75, covering the price of the pencil you desire.

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SIZE

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Chicago, Illinois.

Please send us.....Eversharp Pencils
at \$..... each, money order covering
same is enclosed herewith.

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Name

Address

ously appointed master mechanic of the
Dakota division.

N. D. Maher, regional director of the
Pocahontas region, with headquarters at
Roanoke, Va., has been elected president
of the Norfolk & Western, effective
March 1.

At a meeting of the board of directors
of the Minneapolis & St. Louis Railroad,
F. B. Townsend was elected vice presi-
dent in charge of traffic with headquar-
ters at Minneapolis.

Hale Holden, director of the Central
Western region, has been elected presi-
dent of the Chicago, Burlington & Quincy
Railroad and the Colorado & Southern,
the positions held by him prior to gov-
ernment operation of the roads.

A press dispatch from Winnipeg quotes
E. W. Beatty, president of the Canadian
Pacific railway, as saying that the elec-
trification of certain portions of the lines,
particularly in the Rocky mountains, is
a possible development of the near fu-
ture.

A. G. Wells, general manager of the
Santa Fe Coast Lines, was recently ap-
pointed federal manager of that system,
succeeding W. B. Storey, resigned, to
become president. I. L. Hibbard, assist-
ant to the general manager at Los An-
geles, succeeded Mr. Wells.

Frederick William Renshaw, president
of the Globe Seamless Steel Tubes Com-
pany, died recently of pneumonia at his
home, 1304 Judson avenue, Evanston.
Mr. Renshaw, one of the youngest heads
of a steel corporation in the country,
was born in Chicago February 26, 1880.
He was a graduate of Harvard Prepar-
atory school and Sheffield Scientific
school of Yale.

A circular letter has been sent to
stockholders of Rock Island railroad by
Chairman Charles Hayden urging them
to impress their views regarding rail leg-
islation on members of congress. He
says interests of company would be pro-
moted by legislative platform substan-
tially as follows: Adoption of rate-mak-
ing features of Cummins bill, including
division of excess earnings; amendment
of Sherman act to provide for permis-
sive rather than compulsory consolida-
tions; continuance of rental for six
months after federal control. Mr. Hay-
den does not ask stockholders to take
any position as to anti-strike legislation.

The Chicago Pneumatic Tool Com-
pany has appointed Edward A. Wood-
worth special railroad representative on
the staff of manager of western railroad
sales, with headquarters in the Fisher
Building, Chicago. Mr. Woodworth has
been for two years secretary of the
Committee on Standards, United States
Railroad Administration, Washington,
D. C. Prior to his engagement in the
government service he was associated
with the Oxnell Railroad Service Com-
pany and O'Malley Barre Valve Com-
pany. He was formerly chief clerk to
the general mechanical superintendent of
the Chicago, Rock Island & Pacific Rail-
road, and previous to that was in the
shops of this road as a mechanic.

Walker D. Hines, director general of
railroads, has authorized the following:
"The secretary of war has approved the
application of the director general



Railway
Employees'
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons

The Rush of Air, created by
the swiftly-moving train, is
heavily laden with coal-smoke,
gas and dust, and it is a wonder
that trainmen retain their nor-
mal Eye-sight as long as
they do.

Murine Eye Remedy is a
Convenient and Pleasant Lotion
and should be applied
following other ablutions.

Murine relieves
Soreness, Redness
and Granulation.

Druggists Supply Murine
at 60c per bottle.

The Murine Eye Remedy
Co., Chicago, will mail
Book of the Eye Free
upon request.



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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 marvel-
ous machine in every way.
Delighted thousands of homes.

SEND NO MONEY

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each. Send us the \$6 you col-
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and a selection of 6 records free.

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No Money Down—No Deposit
No more outside back yard inconve-
niences. No chambers to empty. No sewer
or cesspool. Chemical process dissolves
human waste in water. No trouble. Kills
disease germs. Prevents flies, filth and
bad odors of outhouse. A real neces-
sity for old, young or invalids.
Preserves health.

Costs 1 Cent a Week
to Operate per Person.
Place in any room, hall or
closet. No trouble to install.
Guaranteed sanitary and
odorless. Endorsed by thou-
sands of users, doctors, sani-
tary experts, health boards,
etc. AGENTS WANTED.

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1/4 H.P., 110 volts, A.C.
60 cycle, single
phase, 1750 R.P.M.

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Air Compressors, etc.

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Special
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BELT \$1.30 Made of genuine COWHIDE leather. Is strongly made and will wear for years. ALL SIZES furnished. Your Name in Gold Free and only \$1.30 Postpaid BE SURE TO GIVE WAIST MEASURE

The "FLIER" 7-WINDOW PASS-CASE **\$2.50** Post Paid Made of a Fine grade of Leather and will show 7 passes. Has extra pocket for cards; also secret pocket at back for currency. A Big Bargain at \$2.50 Postpaid with Your Name in Gold Free

EXTRA lines of GOLD stamping on any article 25c per line. LODGE EMBLEMS stamped in GOLD 25c each, extra. Satisfaction guaranteed. POSTAGE STAMPS ACCEPTED. INTER-AMERICAN SUPPLY CO., Not Inc. Dept. A3 5034 W. Huron St., Chicago, Ill.



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Standard TIRES at 1/2 Off



No Money With Order

We have gone into the tire business because we have the facilities for reducing your tire expense by 50% and are prepared for a great volume of business. No money! Just send your name and address and sizes needed, and we will ship at once on approval. We sell only the finest type of slightly used but expertly rebuilt standard tires that can stand the test of any tire guaranteed for 5000 miles.

See These Cut Prices

Size	Tires	Tubes	Size	Tires	Tubes
30x3	\$ 7.80..	\$2.75	33x4 1/2	14.00..	4.50
30x3 1/2	8.90..	2.95	34x4	14.50..	4.45
32x3 1/2	9.80..	3.40	34x4 1/2	15.00..	4.60
31x4	10.85..	3.90	35x4 1/2	15.50..	4.90
32x4	11.95..	4.00	36x4 1/2	16.10..	5.15
32x4 1/2	12.90..	4.45	35x5	16.80..	5.40
33x4	13.80..	4.30	37x5	17.00..	5.75

SEND NO MONEY—Just your name and address, stating sizes needed and whether straight side, clincher, non-skid or plain. Pay on arrival—examine thoroughly—remember, satisfaction guaranteed. If not absolutely satisfied return them at our expense and we will immediately refund your money. So order today—AT ONCE. We ship immediately.

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of railroads for the use of 900 linear feet of wharfage and 50,000 square feet of storage space at the army supply base, New Orleans, La., for the barge line, operated by the Mississippi-Warrior river section, division of inland waterways, United States railroad administration."

Hale Holden Again Heads Burlington System

Hale Holden, director of the Central Western Region, who resigned recently to become president of the Burlington and the Colorado & Southern Railroads, has announced the personnel of his official family. The following general officials of the Chicago, Burlington & Quincy have assumed their new duties:

C. G. Burnham, vice president executive.

E. P. Bracken, vice president in charge of operation.

E. A. Howard, vice president in charge of land and industrial departments.

W. W. Baldwin, vice president in charge of taxes, mail and express.

C. E. Spens, vice president in charge of traffic.

T. S. Howland, vice president and treasurer.

C. E. Perkins, vice president.

H. R. Safford, assistant to president.

O. M. Spencer, general counsel.

R. B. Scott, general solicitor.

C. I. Sturgis, controller.

A. W. Newton, chief engineer.

L. N. Hopkins, purchasing agent.

P. S. Eustis, passenger traffic manager.

H. H. Holcomb, freight traffic manager.

L. B. Allen, general manager lines east.

G. W. Holdredge, general manager lines west.

G. H. Crosby, assistant to vice president in charge of traffic.

For the Colorado & Southern Railroad they are:

C. G. Burnham, vice president, executive.

Robert Rice, vice president and general manager.

H. R. Safford, assistant to president.

O. M. Spencer, general counsel.

E. E. Whitted, general solicitor.

J. H. Bradbury, controller.

B. F. James, secretary and treasurer.

H. A. Johnson, traffic manager.

Final Casualty List of Army is Published

Completion of the record of casualties of the American Expeditionary Forces in the world war was announced recently by Adj. Gen. Harris. The total casualties to date were as follows:

Killed in action, including 382 at sea, 34,844.

Died of wounds, 13,969.

Died of disease, 23,738.

Died from accident and other causes, 5,102.

Wounded in action, (over 85 per cent returning to duty) 215,423.

Missing in action (not including prisoners released and returned) 3.

Total, 293,070.

This may not be loyalty, but we hope Mr. Carpentier, of France, who spent three years in active service for his country and our country, knocks the tar out of our stay-at-home champion.—Harveyville Monitor.

Groveland Coal

"Not

a

Clinker

in

a

Carload"

Groveland Coal

Sold only by

**Bickett
Coal & Coke Co.**

**McCormick Bldg.
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This **Davis** Phonograph



\$39.75

Yes—a machine superior in workmanship and tone quality to the ordinary \$100 machine for only \$39.75—a FULL SIZE genuine black walnut machine, finished natural color, oak or mahogany, and equipped with the finest quality double spring motor of the worm gear type—a machine that plays all makes of records better than you have ever heard them played before—for only \$39.75. It may seem too good to be true, but when you stop to consider the enormous savings effected

By Our Direct Offer—which does away with jobber's and dealer's profits—printing and mailing of costly catalogs—bookkeeping, collection expenses, losses, etc. on installment accounts—all of which must eventually come out of the retail customer's pocket—you will realize why we can sell a better machine for \$39.75 than the installment house sells for \$100, and still make a fair profit for ourselves.

FREE \$4.25 worth, FREE, with every machine, so better not delay, but order an outfit at once on

30 Days FREE TRIAL

Send only \$2 with the coupon, and this superb Davis Phonograph, together with \$4.25 worth of records, will be forwarded to you at once, c. o. d. \$37.75. When the outfit arrives, accept it and pay the c. o. d.—entertain your family and friends for full 30 days; then, if you are not more than pleased, return the outfit at our expense, c. o. d. \$39.75, and the transportation company will get all your money back for you. This simple and direct method of doing business SAVES YOU \$60.25 in addition to the cost of the free records, so better grasp this opportunity at once.

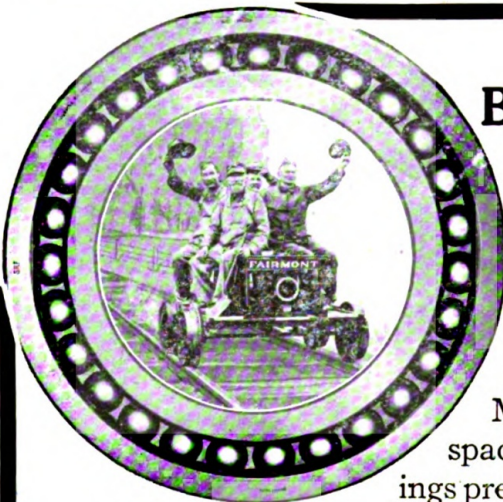
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Ship me, exactly as per your offer, one Davis Phonograph, Genuine Black Walnut, Natural Color () Mahogany () Oak (), also five double records (10 selections). I enclose herewith \$2 deposit, and will pay balance (\$37.75) on delivery. I reserve the right to return outfit, c. o. d. \$39.75 plus transportation charges, within 30 days after receipt, if I do not wish to keep same.

Name.....

Address..... Shipping Point.....

Has the Sweetest, Purest, Strongest and Clear-est Tone



The New BALL BEARING FAIRMONT

The Everlasting Motor

See it at the National Railway Appliance Exhibition, Chicago, March 15 to 18, Coliseum, spaces 41-42-43. Ball Bearings prevent wear and loose, leaky

crank bearings. Test equivalent to 3 years' use developed no looseness or leakage whatever. Power like new for years without repairs. No oil or grease cups to forget. Uses less gasoline.

For other features and price address Dept. R

FAIRMONT GAS ENGINE & RAILWAY MOTOR CAR CO.
FAIRMONT, MINNESOTA

Creco Brake Beam Support and Safety Device

prevents brake beams from coming down on the track, causing derailments.

The use of the Creco Brake Beam Support also means eliminating the immense waste due to brake shoes wearing unevenly.

Creco Brake Beam Supports decrease train resistance 10% or more

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M. J. Brew Dies of Pneumonia

M. J. Brew, division engineer of the Chicago Terminal Division, died Tuesday evening, February 3, at his residence, 7141 Yale avenue, of pneumonia. He was born in Wellsville, N. Y., April 27, 1856, and commenced his railroad career on the Jamestown & Lake Erie Railway, in charge of construction of that line. He then became connected with the Lake Shore & Michigan Southern Railroad in



M. J. Brew, division engineer at Chicago, who died recently.

the roadway department and after serving several years as roadmaster, entered the employ of the Chicago, Rock Island & Pacific Railroad in the same capacity in 1894, being later promoted to trainmaster and then division engineer at Chicago.

His genial disposition, efficient service and loyal devotion to his work won him hosts of friends, especially in the railroad world. The remains were taken to Cory, Pa., where he was placed at rest among his relatives and friends of boyhood days. He leaves a widow, one son (who served in the aviation corps in France) and three daughters.

Abbott Takes Position With Sinclair Oil Co.

F. A. Abbott, real estate and tax agent of the Chicago, Rock Island Gulf, with headquarters at Fort Worth, Tex., resigned recently to accept a position as assistant tax attorney of the Sinclair Oil Company, with office at Tulsa, Okla.

Sanders Worries Not About High Living Cost

R. M. Sanders, until two years ago an engineer for the Rock Island at Wichita, has sold the lease on his forty-acre farm in the Walters field in Oklahoma for \$200,000. Sanders bought the farm and quit railroading. Shortly afterward oil was struck on the land adjoining his place.

Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN
Rock Island Magazine for March, 1920

Don't Send a Penny

The shoes offered here are such wonderful values that we gladly send them, **no money down.** You will find them so well made and so stylish and such big money-saving bargains that you will surely keep them. So don't hesitate—just fill out and mail the coupon and we will send you a pair of your size. No need for you to pay higher prices when you can buy direct from us—and no need sending money in advance before receiving the shoes. Why pay out \$6, \$8 or more for shoes not nearly so good? Act now. Mail the coupon today while this special offer holds good. Pay only when shoes arrive.

Great Work Shoe Offer

We can't tell you enough about these shoes here. This shoe is built to meet the demand for an outdoor city workers' shoe and for the modern farmer. Send and see for yourself. Built on stylish lace Blucher last. The special tanning process makes the leather proof against acids in milk, manure, soil, gasoline, etc. They outwear three ordinary pair of shoes. Most comfortable work shoe ever made. Very soft and easy on the feet. Made by a special process which leaves all the "life" in the leather and gives it wonderful wear-resisting quality. Double soles and heels. Dirt and waterproof tongue. Heavy chrome leather tops. Just slip them on and see if they are not the most comfortable, most wonderful wearing work shoes you ever wore. Pay only **\$4.29** for shoes on arrival. If after careful examination you don't find them all you expect, send them back and we will refund your money.

**Remarkable
Bargain**

To order these shoes mark X in the ☐ by number A18027 in coupon. Be sure to give size and width when ordering.

Send No Money With Order

Stylish Dress Shoe

Special bargain to close out a limited stock of these smart Dress Shoes. Act quickly if you want a pair. Made in classy lace Blucher style. Splendid quality calf uppers. Splendid solid leather soles and heels. Come in black only. At our price these shoes challenge all competition. Make your own decision after you examine and try them on. Sent absolutely on approval. You must see them to appreciate the fine quality of material, workmanship and astonishing bargain value. No money with order. Pay only **\$4.69** for shoes on arrival. And that returned if you don't keep the shoes.

Mark X in ☐ by number A15105 in coupon. Be sure to give size wanted.

Send Coupon

Keep your money until shoes come. Not a cent to pay now. Sent direct to your home on approval. Then let the shoes themselves convince you of their bargain value or return them and get your money back. This is the modern, sensible way to buy—the way thousands are buying their shoes today direct from us—getting satisfaction—saving money. Fill out the coupon and send it now.

Leonard-Morton & Co.
Dept. 2865 Chicago

**Send
Coupon
Today**

Leonard-Morton & Co.
Dept. 2865 Chicago

Send at once the shoes which I have marked X in ☐ below. I will pay price for shoes on arrival with the understanding that if I do not want to keep them I can send them back and you will refund my money.

☐ Work Shoes No. A18027 \$4.29 ☐ Dress Shoes No. A15105 \$4.69

Size.....

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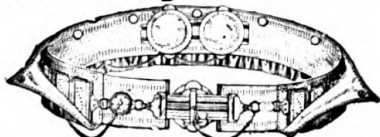
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This beautiful set of exquisite design has your initials in gold on every piece, 42 pieces in all, including platters, vegetable dishes, etc., full size, for family use. Send No Money, just name and address, and we will send 32 sets of our new art pictures to distribute on a special 25c offer. Send us money collected and for your trouble we will send you THIS GRAND 42-PIECE DINNER SET. Write today. M. O. SEITZ, 11 N. 33rd St., Chicago, Ill.

Plea for Justice for the Railroads

(Continued from page 5)

everywhere. Insurance companies, both fire and life, savings banks and trust companies have hundreds of millions of dollars in them, and they belong to the millions of depositors and policy holders. Many railroad bonds are held as trust funds for widows and orphans. Crush these interests and you crush the prosperity of the whole people.

When the honest masses, who cannot be expected to have at command full knowledge on these complicated matters, are swept from their moorings by the enticing promise of relieving them from burdens, promises made largely by irresponsible social reformers who never owned railroad or any other stocks, and who never gave labor even employment, we think, in view of the foregoing facts, not theories, it is the duty of our statesmen calmly to ponder what stupendous results may follow any radical action in this matter.

No honest man will object to legislation righting clearly defined wrongs. The railroads doubtless welcome legislation to kill off the sandbaggers.

None but a pessimistic malcontent can deny that in this country greater prosperity abounds and labor is better housed, clothed and fed than in any other country on the globe. When we compare the approximate cost per mile of railroads in Europe with ours, we find this:

	Per Mile.
In the United States.....	\$ 70,000
In all Europe, more than.....	100,000
In Germany	100,000
In France	140,000
In Great Britain.....	267,000

When it is a well-known fact that our railroad rates, both for freight and passengers, are less than those of Europe, notwithstanding lower prices for labor there, and our systems are far superior in general comforts, every American citizen should feel a just pride.

When the foregoing tables clearly show small profits to the stockholders in a risky enterprise, a constantly decreasing freight and passenger rate—except when prices of labor and materials are higher, since the war began in 1914—

When all fair-minded men must admit that capital will not venture if harassed by constant political interference and without promise of fair rewards for the risk involved—

When the terrible object lesson that 60 per cent of the railroads were in receivers' hands in thirty-three years is a matter of history—

When unjust rates will bring bankruptcy to the weaker roads, and only the strong will survive, thus bringing general distress—

When we consider that the railroads do not run money factories, but must get their income from the people for services rendered to the people, with which to pay labor, taxes, fixed charges and a reasonable return to the owners—

When we consider that only those who make money employ labor and thus multiply prosperity, and that certain bankruptcy and general adversity follow any losing business, how careful should our statesmen be that no act of theirs adversely affecting such large interests should be enacted into law!

The eternal principles of justice alone upbuild and strengthen a nation. As the fate of one-tenth of the wealth of the nation awaits justice at the hands of our statesmen, a mighty responsibility rests

AK TABLETS FOR All Pain

Headaches Neuralgias Colds and La Grippe

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EARN \$25.00 WEEKLY AS A PRACTICAL NURSE



This simple home-study, short course soon trains you. Learn how to recognize different diseases, to take temperature, care for patients, give baths, etc. Easily understood.

Study "Nursing in The Home," by Dr. Lee H. Smith. This gives new improved methods, complete course, five hundred pages, only 50 cents. Send today. Money back if not satisfied. No red-tape. World's Medical Press, 632F Washington St., Buffalo, N. Y.

GERMAN CITY BONDS

The value of the German Mark is now about one-twelfth of its normal worth. As a consequence the bonds of the larger cities of Germany can be obtained at very cheap prices.

Full particulars and translation of bonds free on request

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wear a roomy, easy fitting

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made in two styles, B411 with buckle fasteners; B421 with buttons and Reflex Edges that stop the water from running in at the front. The length and styles are right.



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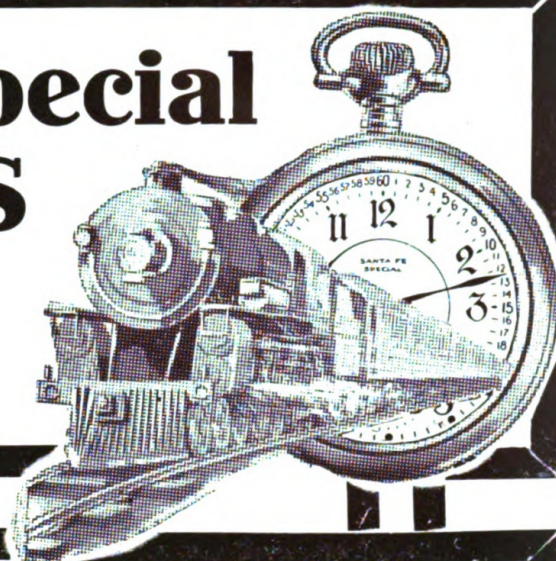
This mark guarantees satisfaction **TOWER'S FISH BRAND** **A. J. TOWER CO BOSTON, MASS.**

1719



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Accuracy, Marvel-
ous Beauty, Unsur-
passed Life-Long
Dependability

The ILLINOIS' Famous \$
Santa Fe Special
And BUNN Special
Adjusted to Six Positions
21 JEWEL RAILROAD WATCHES **2⁵⁰ A MONTH**

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The Standard Railroad Watch that is
GUARANTEED TO LAST A LIFETIME
AND GIVE SATISFACTORY SERVICE.
SAVE ONE-THIRD TO ONE-HALF OF
YOUR MONEY by purchasing one of these
famous "Santa Fe Special" Watches
at our Rock Bottom price. **MOST**
LIBERAL OFFER EVER MADE.

Our "Direct-to-You" low wholesale terms
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fully explained in the new Santa Fe Special
Watch Book in full colors which
shows the newest case designs and tells
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Watch. The "Santa Fe Special Plan"
means a big saving of money to you and
you get the **BEST** watch value on the
market today. **WATCH SENT FOR YOU**
TO SEE WITHOUT ONE PENNY DOWN.

The extraordinary sale prices we are
now making mean a tremendous sacrifice
on our part, owing to the advancing cost
of materials and skilled labor. All we ask
is that every man who takes advantage of
these low prices will tell his friends about
the "Santa Fe Special" and the **BUNN**
SPECIAL Watches.

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"I have carried a 'Santa Fe Special'
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Write today and receive the **free** watch
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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

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upon them. If righteousness prevails, then capital as well as labor will walk arm in arm to better days. In any event, in the final solution of this troublesome problem, may honest investor's rights be protected, and may a broader prosperity follow a generally accepted sound solution of the great railway problem. Confidence upbuilds. Distrust destroys. May reason alone reign!

Two Great Railroad Executives Are Dead

(Continued from page 9)

heart and soul was in the Santa Fe, and the great territory it served. An excellent idea of the recognition given him as a great rail chief was obtained by those who attended the dinner in honor of his seventieth birthday at the Blackstone hotel, Chicago, on October 30, 1915. Railroad men from every section of the country were present to pay tribute to Mr. Ripley.

Because of his age, for a number of years rumors started every few months to the effect that Mr. Ripley was planning to retire.

"I am not an old man," he would insist, "and I am going to die in the harness. The way to keep young is to keep at work."

On his seventy-fourth birthday, last fall, Mr. Ripley was as active, mentally and physically, as many men twenty-five years his junior. On January 1 he retired as president to become chairman of the board of directors. He was thus transferred, at his own request, from the front line trenches to the S. O. S. of railroading. But he "died in harness," thus carrying out his oft-expressed assertion.

Mr. Ripley was a director of the Continental & Commercial National Bank of Chicago and numerous other financial, railway, mining and manufacturing companies. For a number of years he has maintained his winter headquarters at Santa Barbara. His recreation was golf and he often said that he solved many an intricate transportation problem while on the putting green.

While men will be found to fill the gaps created by the death of Mr. Mudge and Mr. Ripley, and the old world will move on as evenly as ever, it will be many a day before they are forgotten. One has but to look at the broad bands of steel over the fertile western states; to gaze at the thriving industries which have grown in magnitude; to see traffic of all kinds rumbling over the tracks and the huge wastes open to civilization and at such moments one realizes that men like Henry U. Mudge and Edward P. Ripley had much to do with the progress of the Southwest.

The first—a water boy—improved permanently a railroad which will ever be one of the powerful factors of the West. The other—originally a freight clerk—took a much-battered and sadly neglected railroad and developed it to a marvelous extent.

The careers of these two men will ever be an inspiration and help to those who wish to succeed. They have passed away but their handiwork—two of the greatest railroads in the world—will always remain as monuments to their constructive genius and knowledge of men.

Original from
Getting out of war is, also.—Detroit News.

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

Big Almond Profits

for YOU at Paso Robles, California

When you know all the facts about the big profits being made from almond growing at Paso Robles, California. When you realize how easy it is for you to own a 10-acre almond orchard in this beautiful valley—one of the most picturesque in California—And when you understand how fully your investment is safeguarded at every point—You will be just as eager to invest a part of your surplus earnings and come in with us on this vast co-operative Almond development project as were the hundreds of investors who bought last year, whose orchards are now being planted and who have thereby made the first step toward financial independence for life! Just see how fast the "R-I" Family at Paso Robles is growing—how many shrewd, forward-looking "R-I" employees have bought almond tracts at Paso Robles.

The "R-I" Family at Paso Robles



about it and through his recommendation many R. I. employees have bought one or more of the 10-acre almond tracts, among whom are the following:

C. A. Morse, Chief Engr.; E. A. Fleming, Asst. to Fed. Mgr.; J. R. Pickering, Supt. Trans.; F. J. Shubert, Gen'l Frt. Agt.; A. T. Hawk, Bldg. Engr.; A. W. Towsley, Gen'l Supervisor Trans.; C. T. Ames, Supt. Terminals; J. G. Bloom, Supt.; H. E. Remington, Ed. R. I. Mag.; F. M. McKinney, Dis. Trenton, Mo.; W. C. Maier, Off. Asst. Gen. Mgr., El Reno; A. B. Gilbert, El Reno, Okla.; J. E. Turner, Chief Clk., Supt. Term.; J. B. Mackie, Off. Supt. Trans.; A. E. Owen, Chief Clk., Fed. Mgr.; H. A. Ford, Telegrapher, Chgo.; C. E. Murray, Cust. Chgo.; I. Nelson, Off. Gen. Mgr., Chgo.; W. L. Johnson, Silvis, Ill.; E. H. Hanson, Silvis, Ill.; T. B. Willard, Sec'y to Gen. Mgr., Chgo.; H. R. Fertig, Trans. Ins.; C. W. Brott, Sec'y to Asst. Fed. Mgr.; J. T. McKennan, Agt. Minn.; R. C. Sattley, Val. Engr.; J. M. Beattie, Off. Supt. Trans.; J. A. Victor, Chf. Ins. Clk., Chgo.; E. G. Berdan, Stationmaster, Chgo.; R. L. Showers, Dis. Fairbury, Nebr.; Frank H. Frey, Supv. Wage Agreem'ts, Chgo.; E. R. Orr, Off. Fed. Mgr.; W. W. Cameron, Trmtr., Fairbury, Nebr.; O. H. Rea, Trav. Frt. Cl. Adj.; O. F. McWhorter, Off. Gen. Supt., Frt. Claims; E. S. Mendenhall, Tel. Liberal, Kans. R. E. Palmer, Agt., Oklahoma City, Okla.; Ernest Pringle, Herrington, Kans.

SEND the coupon. It will receive the personal attention of Maj. Hevener. If it is not convenient for you to call during the day he will be glad to make a special appointment at his office any evening.

Associated Almond Growers of Paso Robles
901-906 Lytton Building CHICAGO, ILLINOIS

A Net Income for Life of

\$2500 to \$3000 a Year

When we tell you that comparatively young trees produce 20 to 25 pounds of almonds, that you have 700 trees on your 10-acre orchard, that the cost of care and harvesting is not over 3c per pound, and that the selling price last season was from 30½¢ to 32½¢ per pound, you can see what you may expect in returns from your crops. A net income of from \$2,500 to \$3,000 a year is the least you can reasonably expect.

In 35 years there has not been an almond crop failure in Paso Robles. Every year the growers have gathered their profits. Where else is there such an opportunity as this?

Your Interests Absolutely Safeguarded

Your investment is safeguarded, not only by the high character and financial responsibility of the men who are at the head of our association, but also your funds are safeguarded by being deposited with one of largest trust companies in the U. S. This fund is used exclusively for development purposes. Upon completion of your contract the deed and title to your orchard will be delivered to you by this trust company.

CROPS You pay \$25 a month only until half the price of the Pay Halforchard is paid. Then you stop making cash payments. By that time the trees are in bearing and we accept the crops, taking our pay from their sale for the balance due. **700 Trees Planted and Brought Into Bearing**

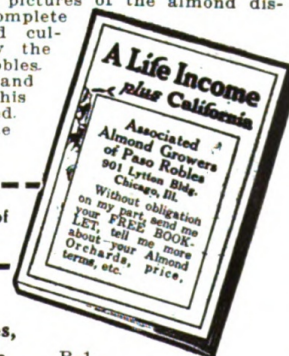
We plant 700 of the finest pedigreed trees to each 10-acre tract, cultivate the soil and care for your orchard for four years—at not a penny's cost to you—and arrangements can be made for continued service if you want it. This work is under the direction of Mr. G. A. Nehrhoff, California's leading almond authority.

Money Back Guarantee

If you visit our property or select some one to represent you and you do not find this investment to be exactly as represented we agree to refund the initial payments you have made, together with your railroad and Pullman fares. We know what you will find at Paso Robles and willingly give this guarantee—your protection against any loss whatever in making an investment.

Mail Coupon Now For This FREE Book

Let us send you this magnificent illustrated and costly book filled with pictures of the almond district and containing complete information of almond culture as carried on by the growers at Paso Robles. The most interesting and complete book on this subject ever published. Use the coupon. Write for it now.



☒ Personal Attention of Mr. Paul Hevener

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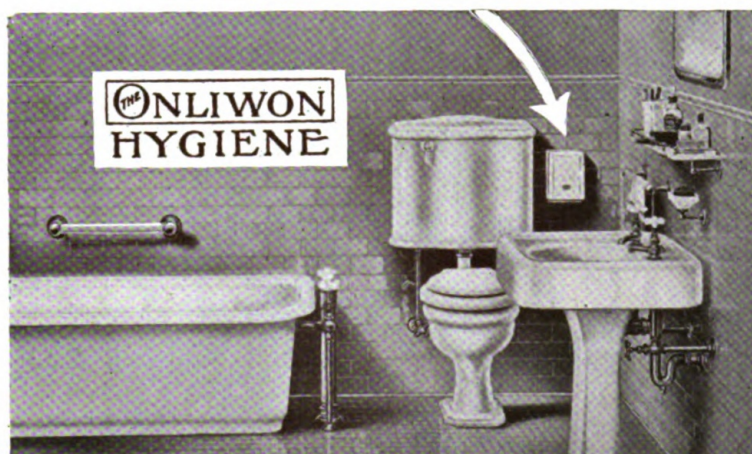
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ONLIWON HYGIENE is the sanitary equipment that is used in so many depots and other public buildings and it is equally adapted to your own bathroom at home.

High grade toilet tissue is served automatically from a *dust-proof* cabinet that is easily attached *without marring the woodwork* and has *no mechanism* to get out of order.

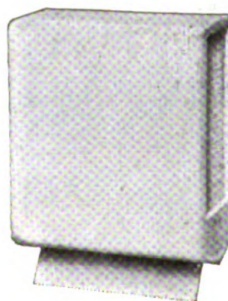
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Makers of "Monitor" Injector, "Simplex" Lifting and Non-Lifting Injector. Bullseye Lubricators. "Reflex" and "Delco" Water gauges.

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Of Interest to Women

(Continued from page 24)

under lines below the illustrations on page 24.

3131-2818. A Stylish Combination. Blouse 3131 cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. Skirt 2818 cut in 7 sizes: 22, 24, 26, 28, 30, 32, and 34 inches waist measure. To make the dress for a medium size will require about 6 yards of 30 inch material with $1\frac{1}{2}$ yard for the overblouse. The skirt measures about $1\frac{3}{4}$ yard at lower edge. Two separate patterns 10c for each pattern.

3155. Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. For a 14-year size, $4\frac{1}{2}$ yards of 36 inch material will be required. Price 10c.

3142. A Pretty Frock. Cut in 3 sizes: 12, 14 and 16 years. Size 16 will require $4\frac{3}{4}$ yards of material 27 inches wide. Price 10c.

3103. A Pretty Gown. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 will require $7\frac{5}{8}$ yards of 38-inch material. The width at lower edge of skirt is $1\frac{3}{4}$ yards. Price 10c.

3152. Girl's Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require $3\frac{5}{8}$ yards of 36 inch material. Price 10c.

3166. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. Size 18 will require $5\frac{3}{4}$ yards of 36-inch material. The width of skirt at lower edge is $1\frac{5}{8}$ yard. Price 10c.

3154. Frock for School or Play. Cut in 4 sizes: 4, 6, 8, and 10 years. Size 6 will require $2\frac{1}{2}$ yards of 36 inch material. Price 10c.

3129-3008. A Stylish Spring Suit. Coat 3129 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3008 cut in 7 sizes: 22, 24, 26, 28, 30, 32, and 34 inches waist measure. It will require $7\frac{5}{8}$ yards of 44 inch material for a medium size. The width of skirt at lower edge is about $1\frac{1}{4}$ yard. Two separate patterns 10c for each pattern.

3133. Ladies' House Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A medium size will require $5\frac{3}{4}$ yards of 36 inch material. The width of the dress at its lower edge is about $1\frac{5}{8}$ yard. Price 10c.

3159. Girl's Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. For a 6-year size $3\frac{1}{2}$ yards of 27-inch material will be required. Price 10c.

3137. A Practical Apron Dress. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42 and extra large, 44-46 inches bust measure. For a medium size $4\frac{7}{8}$ yards of 36 inch material will be required. Price 10c.

3126. A Dainty Under Garment. 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 $3\frac{3}{4}$ yards of 27 inch material. Price, 10c.

Pneumonia Claims Well Known Rock Island Brakeman

On February 5, Brakeman B. H. Pierce, of the Nebraska Division, passed away. His death was caused by pneumonia. Mr. Pierce is one of the oldest and best known brakeman on the division. He had many friends all along the Rock Island and his untimely death was a great

Rock Island Magazine for March, 1920

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.....

Weak, Thin, Nervous People Should Take Bitro-Phosphate

What It Is And How It Increases Weight,
Strength and Nerve Force.

Judging from the countless preparations and treatments which are continually being advertised for the purpose of making thin people fleshy, developing arms and neck, and replacing ugly hollows and angles by the soft curved lines of health and beauty, there are evidently thousands of men and women who keenly feel their excessive thinness.

Thinness and weakness are often due to starved nerves. Our bodies need more phosphate than is contained in modern foods. Physicians claim there is nothing that will supply this deficiency so well as the organic phosphate known among druggists as bitro-phosphate, which is inexpensive and is sold under a guarantee of satisfaction or money back. The price is \$1.15 per package (two weeks' supply). If your druggist cannot supply you send orders direct to the manufacturers, ARROW CHEMICAL CO., 3117 Union Square, New York.

By feeding the nerves directly and by supplying the body cells with the necessary phosphoric food elements, bitro-phosphate should soon produce a welcome transformation in the appearance; the increase in weight frequently being astonishing.

Increase in weight also carries with it a general improvement in the health. Nervousness, sleeplessness and lack of energy, which nearly always accompany excessive thinness, should soon disappear, dull eyes brighten, and pale cheeks glow with the bloom of perfect health.

CAUTION:—While Bitro-Phosphate is unsurpassed for the relief of nervousness, general debility, etc., those taking it who do not desire to put on flesh should use extra care in avoiding fat-producing foods.

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is a magazine that is teaching thousands of people how to make a profit on listed stocks and bonds. Write for this week's issue, which contains up-to-date information about several established securities that can be bought now to yield a liberal return. INVESTMENT IS FREE. WRITE TODAY.

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External aches, stiffness, soreness, cramped muscles, strained sinews, back "cricks"—those ailments can't fight off the relieving qualities of Sloan's Liniment. Clean, convenient, economical.

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Liniment
Keep it handy

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News from the Divisions

DAKOTA DIVISION NOTES.

S. E. Mueller, master mechanic, Dakota Division, has been transferred to Silvis Shops as assistant superintendent.

Porter Williams, shop timekeeper, left the first of the month for Madison, Wisconsin, to attend the University.

Don Pullen, maintenance clerk, spent a week-end at Mason City the first of the month.

Chief Clerk Miller expects to move into his new home about the first of March.

Practically every member of the office force, including several officials, has been on the sick list the past month. Last report received included Roadmaster Busemann, at Pipestone, Minnesota.

Engineer A. Ammon was seriously ill with the "flu," but is now on his run between Estherville and Sioux Falls.

Miss Agnes Jacobs has resigned her position as stenographer to the chief clerk account of sickness.

F. X. Foran, chief accountant, visited his folks at Elkader the first of the month.

Mr. Walter Pierson of Moline, Illinois, spent the week end at Estherville the 15th.

Engineer Hardy, Conductor Wolf, Fireman C. O. Green, and Brakeman Morrison, have been called to Vinton, Iowa, as witnesses in a law suit.

Walter Franke has resigned his position as rate clerk in the division freight agent's office and will spend the rest of the winter in California.

Mr. Halleck has returned to the Dakota division as traveling freight agent, after two years' service with the Jasper Stone Quarry Company at Sioux City, Iowa.

Roadmaster Gruver of the Minnesota Division visited the superintendent's office between trains.

Dispatcher Turner is filling the position as relief dispatcher during the absence of Mr. Broms. Car Distributor J. H. Cramer is night trick dispatcher and Selby Broms is acting as car distributor.

Mr. Reed of Rock Island has returned to Estherville to take his former position as janitor, much to the joy of the entire office force.

ABNER'S BRIEFS OF THE IND. TER. DIV.

By Hiram G. Young.

For those that haven't had it yet, business is a little more than good, account of having to double up on the work, and those that have had it beg leave to remark that there is no such thing as the mild form of the Spanish variety.

On one end of this division, Bro. Ground Hog saw his shadow and on other parts he didn't; therefore to keep down any argument he proceeded to act unreasonably.

The editor of the Blanco "Bursted Air Hose" is reported sick trying to copy the dope about the kaiser going to get tried and then not. He asks us to just wait and see for ourselves.

Just to do your part and no more isn't the nature of advice some of our newly hatched conductors are giving to the students these days with reference to learning how to handle the various train reports many saw for the first time when called to take charge.

Engineer Sales of Shawnee would have you call him grandpa now instead of Uncle Rube.

J. L. Stephens bid in 83 and 84 with M. T. Hatfield. The "M. T." standing for "Marble Top," doesn't mean it's that way through and through, we hasten to correct.

Engineer Hasler tells us that a mole does his digging at 12 noon and 6 p. m. only, and we just wondered if its wrist watch time. Also Sir Mole was advised when congress changed our time.

Conductor A. E. Tittsworth tells us of seeing two mice on coach 2023 and to think this is so far from last July 1.

Mother Nature with a little help from us will soon be ready to start one more pumpkin for the frost to get on and some fodder to be put in the shock, so let's meet her a little over half way, thereby slamming old High Cost of Living in the face. What say ye?

When he discovered that a lot of paper had been camouflaged with lamp black and vaseline into stuff and sold to him as leather in the shape of shoes, the section boss at Seminole figured the climax had been reached and capped, but Fireman Snow Bailey asks if he ever tried a modern beany biscuit, and think at the same time of those that mother made.

While we do not know the percentage of Rock Island families having a chicken yard ranch connected to their homes, we feel that they will be helped by the poultry department now in our magazine. Read it.

Miss Grace Miller went to Oklahoma City to do a little extraordinary shopping. We don't claim to be expertly advised on the real facts but we figure the report Mr. Fuller, the agent, McAlester, being short a clerk as well as having the cigars coming.

Among others that can give you an ideal regarding two exact opposite feelings at the same time, such as being cold and hot, full yet hungry, etc., is Supt. D. Van Kecke, who had the

flu. Every kind of feeling except feeling good.

Roadmaster Bolton invites you with pride to ride over and look at his track but hastens to add, hurry before the spring comes.

PHILOSOPHICAL SAYINGS.

"All that goes up must come down," we're told by those in giving good advice, and we would add: "Except the cost of living."—Conductor Boggs.

"While it may be we'll never see the price of things brought lower, our children may some distant day. Let's smile and not be sore."—Agent, Holdenville.

"Pray tell us this, is ignorance bliss

If so, let's keep it from 'em,

That we, their pa's, and even ma's,

Once lived on beans and sorghum."

—Penny Moore.

IOWA DIVISION NEWS.

Ralph L. Smith, "Chief," Council Bluffs.

L. C. Lamb, Council Bluffs.

U. L. Schindhelm, Iowa City.

F. E. Meachum, Newton.

P. Lares, Atlantic.

H. N. Dutton, Minden.

GENERAL NEWS.

If any station or department would like to have a write-up under the Iowa Division News please address any of the correspondents mentioned.

The Iowa Division has lost two good men in the past month—Mr. Olaf Anderson, of Council Bluffs, and Mr. W. A. Woods, of Valley Junction. See account of their deaths in this magazine.

We are a little shy on news this month but we will try to get up-to-date in the next issue.

Friday, the 13th of February, was sure a bad day, the thirteenth and Friday happening on the same date.

ATLANTIC.

Some of the boys thought they had seen a fox between Atlantic and Lewis, so a party was made up with guns, shells, and dogs along for company. After a brief interval the party returned with a little red fuzz which they claim was donated by the fox. We are in doubt as to the ownership of the red fuzz and we will leave the matter to Otto Larczon, our first trick operator, to explain, as he claims the honor of firing the shot.

Our night baggage man, David Christenson, has taken unto himself a wife. Well, David, the best of luck, and may all your troubles be little ones.

Warehouse Foreman Lares won a bit off Western Weighing Inspector Hoffer of Omaha on the Stecher-Craddock match. Mr. Hoffer, Atlantic is a great poultry dressing station and if you don't want to get picked, don't come to Atlantic.

Our bill clerk, Richard Stooddy, is now buying several properties in Atlantic. We wonder why!

We have always been more or less troubled with car thieves at this point, but thanks to our special agent, T. W. Sherrin, the gang has been cleaned and some property recovered. Considerable praise is due Mr. Sherrin for the able manner in which he handled this matter.

This is only a starter. Watch this column every month for the latest from Atlantic.

COUNCIL BLUFFS ITEMS.

A great many of the employees at this station have been on the sick list during the past month, but we are glad to say that most of them are now back on the job.

Sporting Editor Lamb received a comic valentine from some admiring (?) friend. A committee consisting of Ed Gilbert, Abe Mitchell and Jim Zebornick has been drafted into service to try and find the guilty party sending the valentine. If apprehended he will be tried before Charles Lewis and Pat Curley, and if found guilty will be sentenced to read some of Ralph Smith's poetry, which is the minimum penalty, or be forced to listen to Leona's singing, which is the maximum penalty.

W. L. Putnam, second trick operator at passenger station, was confined at home for two weeks account of "flu."

The following little valentine verse was sent to "Mac," our "Ham" operator:

The February breezes
Blow up to our "kneezes,"
Gives us the sneezes,
By geezes.

Here is the answer that was received:
Yours date I'm safe to say,
Is the first I've received today;

While very brief, it's to the point.
This wind is H— on the aching joint—
The bright sunshine and northwest breeze
Will make you shimmy out of your B. V. D's

Mr. Gerald Gould Clardy and Miss Margaret Porsch were united in marriage on Sunday, Feb. 8, 1920. Mr. Clardy is storkeeper at Council Bluffs. Mr. and Mrs. Clardy are making their home at 524 Oakland avenue.

Are you superstitious? Jim M. Zebornick, who is 5 feet and 13 inches tall and wears number 13 shoes and whose name and initial totals 13 letters, found a Lincoln penny on Friday the 13th. This happened about 9:13 a. m. shortly before train number 13 arrived.

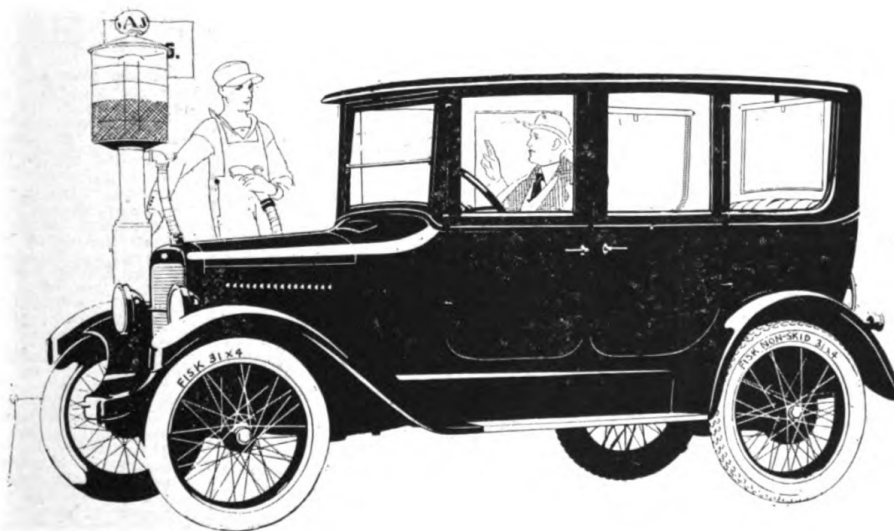
Hear ye, hear ye, all ye farmers and poultry fanciers. Take warning and keep your hogs and chickens off the public highway, for J. T. Kieley,

Rock Island Magazine for March, 1920



WHEN you ride on the wonderful new *Triplex Springs* of Overland 4, your usual rough road troubles are ended.

This attractive Four-Door Sedan sets a high standard for both light car riding comfort and closed car economy. It weighs only 200 pounds more than the Touring Car.



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

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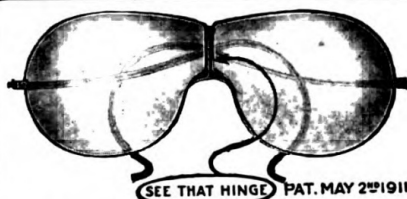
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Procurable from all Optical, Motor Supply or Sporting Goods Dealers. We will gladly supply address of your nearest dealer.

F. A. HARDY & CO.

Dpt. R. I. Box 804, Chicago, Ill.

agent at Council Bluffs, has purchased an automobile and will soon be hitting the high spots. Mark ye, I said automobile and not driver.

The Clerks' first annual ball, held Thursday, Feb. 12, was the crowning event of the social season. Its nearest rival was the Switchmen's ball held Feb. 9. Both of the "hops" developed some very startling facts, among them being that the local Rock Island force have some very expert "shimmy shakers."

We wish that G. Hiram Young of the I. T. Division was on our division as he would be a very valuable addition to our staff. [Editor's note—Yes, but we need G. Hiram in Oklahoma.]

Chief Clerk Morris is in the egg business for fair now. Out of a flock of 150 roosters he has got two eggs in as many days.

We hate to tell this, but it is our painful duty, so here goes: Our bill clerk, Peter Iverson, took Miss Leona Anderson to a valentine party and we understand that it was 2 a. m. before the young lady got to bed, and as a result a very sleepy girl reported for work the next morning. Both parties to this escapade vigorously deny it, but the society editor was on the job.

IOWA CITY.

Now that the railroads are going back to private ownership, we wonder what is to become of the regulation government uniforms for which several of the clerks around here were measured at the time the government took us over.

Autoists, take notice. The roads between Solon Rayerstown will soon be in good condition again, as Paul expects to get the ill' ole 348 out of the safe and will commence making the highways unsafe for pedestrians.

Clarence Schindhelm, the Milwaukee pioneer, has returned to his home after a visit with the Iowa City force. While here he assisted the boys during the rush periods.

Twenty clerks and warehousemen from this station made their quarterly pilgrimage to West Liberty recently. However, on their return on No. 13 they fell in with a troupe of female prairie schooner inhabitants and only nineteen alighted from the train. After a thorough search we discovered Prybil in the smoker counting his money to see how many more miles he could ride with the aforesaid lassies.

Our agricultural college for the education of railway clerks in the use of farm machinery is a busy institution these days. Professors Benjamin and Lewis are at present conducting classes in the record room, giving demonstrations in the operation of the binder and the use of binder twine.

Car Clerk Ben Nortmann, of West Liberty, is still confined to his home account of sickness.

Quite a few of the employees in this section were down with the "flu." Fortunately none of the cases proved serious and most of the boys are back on the job again.

Aside from the Lent vs. Lentz nickle-dom scandal, the Lewis vs. Schindy \$1.85 check scandal, and Burnett trying to blow out one of the arc lights on his street, at the request of the light and power company, January was a rather uneventful month around Iowa City. We hope, however, to have a little sporting news in our next write-up, providing we can induce Ed. Hey to go into training for a finish fight with Jack Dempsey.

We warn a certain civil engineer who is in the habit of stopping off at Iowa City that he'd better watch his steps as Schindy has blood in his eye ever since said engineer threw the cootie scare into him in the roadmaster's office.

Where, oh where, is that good old "tank" of Mack's, that noble old Buick (1906 model) that used to rumble over the country scaring the cows and the chickens? It's a good many moons since the Ford garage towed that old battleship into town.

We also miss that familiar old war-cry, "Anybody got a chew," that Conductor Frew used to spring on us.

"Good commissions paid salesmen" (ad of our rate clerk). A word to the wise: Collect your commissions in advance. There's a reason.

NEWTON.

Conductor Douglas was all smiles recently. After several days on a work train he was able to don good clothes and handle the passenger special, Monroe to Des Moines via Newton.

The annual banquet of the Maytags was held in Des Moines. A special train for traveling salesmen and office force of the company was chartered for Des Moines, Jan. 30. Upon arrival at Des Moines, President Maytag remarked: "So this is Des Moines." A fast ride. The special was in charge of Engineer D. McLaughen and Conductor Ben Els.

Engine Watchman Fred Richards was off several days on account of illness. He was relieved by various watchmen from Valley Junction, and is back on the job again. Because he has two and sometimes three engines to care for, the company has decided to allow him a helper.

Switch engine was pulled off for several days and is now back on the job in charge of Foreman Tyler, Switchmen Roseman and Ross, Engineer Flaherty and Fireman Shaffer.

Conductor Ferguson of the branch run is back to work again after laying off several weeks with the flu.

D. L. Burnett, engineer of the branch run, is back to work again after laying off three months. Brakeman C. C. Bridges was off several days with the flu, but is now back on the job.

Operator O. R. Yunker, third trick, was off a week with the flu and was relieved by R. W. Walls, now relieving W. J. Moore on second temporarily pending bulletin for ninety days.

Rock Island Magazine for March, 1920

KANSAS CITY TERMINAL DIVISION NEWS.

Many of us have had light touches of colds and flu, but a few have had more serious cases, among these Rose Burns, F. L. McVay and Florence Gillford. Miss Burns had a severe attack of heart trouble and is now spending a few weeks in Oklahoma City recuperating.

Mr. John Plesko, top bill clerk, resigned recently to go into business for himself at Streator, Ill. John has seen much service with us and before he left several of the boys put a little remembrance on his forehead so he would not forget us too quickly. We hope to hear of his success in his new venture.

Ben Holmes, chief clerk to the master mechanic, has just developed fifteen pounds and a "Charlie" moustache.

Mrs. Wise, stenographer in Mr. Shubert's office, resigned to take up a position with the Good Roads Implement Co.

Mr. Herbig, local agent, made a hurried trip to Wichita, Kans., recently.

Some understanding must have been reached with Herman regarding the valued knife, as the semi-monthly statements have ceased. We hope he has been compensated.

This division wishes to extend congratulations to Mr. Rentfro of the yard office. He, you understand, is the proud daddy of a baby boy.

Our iceman, Miss Laura Erickson, was shopping in Chicago a short time ago. She finds Kansas City stores are unable to satisfy her wardrobe demands.

Mr. Earl Robbins, demurrage clerk in the local, has resigned from the service of the Rock Island to take up the more difficult task of being a politician. As Mr. Robbins already commands the vote of three or four thousand in Armourdale, we feel assured that his new vocation will prove a success. He not only holds these votes in the palm of his hand but talks and looks like a real politician. We are sorry to have him leave us but are glad to see him get into that line of work for which he is especially fitted.

Mr. J. Sweney, general yardmaster, was one of the sufferers from the influenza but is now fully recovered.

We understand Mr. Attwood has been very much interested in airplanes here of late.

Our congenial chief revising clerk, Mr. C. P. Dawson, was married Feb. 15 to Miss Louise Oert of Lockwood, Mo. Congratulations, C. P.

Miss Leona Jones of the superintendent's office was married Jan. 17 to Mr. Chas. Johnson of Kansas City, Kans.

Mr. Dugan, general clerk in division freight agent's office, was forced to stay home with a bad case of the pip which he claims was the flu. His condition is now nearly normal.

Ross Fuller, transportation clerk in the yard office, has accepted a position with the Kaw Valley Boiler Works.

Miss Helen Eisenman, steno in Mr. Shubert's office, has returned from a trip to New Orleans.

We cannot understand why Mr. Clint Stephenson should interest himself with forty year ago items when he has such modern ideas and could just as well be surmising how Mack Sennett's bathing beauties will appear forty years from now.

We have been told that Mr. A. W. Stauffer, assistant yardmaster, was expecting some chickens on No. 40 Saturday, Feb. 14. It is not known what variety but presume he has no intentions of starting a poultry farm.

Chas. Sponler has been promoted to night sergeant but objects to the fact that the company does not furnish uniforms. If Charlie craves brass buttons he might get on the Kansas City police force.

MINNESOTA DIVISION.

E. A. Cross, cashier, Manly depot, has been granted leave of absence and will leave shortly for southern points. The vacancy will be filled by H. C. Bates, formerly with the Western Weighing and Inspection Bureau at Mason City.

Miss Adelaide Bergman, yard clerk, is back on the job after a siege of the "flu." Cupid's dart has again struck the superintendent's office, the victim this time being Mrs. C. B. Wiley, roadway timekeeper. Mrs. Wiley has resigned, effective Feb. 21, to become the bride of Mr. E. A. Meyer. Mr. Meyer is superintendent of the Austin Division of the C. M. & St. P. Ry., with headquarters at Austin, Minn., at which point they will be at home after March 10 to their many friends.

G. A. Mitchell, shop timekeeper, expects to spend a few days in Madison, Wis., in the near future. "Shorty" says that Wisconsin is noted for their Jazz bands, hence the trip to Madison.

H. E. Rachut, station timekeeper, has resigned to accept a position in bank at Swea City, Ia. The bunch is all wondering if banking is the only new occupation that Herman has taken up.

Transportation Clerk E. J. Gilles recently took a trip to Chicago, taking with him as guide and chaperon A. H. Levison. Able says he would much prefer two more gold chevrons and German gas thrown in to another trip to Chicago with Jeff. Guess Able had some time keeping the street cars off Jeff's neck and trying to convince him that traffic rules must be obeyed.

Rodger Kingsbury, formerly of the Waterloo freight house is now employed as station timekeeper in the superintendent's office.

Engineer W. P. Morrow has just returned from sunny California, where he purchased a large tract of land, and he expects to return there in the early spring to engage in cattle raising. He says there is big money to be made in these California "chickens."

SAVE OVER 50% NEW TIRES FOR \$6.50

Satisfaction Guaranteed Or Money Refunded

Here is the biggest tire opportunity you have run into in a month of Sundays—a chance to secure guaranteed, fresh stock, high grade, standard-make, new tires at about half the usual cost. "How do we do it?" you ask. We have taken over the greater part of the factory output of a well known tire company for 1920. The manufacturers know their production will be taken care of—no matter how many tires they make. Hence, there is no big selling cost for advertising, salesmen, etc., necessary—an expense you would otherwise have to pay. This means that we can secure these tires at a little better than factory cost. Now, we are going to give you the benefit of this big saving—and it is a big one. Look at these prices:

For Fords, Maxwell, Chevrolet, Briscoe

Casings	Plain	Non-Skid	Tubes	
30x3	\$6.50	\$7.50	30x3	\$1.75
30x3½	8.50	9.50	30x3½	2.00

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Don't confuse these tires with the slightly used, double tread, re-built or re-soled kind. Every tire is guaranteed absolutely new and fresh. Another thing—don't delay ordering. We will have a big supply of these tires, but this unusual offer is bound to create an unusual demand. They will go like hot-cakes. Don't wait. Anticipate your needs—order now. Save 50 per cent.

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References: Madison & Kedzie State Bank

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Giant Climbing Tomato—Is one of the largest grown. Vines grow very strong and will carry an enormous weight of fruit, very solid, crimson color; specimens often weighing 2 to 3 lbs. each.

Japanese Climbing Cucumber—Is a grand variety; can be trained to fences, trellises or poles and save space in your garden. Fruits early, growing 10 to 15 inches long. Good for slicing or pickling.

Early Spanish Peanuts—Earliest variety and a great Peanut for the North; easy to grow, enormous yielders, and a few hills in your garden will be very interesting to show.

Special Offer: I will mail one regular sized Packet of Tomato, Cucumber and Peanut for only 10c, or 3 Packets of each for 25c.

My new Seed Book of Vegetables and Flower Seeds is included free.

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"I Would Not Part With It For \$10,000"

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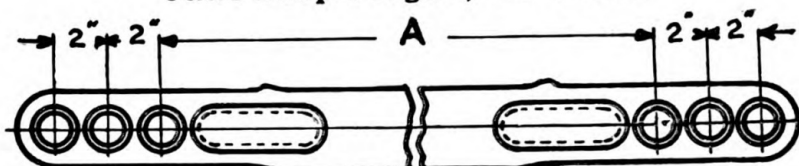
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Patented and Patents Pending

Made of One Piece Open Hearth Steel;
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A-2 feet 6 inches
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AK TABLETS**
10c & 25c PACKAGES
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MOLINE, ILL., GOSSIP.

By Al. Smith.

Everybody seems to be sick and getting prescriptions filled. Bill Clerk Larson tried to get one of the local doctors to give him an order but got stung and got castor oil instead of some of that firewater he was in hopes of getting.

Two members of our own Gasoline Alley attended the auto show at Chicago. Max Gsettenbar's only effort was to get a watch fob from the Buick booth. Reports are their behavior at the show was perfect but at the Hamilton Club it seems as though Brother Grotgut forgot all the manners he ever had.

Everybody is raring to go to the B. R. of C. dance to be given Feb. 14 at Rock Island. Tickets are selling fast and looks as though the crowd will be large. Henry Lau bought a ticket but will not use it on account of the shimmie being barred.

The K. C. bazaar held at the Turner Hall, Feb. 5 to 7 made a big hit at this office. Grotgut took nine chances on the manure spreader, but John Wendt was the lucky bird that had the right number. Grotgut received a carton of Helmar pills and caused quite a sensation when he said they would go to waste.

Our steno was heard asking the floor walker at one of the local department stores where she could find teddy bears. Take the elevator to the third floor, in the toy department.

Agent Hall is waiting for the good old summer time to roll along so that he may go fishing, also to unroll a few fish stories. Agent Hall is also betting his last jitney that Moline takes the Three Eye pennant. Don't kid yourself, reckon you will have a little opposition just two miles west of you during the 1920 season.

This is a free country and every one has their rights. The local feminine clerks are progressing very nicely, pressing their leap year rights. Can't afford to wait another four years, so you can't blame them much.

The largest argument of the day is making out our income tax and refusing shipments account embargo. Three clerks have already taken a trip to Watertown and another one on the way, trying to keep the embargoes up to snuff.

Joe Gsettenbar was the only one in our midst to forward a photo of his youngest to the editor, to be shown in the March issue of the Rock Island Magazine. There are more coming from this station, as Bill Clerk Larson is contemplating on sending a photo of his twins to adorn one of the pages.

Boy, page Mr. Sherlock Holmes and get the search and seizure act in force, and don't fail to locate the dozen collars Cashier Ira Goodell lost, strayed or stolen. Ira is up in the air about it. Any one giving any information regarding his collars will be very much appreciated.

B. H. Pitts, formerly of W. W. I. B. fame, lately of the Silvis Yard madhouse, is now a member of the snakes. B. F. Hill, our car sealer, has the same ambitions. Since reading "Confessions of a Railroad Conductor," there have been a few of us that have kicked ourselves for not following up that game years ago.

Romain Reybrook is a very enthusiastic reader of "Beauty Hints," written by the Spanish Prima Donna for our magazine.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

Word has been received from Willie Osborn stating that he arrived safely in San Francisco Feb. 2 and expected to be released in a few days. He contemplates a trip through the south and expects to see his old friends on the Nebraska Division soon.

B. H. Croft has been released from Uncle Sam's service and has been assigned as operator at Munden, Kans.

Otis Hanners, our roundhouse clerk at Fairbury, has taken unto himself a wife. George has intimated that Otis doesn't need to be swelled up that he is not the only one that can get married.

Operator Sam Leaird has been forced to lay off on account of illness in his family.

J. J. Knoblauch, operator at Lincoln, is on leave of absence on account of illness in his family.

C. M. Cowan was called away from home Feb. 4 on account of the death of a relative.

C. E. Garber, agent at Agra, has been forced to lay off on account of illness.

F. W. Wagner relieved Mr. Garber while he was away.

The family of Mrs. M. M. Blackwell, operator at Munden, has the sympathy of all on account of the loss of the wife and mother. Mrs. Blackwell died of the "flu" Jan. 31.

W. V. Crop, wire chief at Fairbury, was forced to lay off Jan. 24 for about three weeks on account of a case of small pox.

Blacksmith Ed Hardy was also quarantined with the same disease.

H. E. Sloan has been assigned as agent at Otego on bid.

E. H. Hess has been assigned as agent at Bern, Kans.

Cornelius Bradley was a Fairbury visitor Feb. 14.

A. M. Berry, cashier at Fairbury freight house, has resigned. Mr. Geschwender succeeded Mr. Berry as cashier.

Jan. 26 the Order of Railway Clerks gave their first annual dance. There was a good crowd present and a fine time reported by all. The committee chairman, Miss Carolyn Parker, and her two helpers are to be complimented.

Rock Island Magazine for March, 1920

R. Shankland, formerly operator in the relay office at Fairbury, returned to work here the fore part of January. Mr. Shankland brought with him a new wife from England.

W. A. Wallace attended the engineers' meeting in Chicago the first part of February.

W. W. Cameron is on the sick list.

SILVIS NOTES.

Machinist F. O. Rosengren and wife are spending several weeks at Los Angeles and San Diego, Calif.

Machinist Roy Mathews has been ill for several weeks and we wish him a speedy recovery.

Bowler Washer Chas. Fitters was called to Burlington, Ia., Feb. 10, on account of the death of Mrs. Fitters' brother.

Machinist Wm. McDougall is spending three weeks at Tampa, Fla., where he has a grove and spends a few weeks each year there.

Machinist O. A. Solbrig and wife spent Sunday, Feb. 15, visiting their son at the U. S. naval station near Chicago.

Cai Carpenter John Vonderhaar was called to Fort Madison, Ia., Feb. 11, on account of the death of his mother. Sympathy is extended to Mr. Vonderhaar.

Carpenter John Kurth and Henry Fraune are both on the sick list and we wish them a speedy recovery.

There is a report that Elmer Sauer, machinist of rod and link gang, slipped away on Jan. 17 not alone. The rod and link boys are waiting for the smokes.

Leap year seems to be very popular with the Silvis shop machinists. Within the past thirty days we have Machinist Ira C. Mayer, Machinist Frank Watts. The latter married Miss Mary Apple, of Silvis, who was our first aid for some time at the shop. Machinist Apprentice Forrest Fry was also on the job with the cigars. Congratulations.

Blacksmith Apprentice William Morgan is off duty account of nose operation. We wish him a rapid recovery.

Mr. W. J. Tollerton, general mechanical superintendent, visited Silvis shops on Feb. 16.

Roundhouse Boiler Foreman Henry Koelz has been appointed boiler gang foreman in shops to fill the vacancy caused by the death of Carl Robinson. Peter Boyle has been appointed Mr. Koelz' successor in the round house.

A. A. E. Checker Buster Brown has been transferred to the assistant mechanical engineer's office as draftsman.

Machinist George Filker was called to Keokuk, Ia., Jan. 20, account death of his mother. Sympathy is extended Mr. Filker.

Ray Faust of the store department was off with neuralgia for a couple of days and we are glad to see him back.

Indications are that the wedding bells will soon be rung in our store department. Miss Lucille Herbert, clerk in section 13, is flashing a diamond. We understand the lucky man is Lester Dinger, shop order clerk. Go ahead, Dinger, the bunch will pay the parson.

Boilermaker Apprentice Frank Murlowski is saving his gum wrappers for a diamond ring, they say. The boiler shop boys seem to think this is a slow process and suggest that Frank pass the hat, or she will never get the ring on gum wrappers.

George Long, of the accounting department, was seen at the movies lately and he wasn't with his short friend, Warner, either.

Boilermaker Helper H. A. Willets lost his wife and baby on Feb. 2, and Mr. Willets has the sympathy of all who know him because of this sad bereavement.

As Miss Clara Peterson, formerly of the store department, is contemplating matrimony, she has discontinued railroad and accepted a position with a bakery. We suppose the switchmen on the shop train will no longer be vamped. (George D., please note above and call at the bakery for your doughnuts.)

The boiler shop boys are wondering who the lucky lady is that Boilermaker Dennis C. Martin is working so much overtime for.

The Boilermakers' Lodge, No. 377, of Moline, held a dance at the Eagles' Hall, Moline, Feb. 7. There was a large crowd in attendance and some special numbers were staged. A few vocal selections by Miss Geraldine Andrews, daughter of Boilermaker Matt Andrews, were excellent. Boilermaker Ray Mummert also assisted in the warbling.

We wonder why Boilermaker Helper Harry Knouse has been attending all the prize fights in Rock Island of late. He should have a book of pointers by this time.

Miss Myrtle Peterson of the store department was unable to attend the Brotherhood of Railway Clerks' dance Valentine night on account of a certain young man being on the sick list. Myrtle says she knows he was sick because she was with him all evening.

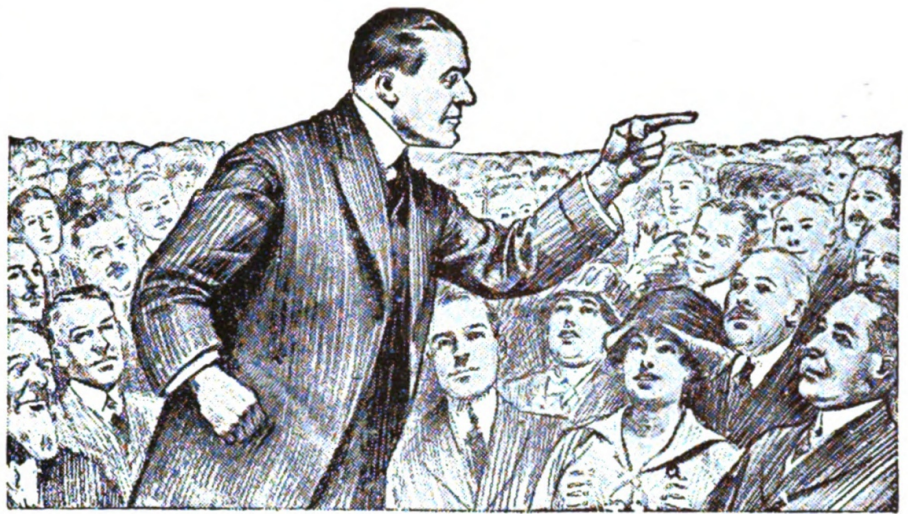
Boilermaker Chris Schall, better known as Mose, is planning on purchasing one of Michigan's favorite cars this spring, as he wants to show his lady friends what fine cars they make in Michigan.

Boilermaker Chuch Morrison says he has a wrist watch story to tell, so call on him at noon periods for details.

Boilermaker J. N. Hills and Baldy Redlin are becoming widely known for their fancy dancing. Call on these boilermakers with your tips ready for advice.

Boilermaker Ernest Kemna, better known as "Big Boy," has a new tad. Ask him about it.

Boilermaker Matt J. Andrews was called to Chicago account death of his mother the first part of February.



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NEW YORK CHICAGO

Some of the boiler shop boys seem very much interested over the numerous trips Section Foreman Walter Morrison of the store department is making to Chicago of late.

Peg Peterson, of the superintendent's office, spent Sunday, Feb. 15, at Estherville, Ia., but says no place like Moline.

Draftsman Frank Fugate of the assistant mechanical engineer's office is ill. We wish him a speedy recovery.

Albert Blackbert, labor distribution clerk, has been confined to his home with small-pox and expects to be back at work soon. We wish him a rapid restoration to health.

Valentines were not overlooked at the superintendent's office. Two of the young ladies received valentines and are looking for the gentleman who were so kind as to send them these.

Boilermaker Dave Warner, formerly employed as night boiler foreman, paid Silvis shops a visit on Feb. 17. Mr. Warner is now located at Sayre, Pa., for the Lehigh Valley Railroad.

COLORADO DIVISION.

By G. L. Zellers.

Machinist Ed Eckles has returned to work after an absence of about 90 days.

Mills Boyle is back on the job again after being on the sick list for several weeks.

Pipefitter Oscar Ray left for Springfield, Mo., where he will visit relatives.

Boilermaker Fred Hill was called to Sharon Springs Sunday on account of the illness of relatives.

Tilton Nye, boilermaker helper, left for Iowa, where he will spend two weeks visiting relatives.

Machinist Helper John Gust returned to work after an absence of several weeks on account of illness.

Machinist Helper C. W. Jupe returned to work after an absence of one week on account of illness.

Boilermaker Paul Blaine has returned to work after being off duty for some time on account of the illness of his wife.

Engineer Jeff Powers left Tuesday for Peoria, Ill., in response to a telegram announcing the serious illness of a niece.

Carman Apprentice Preston Wise has returned to work after being off duty for about a week with an injured thumb.

George Ganzer of Davenport, Iowa, business agent for the International Order of Blacksmiths and Helpers, was a shop visitor.

Frank H. Clingan, bridge and building foreman, left Wednesday for California, being called there on account of the illness of his father.

The last of the new boilers is being installed in the back shops. Men will arrive from Chicago next week to erect the third new smoke-stack.

Earl McDowell of Gunnison, Colo., commenced working on the new roundhouse. Mr. McDowell is making his home with his uncle, Charles Gregory.

W. C. Jenkins, business agent for the International Brotherhood of Electrical Workers, was a Goodland visitor on official business last Friday. Mr. Jenkins has his headquarters in Moline, Ill.

George Miller left for Chicago, where he will finish his electrician's apprenticeship. His father, J. H. Miller, accompanied him and will spend a few days visiting Chicago before he returns to Goodland.

An additional caller has been employed at the dispatcher's office in order to comply with the eight-hour day provision now prevalent in railroad work. The line-up now is Bob Piper, first shift; Clyde Phillips, second, and George Neeren, third.

Herbert Ortberg and family arrived in Goodland from Chicago. Mr. Ortberg is a Rock Island employee and works in the 47th street shops in the Windy City. He has been working in Chicago for the past year, having been transferred to that city from Goodland. Mr. Ortberg will finish his boilermaker apprenticeship in a few months and states that when he visits Goodland the next time he will be a full-fledged boilermaker.

Conductor C. H. Randall has recovered and has resumed his run. Conductor Walsh will take his run on the Jersey.

The flu epidemic has hit the shops very hard. Many men are off duty this week claiming that they have the dreaded malady.

Engine Inspector Frank Richter appeared on the job again after being confined to his home for two weeks on account of illness.

Conductor Phillips was taking the place of Paul Soden for a few days during the past week on the switching crew, owing to Mr. Soden's illness.

The pipe-fitters installing the new steam pipes from the back shops to the roundhouse are making very good progress and will soon have their job completed.

Boilermaker Archibald will leave next week for Trenton, Mo., to bring his family to Goodland. Mr. Archibald, after many months of bunting, has at last found a house.

Engr. Len. Jones is arranging to build a new residence for the family in Goodland.

Condr. Barsby is relieving Condr. Joyce on Nos. 5 and 6 while the latter is absent on committee work in Chicago.

Condr. Frank Corwin was called to Jackson, Mich., a week ago in response to a telegram announcing the death of a brother.

Mrs. Mary Holtz Blackwell, formerly of the Colorado Division, succumbed to an attack of pneumonia the last day of January. Interment was made at Clayton, Kansas, on Feb. 3rd.

Among those who have been obliged to lay by on account of the "flu" we mention Murphy,

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Agent Calhan; Busselle, Agent Bovina; Harper, Agent Dellvale; Lloyd, Telegrapher Burlington; Ford, Telegrapher Calhan.

Cashier Cal. Fussellman, of Goodland, has resigned and will take service with the White Eagle Oil Company as district manager.

Trackmaster Thomas Rice, Goodland, was called to Cameron, Mo., recently owing to the illness of his sister.

Driving piling for renewing of bridges has been completed and the driver delivered at Phillipsburg for duty on the Nebraska Division.

Telegrapher Studer, Jennings, has returned from a three months' vacation spent in the Northwest.

Machinist Walter Kelly is moving to Trenton, Mo., having been transferred to that point in service.

ROCK ISLAND, ILL.

By J. J. Burke.

Yardmaster John Devine, the "guardian angel for the snakes," is back on the job again after a week's illness.

J. J. Collins is back to work again after sustaining an operation at Mayo Brothers' Hospital at Rochester, Minn., for a stomach ailment. Jack says he can eat anything now, but he can't drink everything as some things come too high.

Waldo Kent, our well-known car inspector, says he has solved the problem of so many bad order passenger cars and that from now on he is going to keep his eyes on the "snakes" at all times.

Bill Cote, switch tender, has the prize for telling the best fish story. He says that when he was fishing in Arkansas that he used little pigs for bait and it was nothing in his young life to catch fish weighing over 200 pounds. In the East Bill saw a turtle so large that fourteen men could stand on its back and then the turtle would amble off.

Conductor Bragdon, our wideawake "hog-head," seems to be friendly with his monkey wrench and torch. He uses them constantly, it seems, and is "johnny" on the quick repair.

Jim Crowe, our up-to-date coach foreman, has taken a change of venue from the coach job to the river line job in Davenport.

The switchmen at Rock Island are going to take up a collection for a speeder so that Switch-tender Captain Enis can reach No. 3 switch without exerting himself.

Japanese Official Visits Kansas City Terminal

Among the distinguished visitors at the Kansas City Terminal Division the past month was Mr. Yoshisato Hisatome, Secretary of the Imperial Government Railways of Japan, who called on Saturday, Feb. 14, having only an afternoon in Kansas City and desiring to look over the most up-to-date terminal facilities there. Mr. Hisatome came with a letter of introduction from the Chamber of Commerce of Kansas City; also a letter from Commissioner Meyers of the Interstate Commerce Commission, who is a friend of Director Yashio Kinoshita.

Mr. Herbig accompanied him through the office and freight house, explaining in detail the systems of handling carload and LCL freight and the information seemed to be of great interest to the secretary.

After meeting Supt. Rourke and talking over the situation for a brief period, the Jap official left for an inspection of the stock yards and to call upon Terminal Manager Corbett. The fact that the Chamber of Commerce sent Mr. Hisatome to the Rock Island shows the standing of this road among the railroads at Kansas City.

Pullman Conductor Squires Died at Fairbury, Neb.

On February 10, on Train No. 8, just west of Fairbury, Pullman Conductor Squires was stricken with apoplexy. He was taken to the hospital at Fairbury, but never regained consciousness and died early February 13. Mr. Squires was well known on the Rock Island, having been a Pullman conductor for a number of years and there will be many who will be sorry to hear of his untimely death.

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What Strikes Cost You in Hard-earned Money

(Continued from page 6)

back to the leather workers, the tanneries, the makers of chemicals, the shops where shoe machinery is manufactured. A printing strike reacts on the paper-mill workers and the ink makers. A building strike cuts down the work for countless other employees in a score of trades—metal workers, lumber producers, employees in cement mills, in brick yards, in tool factories.

For every day of idleness caused in a plant that is on strike, there is another day of idleness caused by the resulting loss of work to other men and women who would normally be busy making materials to be used in that plant. And their loss is not made up, even though the strikers win.

And a strike involves not only the direct producers of these materials, but every person concerned in selling them and in transporting them. The loss is felt at every step.

This is the backward reaction of a strike. But it does not complete the story, by any means. There is also what we may call forward reaction. For example, a strike in the textile mills affects every industry which must have these textiles in order to continue. It slows up the garment trades. It may cause some of these shops to close, throwing their own workers out of employment. Not only that, but it increases the cost of all textiles, even those already manufactured, because the supply is reduced. This is immediately reflected in the increased price of clothing.

The cost of a serious coal strike is almost beyond computation. Practically every industry in the country pays part of the price. If plants are shut down for lack of fuel, every worker in those plants can charge the coal strike with so many days' wages, his wages. It has cost him a new pair of shoes, or a new suit, or a sack of flour, in addition to making his own winter supply of coal scantier and more expensive.

You might think that a street-car strike would not have this particular reaction, but just think it over. Take a subway strike in New York City, for instance: Hundreds of thousands of workers are unable to reach their shops, or stores, or offices. They may lose only an hour or two, or they may lose a whole day of work. And lost work is lost money! For work means production. And reduced production inevitably means increased cost of living.

For example, here is one of many outside losses caused by the printing strike in New York City: Some of the shops closed had a large business in printing catalogues for commercial firms. It is the custom of some of these firms to depend almost wholly on these catalogues to sell their goods.

The whole manufacturing program of hundreds of these concerns was held up because they could not get out their catalogues. It is estimated that these firms employ over 500,000 people, and indirectly give work to 1,000,000 others. Thus, the strike of only a few thousand men in one industry affected 1,500,000 in other lines of production. And remember that back of this 1,500,000 are still more men and women whose work and earnings suffered.

These indirect losses which make the cost of strikes so tremendous. They

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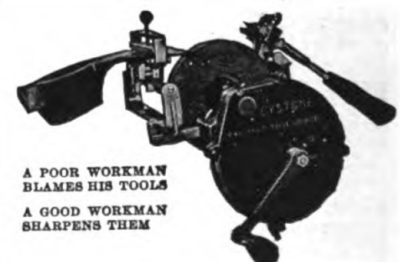
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go out in endless ramifications, which finally reach into the pockets of practically every one of us. Everybody has some loss to make up because of them. And when everybody starts to make up losses, the level of all costs rises.

Take the harbor strike in New York City in October: Perishable food, which could not be delivered, and which therefore spoiled, was a total loss to the shippers, or the consignees, as the case might be.

In the third week of this strike, the shipping authorities estimated that it was costing \$1,500,000 a day! And this was aside from the expense of maintenance and interference with other branches of business. There were 625 vessels tied up in the port of New York. Many of these idle ships, tied up to the docks, were costing their owners from \$300 to \$1,000 a day for dock rental. This was in addition to money paid out for idle officers and crews, and the other expenses which went right on, without any income to offset them.

Here is just one curious instance of the way strikes affect you in ways you do not suspect: Because of the tie-up of shipping, the supply of quinine ran short, and there was great anxiety over this shortage in case the influenza epidemic broke out again. Many other drugs were scarce for the same reason, and higher prices for them were predicted. Over \$3,000,000 worth of essential oils were held up, and many of them became very scarce.

Building materials were delayed, with the result that contractors lost money, workmen were idle, and the construction of new houses, stores, and offices—the only solution of the high-rent problem—was held back.

As another illustration of how these circles of loss widen out, let us take the police strike in Boston.

The striking police force numbered about 1,200 men. If we suppose that these policemen have families, taking the usual average of five members, there were 6,000 persons directly affected in that one group. But this is only a starter. In the second circle, those indirectly affected, we find the 5,000 state guardsmen who were called out to take the places of the policemen.

Most of the guardsmen have dependents of their own. But even suppose that the employers of these men continued to pay them while they were on duty in Boston, thus preventing their families from suffering. As a matter of fact many of the men did lose work or pay, and a fund of around \$1,000,000 was raised by public subscription to care for those dependent on them.

But in any case, their *work* was lost. Many employers paid men and received nothing in return. The men who had not been employed lost what they might have earned. And the people as a whole were deprived of what these men would have produced.

Even this does not complete the cost account. We have still to reckon the merchants and other business concerns affected by the absence of protection during the days of rioting. There was actual loss of property; and there was an even greater loss due to the disorganization of the whole population. That one strike has cost the people of Massachusetts at least several million dollars.

Earlier in this article, I used the expression "a strike epidemic." Such an epidemic counts among its victims and

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enormous number who get the contagion simply because it is in the air.

The strike spirit becomes a poison which permeates the whole country. It affects the work of the man who is not striking. It foments discord even where there is no reason for anything but harmony. It lowers the vitality of industry as a whole, resulting in a somewhat vague, but vast, loss of energy. The slowing up of production, due to this insidious contagion, is beyond reckoning. It is appalling!

And this circle reaches even outside the boundaries of actual business and affects the whole people. The maid in the kitchen reads of restaurant employees striking for shorter hours and higher wages. She gets the microbe of discontent herself. She does not stop to analyze the benefits of her own economic position. She "slacks" her work, lowers the degree of her service, increases her demands, and reduces the peace and comfort, and therefore the efficiency, of every member of the household.

School children hear their parents talk of strikes in industry and they decide to use the same weapon. In October the students at a well-known university struck because they didn't get a holiday to celebrate a football victory! We have had teachers' strikes and pupils' strikes and janitors' strikes and policemen's strikes and butchers' strikes and bell-boys' strikes and—well, I don't think the preachers have struck, but they seem to be the only ones that are immune.

So the poison pervades the whole community, causing a mental and spiritual letdown which is responsible for a financial loss mounting up to billions of dollars. So long as this loss continues, the cost of living must stay at an abnormal height.

It is in this direction that we as individuals can do something to reduce the price we pay for strikes. Leaving out all question of whether they are right or wrong, those of us who do not strike can at least help ourselves and others by keeping our own end up. Whatever our work—and every human being ought to do some constructive work—we can put our whole energy in to it. Without taking sides on the matter, or even if we do take sides, we can lessen the consequences to the country as a whole by doing our own best to increase production in our own lines.

For in that increased production lies our salvation. Short rations mean high rations. One pair of shoes won't take care of four feet. One suit of clothes won't cover two bodies. One meal won't feed two mouths. If we are short of food and clothing and houses, we will be forced to bid against one another to get what there is.

Perhaps you do not realize how startling is the result of a shortage in production. You can see really terrible examples of this in the case of crops. In 1914 the cotton crop was over 16,000,000 bales. The next year it was about 30 per cent smaller. But the average price for cotton increased about 60 per cent. In 1917-18 the world production of coffee was 14,833,000 bags. The next year it decreased 9 per cent. But the price increased 68 per cent. In 1917, the flaxseed crop was 45 per cent less than it was in 1916; but the price was practically 100 per cent higher.

You see, the results of a shortage in production are far beyond what you might think. The prices go up in proportion to the decrease in supply.

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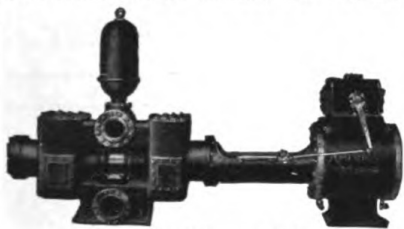
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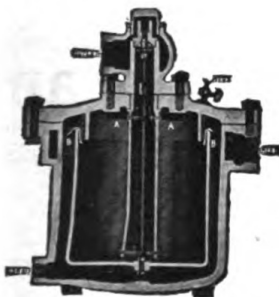
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One of the well-known features of our business life in the United States is the periodic panics which sweep over the country. What causes these panics? Is it over-production, as some say? Not a bit of it! We have had our share of panics, but there never was one that could be blamed upon too much production of useful things. We got the panic habit away back in 1815, and we've been having them ever since. But every panic we ever had was the result of too many people lying down on their jobs. They didn't produce enough—that was what was the matter.

Strictly speaking, there can be no production of goods which will exceed the amount which can be used. What is commonly referred to is not general over-production, but rather *unbalanced* production; that is, a disproportionate output of certain kinds of goods.

The prosperity of the individual worker depends upon all workers keeping up their part of the business organization. Let one group fall behind, and the whole machinery is thrown out of gear. Every branch of workers is absolutely dependent upon the others. Suppose the shoe-makers fail to produce enough shoes: not only must some of us do without shoes, but the people who would have sold their own goods to the shoe workers will find themselves overstocked with their own wares. For the striking shoe-makers, without their wages, cannot buy what others are making and selling. On the other hand, if every class of workers will produce more goods than they do now, every worker can have more and sell more. It is greater production *per worker* that produces prosperity.

An epidemic of strikes is costly: First, because the strikes themselves cease to produce; second because they force thousands of other workers to produce less; third, because they involve still more thousands—those who are engaged in selling goods; fourth, because this slowing up of production affects those engaged in transportation; fifth, because all these people who produce less, and therefore earn less, lose some of their buying power, and this reacts on every store-keeper, on the wholesale dealer, and consequently on the manufacturer and his workers; sixth, because such an epidemic causes widespread discontent, resulting in an almost universal loss of energy and efficiency.

Analyzed in this way, the case against strikes is a black one. From the point of view of the whole people, they must be considered a very expensive method of adjusting industrial differences. If a better way can be found, it will put money into the pockets of practically every one of us.

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What Fifty Boys Did to Get Themselves Fired

(Continued from page 7)

ashore lest in the next minute he might rifle the safe. I do not believe he was a thief, but that his overmastering curiosity would have made him a distracting influence upon me. Within another thirty minutes, had he acted differently, he would have been at work on his job.

NEWSPAPER.—He was undependable on his route. It would have required an extra man to correct failures in delivery and to make peace with kicking subscribers.

SHIRT FACTORY.—He was absent-minded to a degree of dreaminess. There seemed always to be something on his mind that held his interest elsewhere. We let him go to it.

RETAIL GROCERY STORE.—He was cruel to our horses. He whipt them mercilessly, he jerked them brutally, he poked along at a snail's pace at times and then slashed them into a breakneck speed. A little observation disclosed the fact that he was cruel to people also, especially to boys smaller than himself.

FOOD PRODUCTS.—He was a good talker when we listened, but a poor listener when we talked.

SADDLERY.—He abused me in the presence of others. He spoke lightly of my business. He was always talking about getting something that he would like. I gave him the chance to find it.

GENERAL STORE.—He had to be told over and over every day just what to do. He couldn't see it for himself, and we didn't have time to keep up the telling.

CURIO DEALER.—He was too fond of gab. He permitted tourists to monopolize his time with questions that led him into his favorite occupation of telling where the curios came from, the difficulties in getting them, and he was never so delighted as when the questions led into a tale of Indian blood-and-thunder and other romances of the wild and woolly West. I had my curios to sell. He used them as a setting to spin yarns about.

MERCHANT BROKER.—All his work appeared to go wrong. I never saw his like. He reminded me of *Scud East* in Dr. Arnold's book. "Nothing would stick in his head, and everything went to pieces in his hands."

LAWYER'S OFFICE.—He was a brilliant, precocious little scamp. He could write shorthand rapidly, but in transcribing it on the typewriter he persisted in abbreviating my letters, and sometimes changed the outline of my speeches. The result was ridiculous.

HARDWARE.—He was an expert checker-player. He knew all the shrewd moves, all the professional tactics, and he was ceaselessly talking of certain original moves that would some day make a famous champion. He insisted on playing and on attracting to my house a troupe of youngsters whose highest ambition was to "break into the kingdom."

BANKING HOUSE.—He wouldn't work except at one desk—without grumbling. No emergency was ever sufficient to make him a cheerful helper at some other desk, though his own were idle. We needed an adaptable character.

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GARAGE.—He had the speed mania. He

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would break up more cars than we could pay for. He several times dashed into vehicles, luckily killing nobody, but leaving us damage claims to pay.

OCULIST.—The boy's mother was constantly interfering. She complained frequently at the fancied hardships of her son. I knew the boy himself had manufactured tales of woe, and that he had specific motives for so doing. I noticed that these complaints were particularly numerous and importunate in their appeals for leniency just about the time the circus came to town, or a league game was to be pulled off, or an excursion was billed. His work was extremely simple and he could have done all in an hour that I had for him any day, but the grumbling became so chronic that I had to let him out.

SPORTING GOODS.—His red eyes and morning headaches told us that he had been carousing the night before. Yawning and stretching and moping are bad signs for the boy who really wants to hold his job.

RETAIL DRUGS.—He reveled at night, and was stupid and sleepy all next day.

CIGAR FACTORY.—He wanted to argue about everything we told him to do. He had some changes to make in every order given him, and we never knew when some change might bring us into financial loss.

BROOM FACTORY.—He was addicted to some kind of drug habit—young as he was. It made him flighty at times, and at all times unreliable. It was a pitiful case of the complete surrender of a young life to some drug.

ICE FACTORY.—He gave short weights to customers that he might have an overplus of ice to sell to others on his own account as a rake-off. Any rake-off, no matter what nor how obtained, is rank dishonesty, and I could not keep a thief in my employ.

RAILWAY OFFICE.—He was stubborn about substituting his own system of bookkeeping for ours. We could not change the methods of a great railway system to accommodate him. Utter confusion followed his failure to conform to our way of doing things.

TELEGRAPH OFFICE.—The boy had wings. He could fly with or for a message. But he could not comprehend the necessity for signatures and records in keeping track of deliveries and reports. He kept us in constant trouble.

LUMBER INDUSTRY.—He was our time-keeper. It was a very easy though a very important position. He was too lazy or too indifferent to go to the camp to secure facts first-hand, but instead he went to the city and depended on reports from others as to how many men were at work and how many hours they were on.

PLANTATION.—He was invariably late—later than the hands on the farm, and he was angry and sullen if I suggested to him that we needed him at the start as well as at eight o'clock.

LIVERY STABLE.—He drove the life out of our customers' horses. When we sent him ten blocks for a rig, he would get into it and take a spin into the country. If it happened to be at night, he would get some friend and drive for an hour, then make untruthful excuses for his delay in getting back home.

LAW FIRM.—For the sake of his dead father I strove to make a man of him. I offered him a room in my home, with free board, laundry, lights, fuel, and everything else, gave him access to my library, and plainly told him I would give him a partnership with me in my exter-

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HOME OIL REFINING COMPANY OF TEXAS,

Railway Oil Department,

FRANKLIN, PENNSYLVANIA.

Manufacturers of Valve, Superheat Valve, Engine, Coach, Car, Greases, and Signal Oils.

The Company is erecting a modern plant in Franklin, Pennsylvania, and only the best material obtainable will be used in the manufacture of its various products, for both Steam and Electric Railways. Will be ready to furnish Superior Railway Oils, such as General Charles Miller has been recommending for the past forty years, with some improvements added.

This notice is given to the Railways of the United States, so that when they wish to purchase lubricants on gallage or guaranty basis, communicate with:

GENERAL CHARLES MILLER, Chairman,
Franklin, Pennsylvania.

sive practice just as soon as he could get his license. He wanted to see the world. He is still seeing it—on foot.

MANUFACTURER.—Believing that he deserved advancement, we promoted him. The promotion sent him daffy. He at once became dictatorial, bossy, assuming prerogatives wholly foreign to the position. He was disagreeable if not permitted to have his way. There was no chance for the forbearance which we would gladly have conceded to him.

CANDY FACTORY.—He read novels during business hours. He often became so absorbed that customers would enter, speak to him, ask for something and leave without his ever knowing they had been there. We do not object to reading, but it doesn't go with business.

PLUMBING.—He was a competent workman for a young chap. He did his work faultlessly so long as it was above ground, but if dirt went on top of it you were sure to find dirt in the execution. His underground work was very defective, often requiring a second doing.

MEDICAL SUPPLIES.—When trusted to address circular letters he would omit many names on our lists, skipping over them to save time and labor for himself, thus cheating us and making him unreliable in any work where his own honesty was our only security.

BOARDING HOUSE.—He had a strange attracting power that drew a crowd of loafers to my place all the time. They were eating up my substance. I could not feed them. Besides, they were robbing me of the boy's time.

DENTIST'S OFFICE.—He was eating from morning till night. He kept his pockets crammed with peanuts, candies, fruits, and such like, often littering the floor with hulls, paper wads, and parings, and exasperating nervous women with his noisy chewing.

Early Iowa

By An Old Timer

I came to Iowa in 1864 as cabin passenger on a "prairie schooner."

An incident of the long journey which, because of its intimate relation to early day experiences in the region through which we were passing, and popularly known as "milk sickness," a thing to be greatly feared, deserves mention. No pilgrim thought of stopping over night at a farm house (there were but few taverns) without asking, "Have you milk sickness here?" And always there came the reply, "No, but a little farther on it is very bad." However, we never caught up with it, and consequently were never caught by it. It evidently disappeared many years ago, along with innumerable other early day obstacles in the path of civilization, some of them real and others imaginary.

My sensations of relief and rejoicing when at Rock Island we reached the "Father of Waters" and I had my first glimpse of Iowa, were ample compensation for the jolting and other disagreeable features of our journey across Indiana and Illinois.

The next morning our caravan of two horses and one wagon successfully scaled the bluff back of Dayenport and began the slow march toward Iowa City, for Iowa was still without railroad connection westward and there were prejudices and superstitions to be overcome before the iron horse would be given permission to compete with the flesh and blood horse

Whiting Turntable Tractor Is Explained in Detail

The new Whiting turntable tractor is of simple, rugged construction and built to stand up under the most severe service. Made for turntables of any capacity and pit rail radius.

The main frame is "V" shaped, consisting of I-beams and channels rigidly connected and attached to the turntable by steel hinges in such a manner as to prevent any vertical movement of the tractor when the engine is run on and off the table.

The frame is extended outside the traction wheel so that counterweight may be supplied to obtain additional tractive effort required for heavy conditions. Traction is obtained entirely by gravity and not by springs.

Traction wheel is of chilled iron, with flat faced tread ground to size. Gears are cast steel, thoroughly annealed, with cut teeth; pinions are forged steel with cut teeth. Bearings are bronze bushed and are of liberal length and diameter to reduce pressure and wear. All gearing is accessible and readily removed without disturbing any adjacent part. Compression grease cups used throughout. Our improved sanding device consists of a steel sandbox with a vertical swinging valve connected with a sand agitator. Valve and agitator are operated from within the cab and will insure a steady stream of sand under any condition whenever needed. Sandbox is located directly underneath cab floor and is filled or cleaned from within cab.

Brake is an asbestos-lined band type, designed to operate equally efficient in either direction or rotation, of same design as supplied on our electric traveling cranes. It is powerful enough to stop the table suddenly or to give the operator a delicate control for registering rails.

Tractor is equipped with an enclosed wood cab of ample size, in which are located the controller and fused safety switch. Windows on all sides afford full view of operation. The sanding device and brake are both operated by levers in the cab. A trap door in floor of cab gives ready access to machinery for inspection and oiling.

Tractor is propelled by a motor located on top of structural frame, high enough so as not to be affected by water in a poorly drained pit. It is a variable speed, reversible, heavy type motor of standard design. Controller is standard, reversible drum type.

Tractor is wired complete ready to connect to Purchaser's leads. Wiring in accordance with Underwriters' National Electrical Code and is protected by iron conduit as far as possible. Current collector is arranged to be applied overhead or underneath the table. It is of a very durable design and enclosed in a water and steam-proof housing.

All machinery is located underneath cab floor and enclosed on all sides in sheet steel housing. Housing is equipped with sliding doors which give ready access for inspection and repair.

Prompt shipment can be made of tractors for operation on 220 volt direct current or 220 or 440 volt, 3-phase, 60 cycle alternating current, for any size turntable. Tractors can also be furnished for use with current of other characteristics or for operation by compressed air.

Maybe the Reichstag would let Mr. Berger sit in it.—*Columbus Dispatch*



GRAVER TYPE "K" WATER SOFTENER
Chicago, Rock Island & Pacific Railway
Water Station at Bureau, Ill.

Do not hesitate to write our Railroad Department about your water problems. We will give them careful consideration from a practical as well as scientific standpoint.

Railroad Dept., Steger Bldg., Chicago

GRAVER Corporation

(WM. GRAVER TANK WORKS • FOUNDED 1857)

SINCLAIR OILS

The POWER That Drove This Tank Through
Bucking Snowdrifts on Its Climb Up Pike's Peak

Sgt. A. H. Worrall, commanding the tank, writes: After a hard climb for six consecutive hours, bucking snowdrifts eight to ten feet deep, we reached an elevation of 11,500 feet. We used Sinclair Gasoline and never once did our engine miss fire. Your Opaline Motor Oil worked with equal efficiency at high altitude as it did at normal elevation. The run was made almost entirely in the lower gears. In fact of this, Opaline lubricated perfectly.



Sinclair Gasoline and Opaline Motor Oil

are giving the same satisfaction—the same efficient service to thousands of motorists everywhere. Use Sinclair Gasoline and Opaline Motor Oil in your car. It makes the car run smoothly—produces added power.

SINCLAIR REFINING COMPANY, CHICAGO

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Mechanical Equipment and Supplies

When you see "The Fairbanks Company O. K." on a product you know that it has been approved by The Fairbanks Company as O. K. in design, material, workmanship and price—and that it has our complete endorsement.

We maintain complete stocks of Mill, Mine, Railway Supplies and Specialties, Valves, Trucks and Wheelbarrows, Machine Tools, Power Transmission, Engines and Pumps, and Automobile and Service Station Equipment.

A card or telephone call will bring a salesman from 701 W. Washington Blvd.

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Scranton
St. Louis
Syracuse
Utica
Washington

Veterans of the Rail Retired on Pension

(Continued from page 14)

of sixteen days on the British steamer Nevada landed in New York and immediately came West to Davenport, Iowa, on July 24, 1871.

All phases of the lumber business, whether steamboating, rafting or sawing, were then flourishing and he was first employed by the Davis Saw Mill Company, where he was employed without losing a day until 1882, when he went to the Chicago Lumber Company at Omaha, Nebr., remaining in their employ until 1892, when he decided to return to his "first love," Davenport, Iowa.

Mr. Beverness' service with the Rock Island Lines dates from 1898, when he entered the service as a car oiler in the



Henry Beverness

passenger department, at Davenport. This line of work was followed there until 1913, when the shops were dismantled and he was transferred to Rock Island.

Here he has worked without interruption as car oiler until his retirement on a pension Nov. 1, 1919. This date practically rounded out twenty-one years of faithful service, during all of which time he was engaged in the same work. Mr. Beverness was married and since the death of his wife many years ago, he has made his home with his children in Davenport.



Bronner Heads

Michigan Central List

The Michigan Central personnel is announced as:

E. D. Bronner, vice president; H. Shearer, general manager; G. H. Webb, chief engineer; Carl Howe, traffic manager; P. G. Findlay, freight traffic manager; L. W. Landman, passenger traffic manager; J. L. McKee, general superintendent; E. A. Wigren, auditor; W. E. Hackett, treasurer; O. R. Bromley, general freight agent; C. C. Clark, general passenger agent; T. J. Burns, superintendent rolling stock; W. H. Flynn, superintendent motive power, and B. A. Aikens, purchasing agent.

Rock Island Magazine for March, 1920

The M.E. Case Coal Company Peoria, Illinois

offer

For Sale On Contract
effective April 1st, 1920

approximately

200 Tons Daily
La Marsh Creek 1½" Screenings
from their La Marsh No. 1 Mine

ANALYSIS

Moisture	10.14
Ash	8.51
Volatile Matter	36.75
Carbon	43.05
Sulphur	1.55
B. T. U.'s	12209

Peoria freight rate to all points on the Rock Island System.

The M.E. Case Coal Company
Peoria, Illinois

Southern Pacific Names Agents of Traffic Dept.

The following appointments on the Southern Pacific railroad have been announced: William Simmons, general freight and passenger agent, steamship lines between north Atlantic and gulf ports, New York; C. M. Evans, assistant general freight and passenger agent, New York; S. C. Chiles, general agent freight department, New York; G. J. Brady, assistant general agent, freight department, New York; J. H. Glynn, general agent, Boston; C. L. McFaul, general agent, Chicago; F. E. Scott, general agent, Cincinnati; W. W. Hale, general agent, Detroit; L. B. Banks, general agent, Denver; H. F. Kern, general agent, Kansas City; C. S. Fay, general freight agent, New Orleans-Havana line and southern freight agent New York-New Orleans line, New Orleans, La.; F. T. Brooks, general agent, Philadelphia; G. G. Herring, general agent, Pittsburgh, and C. T. Collett, general agent, St. Louis.

OUR HERO.

By G. Willard Lindy

He started in to tell us of the sights that he had seen,
And said he left America in Nineteen Seventeen.
And when he landed "Over There," in dear old Sunny France,
His company and he surely made the Poche dance.

The "chow," he said, was excellent—in fact, was superfine—
And while at Chateau Thierry he swam across the Rhine.
He told about the trenches, and how he slept in mud,
And explained to us the difference between a bomb shell and a "dud."

And all about the mortars and sixty kilometer guns,
And how he himself annihilated about a hundred Huns.
And when his captain lay wounded way out in No Man's Land,
He was the first to reach him and lend a helping hand.

He raved about St. Mihiel, likewise about the Marne,
Was given a medal for bravery at Bellejoieuse Farm.
At Cambria he saved the day by rushing at the foe,
And drove them back to Brussels, about ten miles or so.

He certainly was some Doughboy (to hear this fellow talk).
The girls all fell in love with him and his military walk.
They dined him, and they wined him, his tales of bravery grew,
And he taught them how to speak in French "à la parlez-vous."

He spoke of General Pershing as if the two were chums,
And how together they would go a mowing down the Huns.
And never stop a minute till the dead lay there in heaps,
For them 'twas only pastime, they could keep it up for weeks.

Marshal Foch and General Haig, why, he knew them very well;
And General Sherman was right when he said that war was Hell.
He was such an awful fighter, we very plainly saw
If it hadn't been for him, the Allies would have lost the war.

One night we held a meeting to see what could be done
To recompense our Hero, now that the war was won.
My story's through. I can't go on, so I'll finish up the tale—
Our Hero never saw the war, but for two years was in jail.

New Turntable Tractor

Sheet Steel housing
removed to show machinery

Send for Railway
Equipment
Catalog No. 145



A simple, rugged design,
built to stand up under
most severe service. Made
for turntables of any capacity
and pit rail radius.

All machinery is located
underneath cab floor and
enclosed on all sides in
sheet steel housing. Send
for specifications.

WHITING FOUNDRY EQUIPMENT CO.
HARVEY (Chicago Suburb), ILL.

WHITING

CRANES OF ALL TYPES / FOUNDRIES EQUIPPED COMPLETE

The Kansas City Bolt & Nut Co.

BARS—BOLTS—NUTS

Kansas City, Mo.

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UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

RAIL ANTI-CREEPERS



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31 BUDGE ROW
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This Trade Mark

Track Tools

on your track tools
means a satisfied work-
man and better work.



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Let us prove the
economy of their use.

Forty-four years of
quality building goes
into every tool with
our trade mark on it.

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Bolsters Yokes Frames
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"D" Couplers



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817 Merchants Bank Bldg.

CHICAGO OFFICE
619 Railway Exchange

Specials to Students Volunteer Convention

The Students' Volunteer Convention held at Des Moines December 31, 1919, to January 4, 1920, was one of the surprises of the year as a transportation problem successfully solved by the usual efficient Rock Island methods. This convention is held every fourth year, and is composed of students and delegates from the various colleges, theological institutions, etc., throughout the United States and Canada, who are in training for work in foreign fields as missionaries, medical missionaries, etc. The convention was attended by over 8,000 delegates from every state in the Union and Canada, and of the total attendance, the Rock Island Lines carried over 5,000.

The bulk of the traffic originated in territory Chicago and East, and over 100 sleeping cars and coaches, in ten special trains in addition to extra cars on regular trains, were necessary to transport the delegates to Des Moines. The problem of handling the delegates to Des Moines was, however, comparatively simple as compared with the difficulty of getting the delegates out of Des Moines. On the going trip, a great deal of the equipment was delivered by other lines at different hours, so that the special trains could be scheduled at greater intervals. Leaving Des Moines, however, all the delegates wanted to leave soon after the convention broke up or, in other words, the entire traffic was condensed into a two-hour period. Seven special trains were scheduled to leave Des Moines at fifteen-minute intervals, beginning shortly after 10 o'clock p. m., January 4. The program moved like clock-work and by midnight the last train had departed according to schedule.

The city and depot offices at Des Moines were extremely busy places during the four days of the convention, but the force has had ample experience in handling large volumes of traffic, owing to the Iowa State Fair every year, and the delegates were handled with practically no congestion or delay. Every department of the railroad is justified in taking a great deal of pride in the manner with which this occasion was handled without an accident, serious delay, or a serious complaint of any kind and especially in the zero weather that prevailed.

* *

Beauty Hints

(Continued from page 23)

it well over your face and then let the warm water run. Dip your fingers in the warm water, allowing some of it to remain on them. Rub the cold cream into your skin with your warm, moistened fingers. Wet your fingers several times during this massage. The heat of the water lubricates the cream and seems to make it penetrate your skin more quickly. After this massage, which may also extend over your neck, wipe your skin dry, removing the cream with a soft cloth.

Your skin will then be ready for a coating of powder in the tint best adapted to your complexion. The cream powder imparts a velvety softness, and is not so obvious as the dead white and pink powders.

If you wish to arouse circulation and bring color to your cheeks, after wiping off the cold cream apply an ice rub,

Rock Island Magazine for March, 1920

which is accomplished by wrapping a small piece of ice, about as big around as a silver dollar, in a soft cloth and rubbing it over your face. Wrap the ice preferably in cheese cloth that has been laundered and made soft. Do not use a rough towel for the ice rub.

Massage your face with the ice in an upward circular motion and pat the flesh beneath your eyes and around their sockets. You might even hold it at the back of your neck for a few moments, rubbing it forward and upward beneath your ears where several of the important blood vessels are located. This ice application stimulates their circulation while producing a feeling of refreshment, and also brings color to your cheeks.

If you feel drowsy or tired in the morning a cold bath will greatly stimulate your circulation. There are however, many persons whose vitality will not permit of a cold bath. If you are one of these your skin may react properly and with glowing effect under a sponge bath.

The way to test whether or not a cold bath agrees with you is to see whether or not it is promptly followed by a healthful glow of your skin.

When there is no convenience for a daily plunge bath it is quite possible, though not so refreshing to obtain much benefit from a basin or a foot tub of water and a vigorous sponging.



Machinist Zolle Is Another Victim of "Flumonia"

Machinist Robert Zolle, formerly of the Silvis shops, died suddenly at Peru, Ind., on February 2 from "flumonia." body was taken to his old home at Quincy for interment. Mr. Zolle was well known among the Rock Island employees at Silvis, having served his apprenticeship there.



Hannaford Again Chief of Northern Pacific

Jule M. Hannaford has been elected president of the Northern Pacific Railway company, taking office on March 1. Mr. Hannaford, who has been federal manager of the road under the United States Railroad Administration, was president before the period of federal control. He was also elected to fill a vacancy on the board of directors, as was Charles Donnelly. Other changes to take place when the road passes back under private management, are: Howard Elliott, chairman of the executive committee, to become chairman of the board; C. A. Clark, federal treasurer of the road, to become treasurer; G. A. Day, corporation treasurer, to become assistant treasurer.



Pre-War Management to Operate the Lackawanna

The board of directors of the Delaware, Lackawanna & Western Railroad company voted to resume the pre-war management on the road when the government relinquished control March 1. W. H. Truesdale was re-elected president; E. M. Rine was made vice president in charge of operation; P. J. Flynn, vice president in charge of traffic, and W. G. Van de Water, secretary-treasurer.

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CAMPING EQUIPMENT

Every Camper needs a Tent and a good one, or the pleasure of an outing is gone.

Our business is the making and selling of the best

TENTS AND CAMP FURNITURE

at reasonable prices.

Our catalogue is a complete camper's guide, and is full of interesting matter for the outer. It is sent free with mention of this magazine.

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AUTOMOBILE ACCESSORIES and ELECTRIC APPLIANCES

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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

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THE REPUBLIC RUBBER CORPORATION, YOUNGSTOWN, OHIO

Manufacturers of

Republic Mechanical Rubber Goods That Do Last Longer

RAILROAD SUPPLIES A SPECIALTY

Also Manufacturers of the Famous

REPUBLIC PROCESS TIRES

Blevins Awards Poultry Prize to George Dickey

George Dickey, a car repairer, 1210 Fourth Ave., Rock Island, Ill., was awarded first prize in the poultry contest conducted by C. A. Blevins, of Blue Island, Ill. The contest was established by Mr. Blevins in an effort to learn the best methods of handling chickens, not only in feeding but in housing facilities.

Mr. Blevins and his committee of poultry fanciers awarded second prize to J. R. Phillips, car inspector, 3000 High St., Little Rock, Ark. Third award was given to Mrs. W. E. McIntosh, 121 West Seventh St., Davenport, Ia. Homer King, rural route No. 5, Trenton, Mo., a pensioner, was awarded fourth prize. Fifth went to P. Inthout, 11823 Stewart Ave., Chicago, a switchman, employed at Blue Island, and sixth to Mrs. H. W. Vasconcellos, 244 Fifty-sixth street, Des Moines.

In the next issue it may be possible to reprint some of the letters and also the one from Agent J. E. Danbury, of Leslie, Mo., whose letter was regarded very highly by the judges.

Mr. Blevins, whose generosity in giving away fifty dollars worth of stock in order to inspire these good letters, is to be congratulated. He is part owner of one of the most complete little poultry farms in the vicinity of Chicago. Employed regularly as a Rock Island switchman in the Burr Oak yards, he has, for the last fifteen years, devoted his spare time to poultry.

The other day a member of the Rock Island Magazine staff ambled out to Oak Forest, near Blue Island, to gaze upon the flock of proud White Leghorns which Mr. Blevins and his co-partner, Stanley Piegras, possess. The birds, a feast for the eyes, would, we surmise, be a still more agreeable feast for the inner man.

The paramount feature in the Blevins-Piegras poultry farm is systemization. From the little baby chicks who came into this vale of tears after the 18th amendment went into effect to the proud old roosters who strut around in an important manner, system is apparent. The ventilation in the various houses is of the best. The most approved methods of feeding and watering the fowls have been adopted, with the result that it takes a mighty large basket daily to gather in the precious hen fruit from the nests.

Incidentally the magazine man decided to stay for lunch with Mr. Blevins. With eggs at one dollar a dozen in Chicago until just recently, his appetite for the same was usually limited to one for breakfast, sometimes. Imagine his huge delight when the switchman-poultry-fancier broke a cool dozen in a bowl and scrambled them on the stove in his pretty bungalow. A dozen eggs for two persons. Shades of the A.E.F.!

Mr. Blevins has found, after, it is true, some bitter pills in the form of experience, that egg producing is profitable and he is enlarging his business gradually until it now is on a large scale.

Lawler Appointed Acting Storekeeper

Effective January 19, E. J. Lawler was appointed acting division storekeeper, Nebraska Division, headquarters at Fairbury, vice, O. R. Anderson, granted leave of absence on account of sickness.

Rock Island Magazine for March, 1920

Has Anyone Seen Private Harry Ross?

Harry E. Ross, a private in the American army during the war, and a son of Clark D. Ross, a Rock Island car carpenter at Des Moines, Ia., and Mrs. Ross, is missing. His parents have offered a reward of \$100 for information pertaining to his whereabouts.

Bulletins have been sent broadcast in an effort to find the missing youth. Rock Island employees, particularly those in the train service, are urgently requested



Private Harry E. Ross, who is missing and for whom his parents and the American Red Cross are conducting a vigorous search

to cut out the accompanying photo and keep on the alert in the chance that the boy may be discovered.

The following particulars have been sent out:

Description: Hair, very dark; eyes, dark; skin, quite fair; teeth, excellent; height, about 5 feet 7 ins.; pock mark on right temple. Has been wounded and shell shocked. Very shaky when seen in October, 1919, at Huntington, West Virginia.

Military Data: Enlisted April, 1917, Wahpeton, North Dakota, Serial 54105 or 54145, Company H, 26th Infantry, 1st Division. Age at enlistment, 18 years. Landed at Liverpool on December 25, 1917. Served as field clerk overseas, also special runner. Government reports wounded and missing, July 19, 1918. Indefinite private reports that he was taken prisoner. Government later reports "killed in action," but no particulars.

Was Seen Alive in St. Aignan, France, with casualty troops, early January, 1919, waiting to return to America. Was seen October 1, 1919, at Huntington, W. Va., where transportation was telegraphed for him, but he did not return to claim it. Again in October, 1919, was reported en route home by one James O'Connell, whose present whereabouts are most anxiously sought, as information he gives regarding Dayton, Ohio, cannot be verified.

Anyone who can furnish any information should communicate with Mr. and Mrs. Clark D. Ross, 4042 3rd street, Box 344, Highland Park, Des Moines, Ia.

RED ROCK COAL COMPANY

**Shippers and Producers
of the best burning domestic coal.**

**Mines located on the Chicago,
Rock Island & Pacific Railroad,
Melcher, Iowa.**

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Your name on a "Standard" policy

**PROVIDES
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**for those times when you are
disabled by injury or sickness.**

Ask Any Agent of

**THE STANDARD ACCIDENT INSURANCE COMPANY
of DETROIT, MICH.**

Railroad Dept.

H. C. CONLEY, Supt.

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.



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**Over \$20,000 saved
each year at this
freight house.**

For additional data write

Mercury Manufacturing Company

4118 S. Halsted Street

Chicago, U. S. A.



Daniel Taylor Is

Assistant Attorney

W. F. Dickinson, general solicitor of the Rock Island, recently announced the appointment of Daniel Taylor as assistant general attorney in charge of litigation in Illinois and such other matters as may be assigned to him. His headquarters will be in LaSalle Station, Chicago.

Mr. Taylor has been practicing his profession at Pine Bluff, Ark., for several years. During the world war he saw active service overseas as a member of the A. E. F.



Belt Line Re-elects

Old System Officers

The following officers of the Chicago and Western Indiana Belt railway who also serve as officers of the Belt Railway company of Chicago, have been elected, effective at the end of federal control: H. G. Hetzler, president; E. H. Lee, vice-president and general manager; C. G. Austin Jr., general counsel; J. D. Murphy, treasurer; R. L. Porter, secretary and auditor. This is the same organization as existed prior to Jan. 1, 1918.



Agent Prepares to Save

Records from Blaze

During a disastrous fire in Belmond, Ia., a few weeks ago, when seven business buildings adjacent to the Rock Island station were burned, A. N. Ahrenkiel, agent at that place, showed great foresight in protecting company property. He put the records in a place of safety. The station, however, did not catch fire, but the agent was warmly commended for his thoughtfulness.



Grenner New Head

M. & St. L. Railroad

At a meeting of the directors of the Minneapolis & St. Louis Railroad company, recently, W. H. Grenner, who has been federal manager of the company, was elected president. Charles Hayden, who was president of the Rock Island during federal control and who now is chairman of the board, was also corporate president of the Minneapolis & St. Louis prior to March 1.



Illinois Central Again

Headed by Markham

C. H. Markham has been re-elected president of the Illinois Central, with the following associates: C. M. Kittle, senior vice president; L. W. Baldwin, vice president in charge of operation; F. B. Bowes, vice president in charge of traffic; M. P. Blauvelt, vice president in charge of accounting; W. S. Horton, general counsel; A. S. Baldwin, vice president in charge of Chicago terminal improvements, to succeed P. J. Foley, who died a year ago; W. A. Summerhays, purchasing agent; D. H. Burbank, secretary, and R. E. Donnell, treasurer.

Southern Pacific Re-opens Office in Chicago

A. C. Hedlund has been appointed chief clerk in charge of the new Chicago freight and passenger offices of the Southern Pacific lines, which have been re-established on the third floor of the Southern Pacific building, 35 West Jackson boulevard. H. H. Gray will be city passenger agent, H. A. Tenney city ticket agent and B. J. Schilling traveling passenger agent, and W. G. Rice manager of the telegraph office.

Reading Makes Changes Effective March 1st

Changes on the Philadelphia and Reading, effective March 1, include the appointment of John F. Auch, formerly vice-president in charge of traffic, as assistant to the president. Charles H. Ewing, formerly vice-president and who became federal manager under government operation, becomes vice-president in charge of operation and maintenance; E. B. Crosley, formerly coal freight agent, succeeds Mr. Auch as vice president in charge of traffic; William L. Kinter, who was assistant general solicitor, becomes general solicitor; A. B. Bierck, who came from the Long Island Railroad to become federal auditor, is now comptroller; J. D. Landis, formerly purchasing agent of the Reading, resumes his office at the termination of federal control.

M. J. Carpenter New Chief of Terra Haute Southern

The board of directors of the Chicago, Terre Haute & Southern railway announce the following appointments:

M. J. Carpenter, president; F. O. Wetmore, vice president; J. C. Hutchins, general counsel; W. F. Peter, general solicitor; F. J. Lawlor, treasurer; W. N. Rockwell, auditor; F. H. Jeffrey, assistant auditor; O. S. Jackson, general superintendent, and E. H. Pfafflin, chief engineer.

Express Employees Get Good Raise in Wages

Director General of Railways Hines and G. C. Taylor, of the American Railway Express company, signed an agreement on February 27 as to wages with the express employees of Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees. The agreement provides for a twenty-six-day month, time and a half for overtime and seniority rule. About 70,000 express employees are affected.

As a rare instance of the turning of the worm, a suit-case exploded in a Northern Pacific train the other night and shredded the baggage-man—*Buffalo News*.

The New York *Herald* has been bought by Frank Munsey. After life's fitful fever it sleeps well. All good newspapers when they die go to Frank Munsey. *Chicago Tribune*.

Ball Watches

The Official Railroad Standard

Says the Train Dispatcher

"Abraham Lincoln's famous saying about fooling the people, etc., didn't refer to watches and train dispatchers, of course, but the same principle applies. For when it comes to the correct time you can't fool any train dispatcher any of the time. He must have correct time and he *knows* constantly when his watch is keeping it."

Dispatchers and all men of the rail, who put their confidence in the Ball Watch do not have this confidence violated.

The Ball Watch is especially designed to meet the exact official requirements of the great Railroad Systems. That's why it is called the "Official Railroad Standard."

It is necessarily a most reliable watch; it consequently should be *your* watch. Ask your dealer.

The Webb C. Ball Watch Co.
Cleveland, Ohio

CHICAGO
Garland Building

SAN FRANCISCO
Jewelers Building

WINNIPEG
Confederation Life Bldg.



Twentieth Century Model

16 Size Ball Model
with safety Bow

MANUFACTURERS
OF
FROGS
GUARD RAILS
CROSSINGS
SPLIT SWITCHES
SWITCHSTANDS
TAPER RAILS
RAIL BRACES



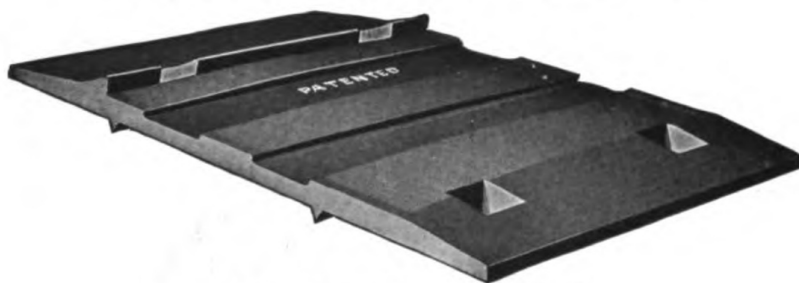
MANUFACTURERS
OF
STAR STANDS
BANNER STANDS
ROLLER RAIL BENDERS
TRANSIT SWITCHES
STEAM GAUGE FROGS
MANGANESE
FROGS AND CROSSINGS

PETTIBONE MULLIKEN CO.

725 MARQUETTE BUILDING

Original from
CHICAGO
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Our New Wolhaupter Shoulder Corrugated and
 Lambered Top Tie Plate shown below
 is the standard on the
ROCK ISLAND LINES



We also manufacture and sell

Chicago Derailers, Wigwag and other Highway
 Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY
 Bedford Building, CHICAGO

Quick Duplication

of form letters, office blanks, notices,
 instructions — anything handwritten
 or typewritten — by the Mimeograph!
 Takes little more than the time to
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 to save time and printers' bills—to im-
 prove the appearance of your form
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ST. LOUIS & O'FALLON COAL CO.

Producers of

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Capacity of Mines 6,000 Tons Per Day

General Offices: 2925 South Broadway, St. Louis, Mo.

THOMAS M. JENKINS
 President

ADOLPHUS BUSCH, III.
 Vice-President

GEO. E. KAUFFMANN
 Sec'y-Treas.

Hines to Return to Old Law Practice

Director General Hines said recently he hoped to see the work of liquidation of railroad affairs reach a point where he will be justified in retiring from the railroad administration about May 1, two months after the roads were returned to private control.

By the time Mr. Hines retires, it was expected that there would be left for consideration only questions of law and accounting. These will be handled by divisions which Mr. Hines already has created, and which began their work promptly March 1.

Mr. Hines said that, while he had not definitely decided as to his future connections, he probably would resume the practice of law in New York.

✻ ✻

Women Fight Station Blaze at Maple Hill

Persons who fight fires in the dead of winter are not confined to the fellows who wear trousers. An extra going through Maple Hill, on the Dakota Division, set fire to the depot platform at 4 a. m., recently. Mrs. Andrew Balmer first spotted the blaze and sent her son, Arthur, out to rout Agent C. M. Hatch out of bed. Roused from dream-land, the wide-awake agent dispatched the lad for more help and quickly organized a fire brigade. This consisted of several women and a number of men, who worked with buckets, coal pails, and everything that they could lay their hands on.

The fire fighters worked with the blaze until 6:55 o'clock. In reporting the affair, Agent Hatch said: "Mrs. Balmer wrenched her shoulder at the pump, caught cold, and has a stiff neck, but is able to be about. Rest of fire department O. K."

✻ ✻

Hamilton Park Girls Delight with Warbling

The Rock Island Railway Club, the live organization that makes the Chicago local station a premier one in the city, held a dinner on February 11 that was, to use an old expression, all to the clover. Everyone had a good time and in addition to food, which was of the best, the musical program rendered during the evening was a treat for all.

Miss Grace Eidam of Blue Island, accompanied on the piano Miss Mabel Hartney of Blue Island, and Miss Helen Lampman and Miss Dorothy Murdock of Chicago, all singers, and all employed in the car accountant's office at Hamilton Park. Each of the singers was an excellent vocalist, and when singing together harmonized.

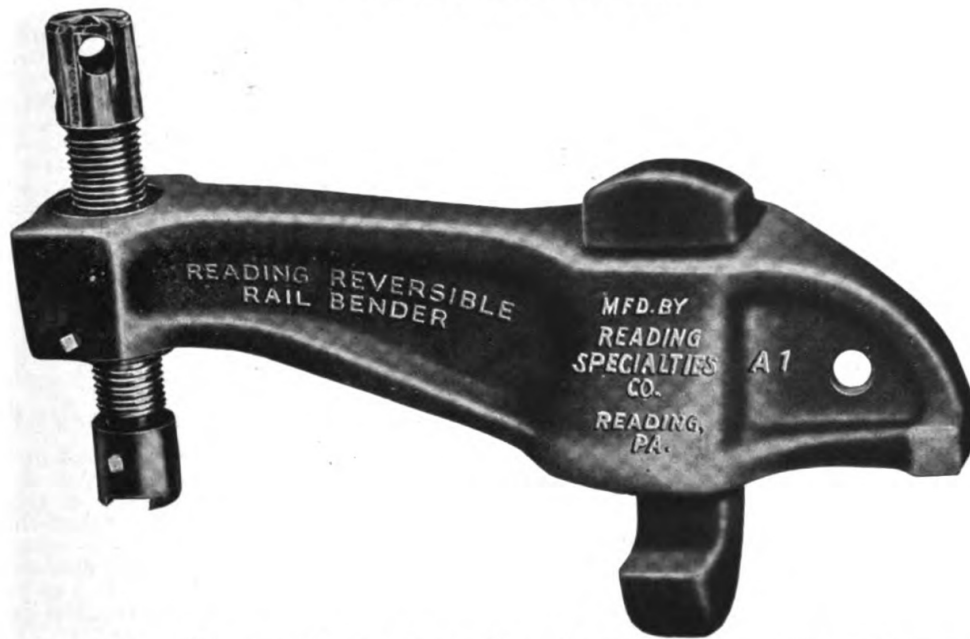
The instrumental quartette from the auditor freight traffic department, included Joseph Zak, James Thompson, J. E. Polk, and Frank Zima, and they also put merit into an already meritorious program.

Sh—sh. The club is planning to have a special ladies' evening in the near future, so well did the guests appreciate the feminine element present at the dinner on February 11.

Original from
 UNIVERSITY OF ILLINOIS AT
 URBANA-CHAMPAIGN
 Rock Island Magazine for March, 1920

READING REVERSIBLE RAIL BENDER

A TWO-IN-ONE BENDER



It does the work of two benders of any other type

Manufactured and sold by

READING SPECIALTIES COMPANY

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MOGUL

UNION MADE

Overalls

*More Wear
For
The Money*

**Mogul overalls are made to launder.
The quality is woven and sewed
into them. Plain boiling suds
cleans them and makes them last
longer.**

All Sizes at All Dealers

**WESTERN UNION MANUFACTURING
COMPANY**

Kansas City, Mo.

Dallas, Texas

San Francisco, Calif.

Sedalia, Mo.



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Original from
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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.

THE BETTENDORF COMPANY

General Office and Works--Bettendorf, Iowa.

New York
Grand Central Terminal

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Commonwealth Trust Bldg.



T. S. LEAKE & CO.

General Contractors

RAILROAD BUILDINGS OUR SPECIALTY

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608 South Dearborn Street

CHICAGO, ILL.

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Throwing Good Money After Bad Money

In Northampton, Mass., George B. McCallum, treasurer of the McCallum Hosiery Company, gave what he considered an object lesson to operatives in the mill upon the daily waste of materials. He told them that in a week 11,700 needles, worth one and a quarter cents each, had been lost; also, that silk scattered under foot was as much lost as if thrown away, and he estimated last week's loss from this source at \$50. The value of the lost needles came to \$147. Whereupon the treasurer of the company threw 147 silver dollars out of the window into the snow, and scattered \$50 worth of gold coins among the assembled workers.

Edson Succeeds Loree on Kansas City Southern

The resignation of L. F. Loree as president of the Kansas City Southern Railway was accepted and J. A. Edson was elected to succeed him upon the termination of federal control, at a meeting of the board of directors recently. Mr. Loree is president of the Delaware & Hudson Company. Mr. Edson has been federal manager of the Kansas City Southern and formerly was president of that road.

New Oil Train Added on Graham, Texas, Branch

The oil development in Young and Jack Counties, Texas, has increased travel so that a new train was added on the Graham branch last month, leaving Bridgeport in the morning and returning in the evening, making direct connection with trains No. 23 and 24. This additional train service is greatly appreciated by the oil fraternity as well as the traveling public in general, and compliments of the new service are many. This gives Graham and intermediate points a double train service each way daily, for the first time.

Freight Traffic Leads Maj. Brasch's League

George M. Brasch, president of the La Salle Bowling League, which is regarded as one of the most powerful organizations of its kind in Chicago, reports that the freight traffic department is still far in the lead. The latest report, as submitted by Major Brasch and Secretary C. W. Fowler, follows:

Team Standing.				
Team.	Won.	Lost.	Pct.	Team
1. Freight Traffic	56	10	849	33,693
2. Engineering Dept.	40	26	606	31,134
3. Tracers	34	32	515	29,854
4. Checkers	31	35	470	30,471
5. Recorders	31	35	470	29,474
6. Federal Managers	25	41	379	29,350
7. Strippers	25	41	379	29,071
8. Building Engrs.	23	43	348	29,836

Individual Averages.				
Name.	Games.	Total.	Avg.	
1. Stemm (1)	63	11,125	177	
2. Fowler (1)	66	11,647	176	
3. Peterson (5)	63	10,576	168	
4. Browning (4)	54	9,013	167	
5. Scott (2)	54	8,917	165	
6. Magnuson (2)	57	9,364	164	
7. Phillips (6)	66	10,717	162	
8. Scheeder (3)	66	10,485	159	
9. Ruehr (1)	48	7,616	159	
10. Godfrey (4)	63	9,992	152	
11. Blank (3)	60	9,148	152	
12. Kock (7)	66	10,024	152	

Original high game—Scott, Engrs., 254.
Team high game—Scheeder, Tracers, 500.
Team high game—Freight Traffic, 648.
Team high game—Freight Traffic, 1,683.
Rock Island Magazine for March, 1920

GOOD COAL

—PEABODY—

COAL mined by most modern methods.

COAL screened and picked with unusual care.

These are the reasons that the trade know that coal from Peabody is Good Coal.

Ask your dealer for Peabody Coal.

Peabody Coal comes from 36 mines—all operated by us.

Peabody Coal Company

332 South Michigan Avenue, CHICAGO

ST. LOUIS
SPOKANE, WASH.

CINCINNATI
PINEVILLE, KY.

OMAHA

KANSAS CITY
DEADWOOD, S. D.

BUFFALO
SHERIDAN, WYO.

Springfield District Coal Mining Company

SPRINGFIELD, ILLINOIS

PRODUCERS

OF

SPRINGFIELD DISTRICT

STEAM COAL DOMESTIC

MINES LOCATED ON

CHICAGO & ALTON R. R.
WABASH R. R.
ILLINOIS CENTRAL R. R.
CHICAGO & ILLINOIS MIDLAND R. R.

BALTIMORE & OHIO S. W. R. R.
CHICAGO, PEORIA & ST. LOUIS R. R.
CHICAGO, INDIANAPOLIS & WESTERN R. R.
ILLINOIS TRACTION SYSTEM.

Practical Joker Causes Death of Railroad Man

Practical jokes frequently end in tragedy. Carl Rehan, 42 years old, an employee of a railroad (not the Rock Island) at Omaha, died in a hospital on February 3, because of the "humor" of a fellow shop employee. The latter, in a playful mood, applied a hose containing compressed air to Rehan's body, causing internal injuries which resulted in death. The pitiful part of the entire thing is that Rehan is survived by a widow and four children. The oldest child is fourteen years old and the youngest seventeen months.



General Pershing Enjoys Trip Over Rock Island

Among the many distinguished passengers constantly being handled by Rock Island Lines, General Pershing, accompanied by his staff and several high officials of the national government at Washington, who used our line recently, was most conspicuous.

General Pershing occupied Pullman private observation car "New York," and used our line from Rock Island to Omaha and Des Moines, and from Holdenville to Little Rock, Hot Springs and Memphis. All arrangements were carried out smoothly and the trip over our line was most successful. Enthusiastic crowds of people gathered at the various stations en route to catch a glimpse of the commander of our fighting troops as he went through. All Rock Island officials and employees displayed the greatest interest and pleasure in outlining and carrying out arrangements for a most successful and pleasurable trip over our line, which the general and his party had.



Joint Safety Meeting Held at El Reno

On January 28 the Pan Handle and Oklahoma Division held their joint Safety meeting in the High School Auditorium at El Reno. Permission to use the auditorium was obtained from the management by "Jack" Kivett, chief of the shop fire department at El Reno, and a member of the El Reno city welfare board.

The meeting proved to be a splendid one in every respect, a lively interest was taken in the suggestions offered and discussed, and everyone present was given a chance to express himself if he desired and all took advantage of the opportunity. At one o'clock luncheon was served at the Grier Eating House.

The girls of the home economics class of the El Reno High School, under the direction and instruction of Miss Arlie Hulet and Miss Ila Edmundson, served lunch to the committees and visitors at four o'clock in the dining room of the high school. The girls serving were practically all "Rock Island Railroaders" and several of them had the pleasure of seeing their daddies in the crowd to be served.

The Misses Dick, Gilbert and Burke, "Rock Island Girls," partially hidden behind plants and a screen in the corner, livened the occasion with some up-to-date selections on the "Uke," and also demonstrated their ability as real vocalists.

33

The mind of a man at thirty-three is just beginning to unfold. Hundreds of years ago Lord Bacon said:

"Young men are fitter to invent than to judge; fitter for execution than for counsel, and fitter for new projects than for settled business; for the experience of age, in things that fall within the compass of it, directeth them; but in new things abuseth them."

Linthicum Appointed Master Mechanic at Estherville

Paul Linthicum, assistant superintendent of shops at Silvis, Ill., for seven years, has been made master mechanic at Estherville, Ia. Before leaving for that city, for supervisory foremen he was the honor guest at a surprise party at his home. The Silvis Glee Club was also there in full force and agreeably rendered several selections.

W. J. Creen, on behalf of the foremen, presented Mr. Linthicum with a gold watch. Mrs. Linthicum, who had been made aware of the occasion beforehand, provided a delicious luncheon, after which rare Habana cigars were passed, songs were warbled and a general good time enjoyed.

The Meditations of Hambone

A GENT'MAN TRYIN' T' SELL
ME A IN-SUANCE POLCY
DIS MAWNIN' EN HE, KEP'
ON ER-SAYIN' HE DON' LAK
T' WAS'E MAH TIME, BUT
LAW-HE WAN'T WAS'IN'
MAH TIME HALF LAK HE
WAS'IN' HE OWN!



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Eighty Thousand Killed By Accidents in Year

According to Sidney J. Williams, secretary of the National Safety Council, the United States had a bigger casualty list during 1919 than the American army suffered in nineteen months of war. There were 80,000 men, women and children killed last year through accidents, and more than 250,000 seriously injured. Probably the greatest number of accidents were what is known as "street accidents." The number of industrial accidents was not as large in 1919 as in preceding years.

The National Safety Council is about to start a better campaign for public safety and for industrial safety. It intends to organize schools for chauffeurs and traffic policemen in the thirty-seven cities where it has local organizations. In 4,000 or more large industrial plants of the country the council intends to have schools for foremen, executives and workmen.



Train Service Between El Paso and Mexico City

The National Railroads of Mexico announce, effective at once, the restoration of through train service, with standard buffet sleeping car between Juarez, Mexico (just across the river from El Paso) and Mexico City.

Train leaves Juarez at 8:45 a. m., making daylight run to Chihuahua, where it ties up over night. Leave Chihuahua in the morning, making a daylight trip to Torreon, where it again lies over night. Leave Torreon in the morning, arriving in Mexico City at 4:30 p. m. The return service, Mexico City to Juarez, is on similar schedule. Passengers must take train at Juarez, as arrangements have not yet been completed to operate trains in and out of El Paso, and passengers must provide themselves with necessary passports.

This information may be given prospective passengers to Mexico by our ticket agents but railroad tickets must not be sold nor baggage checked beyond El Paso.



Passenger Traffic Large in the Last Two Years

The striking increase in passenger travel during the last two years, which has been largely responsible for the difficulty of supplying sufficient passenger equipment, was indicated in the annual report of Edward Chambers, director division of traffic of the railroad administration, to Walker D. Hines, director general of railroads, for the year 1919. Mr. Chambers showed that a total of approximately 46,202,827,365 passengers were carried one mile in 1919, or an increase of 17.3 per cent over 1917 and an increase of 33.6 per cent over 1916.

"With constantly increasing volume of passenger business and little hope of early additions to passenger train equipment," said Mr. Chambers, "it is important from the viewpoint of public convenience that there be no abandonment of the present plans for the conservation of service."