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Rock Island Magazine

*Edited by
H.E. Remington*



MAY
1920

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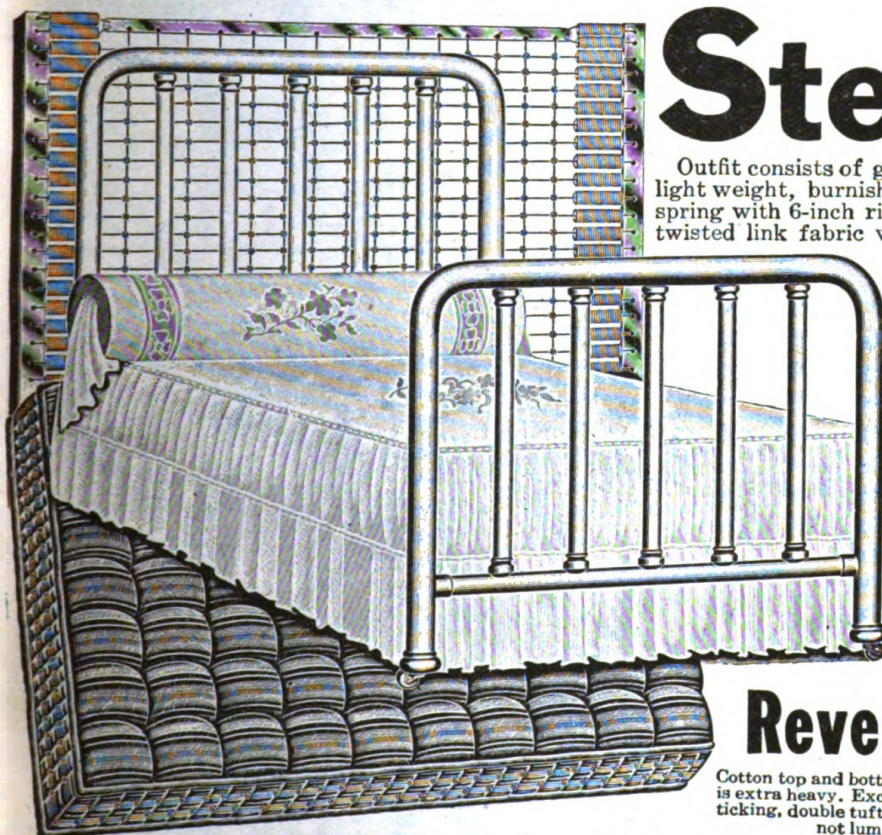
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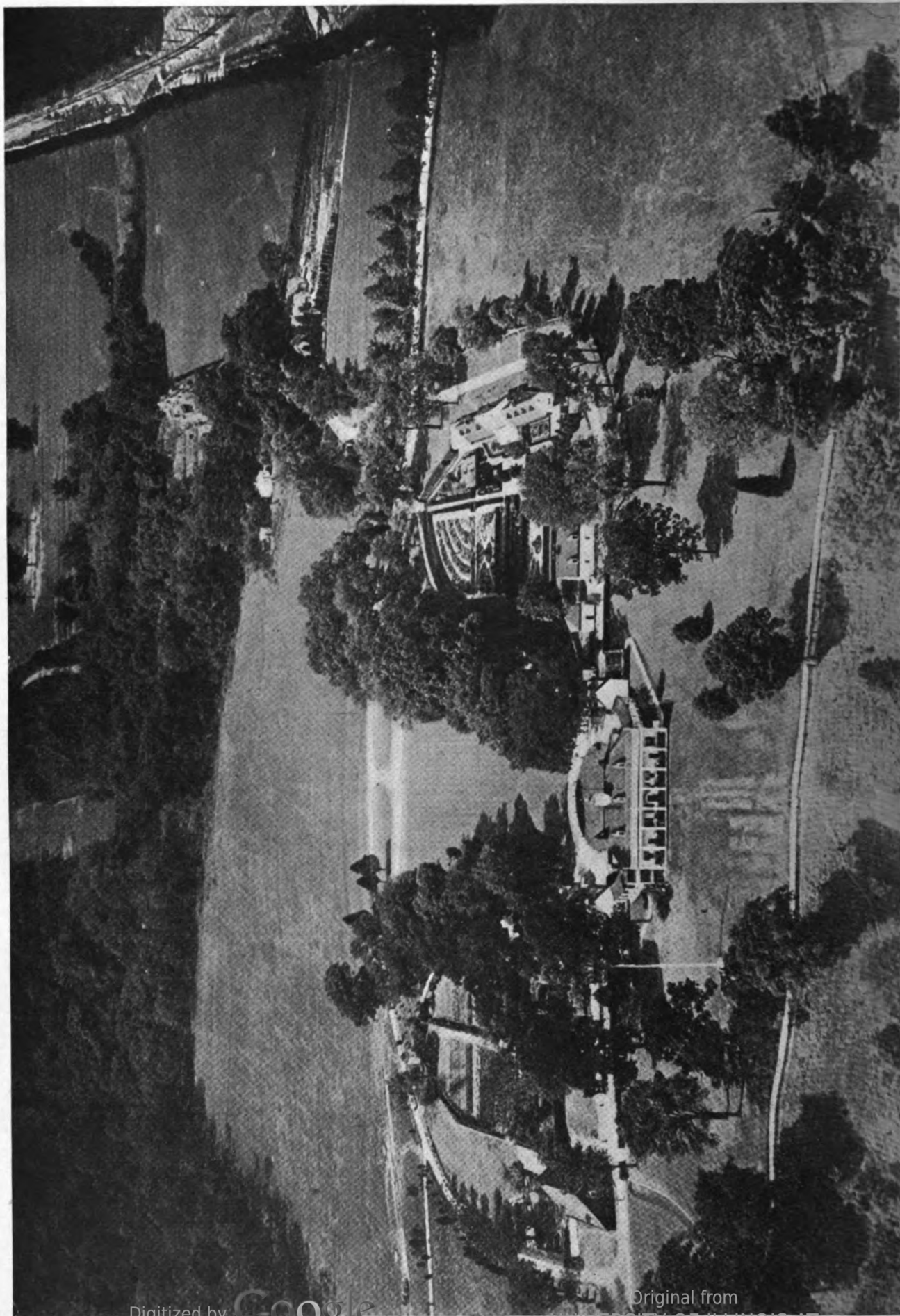
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N. Y. Times Wide World Photo
An airplane view of Mount Vernon, the home of George Washington, in Virginia. The beautiful estate of the Father of Our Country is still being maintained with the care and the thoroughness which is due the memory of our first president.

H. E. Says:

TEAMWORK ON THE ROCK ISLAND.

In his recent address before the members of the Rock Island Railway Club, which was printed in the April issue of this magazine, Mr. J. E. Gorman, president of the road, especially emphasized the need of co-operation between all Rock Island employes for the mutual benefit to themselves and the company.

"I knew that always mine was a helpful attitude toward everyone else in the service of my company," said Mr. Gorman, in discussing the methods which he adopted early in his career. "It mattered not what he wanted my help on, it was given cheerfully and completed."

Mr. Gorman's example may well be a pattern for all employes. Where we find the heads of departments co-operating with one another in a spirit of helpfulness, we are likely to find the subordinate employes following the example of their chiefs.

We should all strive to avoid the spirit of measuring our actions by the effect they will have on the work only in the department in which we are employed. On the other hand, we should take a broad viewpoint and direct the work in the particular department in which we are employed in such manner as to get the best results for all departments—for the company as a whole—co-operating harmoniously with every officer or employe with whom we come in contact.

Continuing, Mr. Gorman declared:

"Whenever I was dealing with someone outside of the company's service, I always handled him and his subject as if that person were scheduled to route a lot of competitive freight the next day, and I was anxious to so commend myself and my company as to be sure to secure that business.

"We should have our patrons learn that we are both willing and anxious to serve and then actually to do it graciously and willingly, and all of us should remember that the instructions put out from time to time requiring courtesy and attention are meant for everyone on the payroll from the top to the bottom."

Enlarging somewhat on the president's brief talk, it is evident that boosting passenger business and freight business should not be confined altogether to representatives of the traffic department. Employes of every department should be

boosters for the company, putting their shoulders to the wheel in a serious effort to pull together for the Rock Island.



OLD AGE CAN BE ENDURED PHILOSOPHICALLY.

Seventy years is not really such an advanced age, declares Dr. William S. Welch, long and highly eminent as pathologist at Johns Hopkins and still very active in directing the School of Hygiene and Public Health. As Dr. Welch has just rounded out the allotted three score and ten, he speaks from experience as well as knowledge, but even he probably would admit that he is not as young as he was thirty or forty years ago, declares *The New York Times*.

Being wise, Dr. Welch does not eulogize old age; he merely declares that it can be endured with calmness by philosophers, and an analysis of what he says brings out that in his own case he finds his seventy years a burden easily carried because he retains some of the bodily and all of the mental activities that are the common possession of ambitious and fortunate youth. In other words, he

doesn't much mind being old, because he is still young.

As a matter of fact, age and youth are not matters of years. Senescence may begin at any time and it may be long delayed. What is called—ever so vaguely!—"constitution" seems largely to determine the arrival of the dreaded hour when powers begin to fail, and "constitution" is a legacy, not an achievement.

A significant admission was made by Dr. Welch. The old man, he said in effect, faces a trying dilemma in that retirement, the cessation of his accustomed activities, has its serious dangers for him as an individual, but he is under something of an obligation to make place betimes for the oncoming generation. To linger on the stage as long as he can gives him his best chance of personal survival, but to do so creates a weary waiting for youth and robs it of its rights.

That is a defensible presentation, and of its truth everybody can mention illustrations, but it is a theory, too, that can be attacked with some hope of success, for in it lurks a fallacy—the fallacy that there is in the world a fixed amount of work to do and of rewards to win, and that what one man does and has deprives another of the chance to do and have.

The converse of these statements is not easily proved, yet the converse is sound, up to a certain point, at least. That is about all that can be said of any statement out of mathematics, and even mathematics recently received an appreciable jolt from the disturbing Dr. Einstein. He has not thrown doubt on the multiplication table—as yet or for use in grammar schools—but from the revered axioms of geometry he has removed a prop or two, and they were none too firmly established when he turned his attention to them.

Retirement from business or profession is only dangerous, or at any rate is most dangerous, for men who have failed to provide themselves with more than one interest in life. But that is a hard saying, too, for they are just the men who make the successes in life. The embarrassing conclusion is to be escaped only by denying reality to their successes. It can be done, but usually it is done by those who have not made a success of any kind.

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Development of Time Service

By F. J. Bechely

Inception and Progress of Rail Watch Inspection

ALMOST every person connected with railroads, especially those in the Transportation Department, have a degree of familiarity with Time Service and watch and clock inspection and its relation to the movement of trains, at the present time, therefore, this article will be confined, in a large measure, to its inception and earlier periods of development.

About thirty years ago the railroads of the United States woke up to the fact that there was direful need of a department that had for its aims and object the standardization and regulation of watches, carried by men connected with the movement of trains. It was a big step forward—a very important and necessary one, but long delayed, in railroad management. Prior to that time, there had been no rules or regulations, requirements or restrictions, on the kind of watches the employes carried in service, the officials leaving the question of time-pieces and their care entirely to the judgment of the individual, thus there lurked in train movement a concealed danger of unmitigated magnitude. The lack of standard watches has furnished material for many sad chapters in railroad history.

The first road to organize a Time Service and adopt a minimum standard of watch for train employes was the old Lake Shore & Michigan Southern; Mr. John Newell was president. He was generally recognized as one of the most alert and progressive railroad men in America, and probably the first to perceive the necessity for increasing the trainload thru the reduction of grades and improving alignment at an expenditure of vast sums of money to meet the exigencies of future economic conditions. His was truly a constructive mind.

The serious consequences of a head-on collision between two passenger trains, near Elyria, Ohio, caused by the inaccuracy of the watch of one engineer, resulted in the death of 2 engineers, 1 fireman and 9 United States postal clerks, was the culmination of a number of tragic events that convinced Mr. Newell of the prompt necessity of the company having greater control over the time-pieces used by train employes.

Mr. Webb C. Ball, of Cleveland, Ohio, already widely known as an expert watchmaker, and an advocate of better watches, received a request from Mr. Newell to call at his office to discuss the question of watch inspection. The plan recommended by Mr. Ball for circumventing catastrophes in train operation caused by watch inaccuracies appealed to Mr. Newell, and when the conference terminated, Mr. Ball had been given carte blanche to organize a system and put into effect at the earliest possible date. Mr. Ball's appointment proved both fitting and fortunate, and what was then, and thereafter done, marks a milestone in railroad operation, the service he inaugurated permitting as it did, faster trains and greater security.

He set about the task in his customary vigorous and vibrant way and his first move was to take an inventory of all

Time synchronization and inspection has become so fixed a habit on the Rock Island Lines that very few persons are familiar with the origin of this standardization. In his article, Mr. Bechely tells, in a very interesting manner, of the birth of the idea, and the fruition thereof. It is worth everyone's time to read, because the writer is an authority on the subject.—The Editor.

watches used by employes in train service. While this was a tedious and difficult job, requiring patience, skill and diligence, the result of his work showed a large percentage to be astoundingly unreliable and unfitted for the important service they were used in, the number being so large safety was reduced to a minimum; therefore quick action was of paramount importance.

To better illustrate the bigness of the undertaking it should be borne in mind there were no precedents to follow. To use a simile, he had to plow the ground, sow the seed and cultivate it to fruition. It was a pioneer's job, and by his own keen perception of the necessities, Mr. Ball hewed a system out of a wilderness of disorder, and organized a service, that grew in strength and security until today it is regarded as having reached the peak of perfection, an indispensable corollary of train operation, and an indestructible monument to the genius and honor of its deviser.

Having completed the inventory of watches in service he was in a position to make an intelligent diagnosis and survey of the situation in general.

Believing that a dependable watch is, above else, the foundation of a good time service, Mr. Ball selected the highest grade of watches manufactured and issued a bulletin, approved by Mr. Newell, requiring their use by employes, and prescribing rules and regulations calculated to keep them within a minimum variation. Watches not scheduled in the bulletin were not allowed in service from the date of its issue.

These preliminaries having been disposed of, the blank forms needed for making records of watches, their inspection, and the procurement of comparisons by employes with standard time, were prepared and put into the hands of the inspectors. No inconsiderable time and much argument and persuasion were necessary to convince certain of the employes of the unfitness and reliability of the watches they were using. In fact, a strong campaign of education and instruction was necessary to secure co-operation, there being an antipathy to changing the old order of things. It wasn't long, however, before the men recognized the merits of the new system and their antagonism subsided, and they proclaimed the service as filling a long-felt want.

So much for the beginning of Time Service, the first ever devised and adopted in the annals of railroads. It was truly but a beginning, the bigger, more important and difficult tasks lie be-

yond, not the least being the selection and appointing of competent watchmakers at all divisions, turn-around and lay-over points. These appointments also occasioned a long campaign of education concerning the makes and grades of watches eligible for service and the rules and regulations necessary for conducting the service, none of the inspectors having better than a hazy idea of their duties and responsibilities. It was highly important their responsibility and the work be well grounded in the minds of the inspectors as their knowledge of the eligibility of watches and their honor in protecting the integrity of the service assured its dependability.

Time was when rules permitted five minutes' variation between trains of the same class—that was before the adoption of a Time Service. The traffic burdened, modernly managed road could not afford this loss of time, thus intensifying the demand for watches of ultimate reliability.

The rule was a confession by officials of their lack of confidence in the watches then manufactured, and it is beyond the human mind to even approximate the saving in life and property that has resulted from a betterment in watches and the adoption of a service so skillfully fashioned and adapted to railroad requirements.

Mr. Ball had long anticipated this requirement, and almost co-incidental with his engagement by the Lake Shore & Michigan Southern, he began a campaign with watch factories to improve the quality of their output. He has given unceasingly and unbegrudgingly of his time and advice for the past twenty-five years to raise the standard of the American-made watch, and chiefly through his efforts it is today the peer of any made—in fact, the high-grade American watch will stand up under railroad usage better than any other make. We feel no apology is necessary when we dilate upon the many wonderful improvements that have been made in watches thru the persistent efforts of Mr. Ball. It is not too much to say he has everlastingly campaigned for better watches, realizing as he did, more than any one else, the great need for them in railroad service, thus through his instrumentality the railroads are enabled to furnish to the public a service that would otherwise be impossible.

The Rock Island was one of the first roads to adopt the simplified and standardized schedule of watches reducing the standard grades eligible for service to three for each factory. This has proven to be a distinct benefit to employes in the selection of watches as the three grades are the highest types made by the respective factories. The reduction also increases the efficiency of the inspector as he becomes better acquainted with the fewer watches presented for inspection. Last and most important it is a stimulus to factories to build better watches as the competition is narrowed and comparisons more easily made.

Mr. Ball is strongly opposed to the

Original from
Continued on page 52)

The Horses of Bastil Ford

By Zane Grey

Herein Is Woven the Tale of a Man and a Woman

(Copyright, 1920)

BOSTIL himself was half horse. The half of him that was human he divided between love of his fleet racers and his daughter Lucy.

He had seen ten years of hard riding on that wild Utah border, where a horse meant all the world to a man; and then lucky strikes of water and gold on the vast plateau wilderness north of the Rio Virgin had made him richer than he knew. His ranges beyond Bostil's Ford were practically boundless, his cattle numberless, and, many as were his riders, he always had need of more.

If he had any unhappiness, it was because he could not buy Wildfire and Nagger, thoroughbreds belonging to one Lamar, a poor daredevil rider who would not have parted with them for all the gold in the uplands. And Lamar had dared to cast longing eyes at Lucy. When he clashed with Bostil he avowed his love, and offered to stake his horses and his life against the girl's hand, deciding the wager by a race between Wildfire and the rancher's great gray, Sage King.

Among the riders, when they sat around their camp-fires, there had been much speculation regarding the outcome of such a race. There never had been a race, and never would be, so the riders gossiped, unless Lamar were to ride off with Lucy. In that case there would be the grandest race ever run on the uplands, with the odds against Wildfire only if he carried double.

If Lamar put Lucy up on Wildfire, and he rode Nagger, there would be another story. Lucy was a slip of a girl, born on a horse, and could ride like a burr sticking in a horse's mane. With Wildfire she would run away from any one on Sage King—which for Bostil would be a double tragedy, equally in the loss of his daughter and the beating of his favorite. Then such a race was likely to end in heartbreak for all concerned, because the Sage King would outrun Nagger, and that would bring riders within a gunshot.

Now, Bostil had a great fear which made him ever restless, ever watchful. That fear was of Cordts, the rustler. Cordts hid back in the untrodden ways. He had fast horses, faithful followers, gold for the digging, cattle by the thousands and women when he chose to ride off with them. He had always had what he wanted—except one thing. That was a horse. That horse was the Sage King.

Cordts was a gun-man, outlaw, rustler, a lord over the free ranges; but, more than all else, he was a rider. He knew a horse.

One morning, as was sometimes the rancher's custom, he ordered the racers to be brought from the corrals and turned loose in the alfalfa fields near the house. Bostil loved to watch them graze; but ever he saw that the riders were close at hand, and that the horses did not graze too close to the sage.

"Where's Lucy?" presently asked Bostil. As he divided his love, so he divided his anxiety.

Some rider had seen Lucy riding off, with her golden hair flying in the breeze.

"She's got to keep out of the sage," growled Bostil. "Where's my glass? I want to take a look out there. Where's my glass?"

The glass could not be found.

"What're those specks in the sage, Antelope?"

"I reckon that's a bunch of hosses," replied a hawk-eyed rider.

"Huh! I don't like it. Lucy oughtn't to be ridin' round alone. If she meets

had the horses tearing into the sage.

"Rustlers! Cordts! Cordts!" screamed Bostil. "He sneaked up in the sage! Quick, men—rifles, rifles! No! No! Don't shoot. You might kill a horse! Let them go. They'll get the girl, too—there must be more rustlers in the sage—they've got her now! There they go! Gone! Gone! All that I loved!"

At almost the exact hour of the rustling of the racers Lucy Bostil was with Jim Lamar at their well-hidden rendezvous on a high, cedared slope some eight



Lamar began to live the glory of the running race, wherein he staked pride in his horse, love of a girl and life.

Lamar again I'll rope her in a corral!"

Another rider drew Bostil's attention from the gray waste of rolling sage.

"Bostil, look! Look at the king! He smells somethin'—he's lookin' for somethin'! So does Sarch!"

"Yes," replied the rancher. "Better drive them up. They're too close to the sage."

Sage King whistled shrilly and began to prance.

"What in the——" muttered Bostil.

Suddenly up out of the alfalfa sprang a dark form. Like a panther it leaped at the horse and caught his mane. Snorting wildly, Sage King reared aloft and plunged. The dark form swung up. It was a rider, and cruelly he spurred the racer.

Other dark forms rose almost as swiftly and leaped upon the other plunging horses. There was a violent, pounding shock of frightened horses bunching into action. With a magnificent bound Sage King got clear of the tangle and led her way.

Like Indians, the riders hung low and spurred. In a single swift moment they

or ten miles from the ranch. From an opening in the cedars they could see down across the gray sage to the alfalfa fields, the corrals and the house. In Lucy's lap, with her gauntlets, lay the field glass that Bostil's riders could not find; and close by, halted under a cedar, Lucy's pinto tossed his spotted head at Lamar's magnificent horses.

"You unhappy boy" Lucy was saying. "Of course I love you; but, Jim, I can't meet you any more like this. It's not playing square with dad."

"Lucy, if you give it up, you don't love me," he protested.

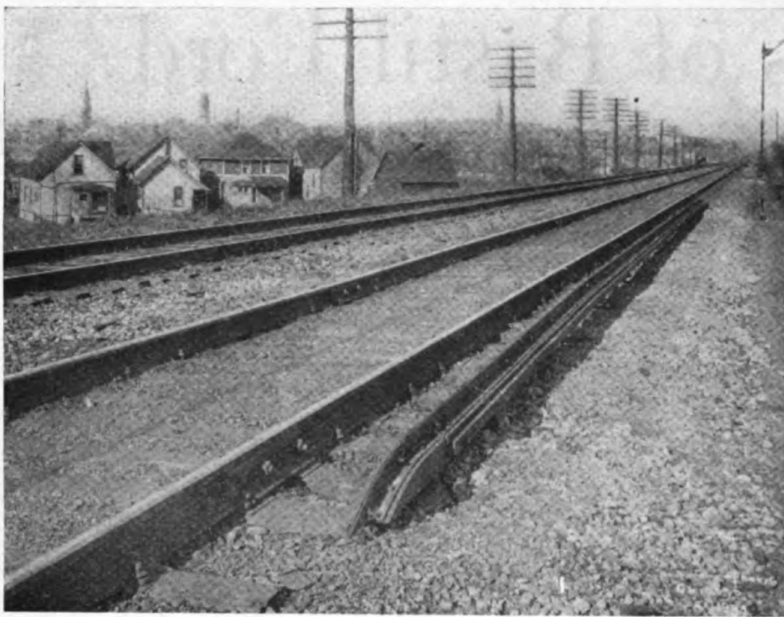
"I do love you."

"Lucy, I know you mustn't meet me any more. But, O Lord, Lord, I do love you so! I had nothing in the world but the hope of seeing you, and now that'll be gone. I'll be such a miserable beggar!"

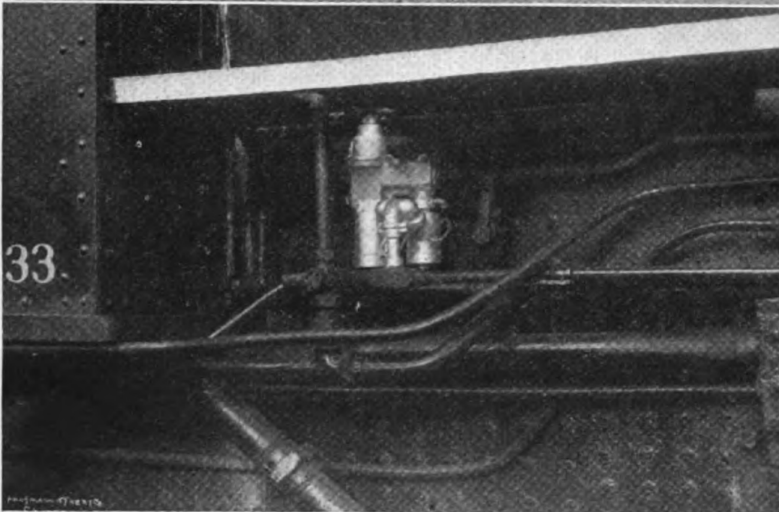
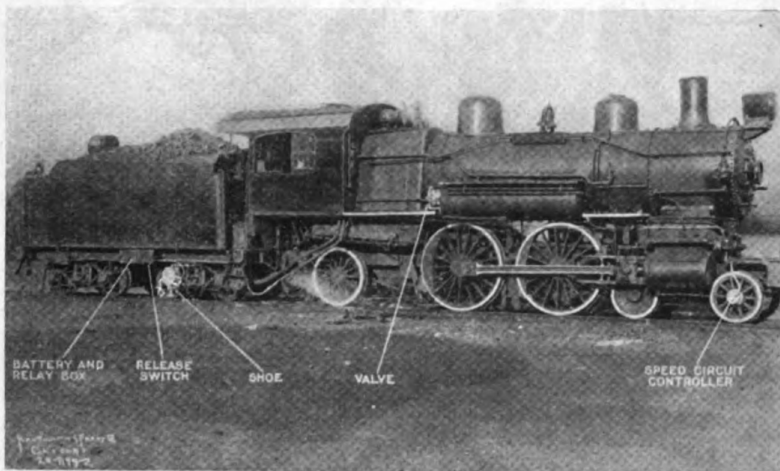
Lucy demurely eyed him.

"Jim, your clothes are pretty ragged, and you look a little in need of some good food, but it strikes me you're a splendid-looking beggar. You suit me.

(Continued on page 55)

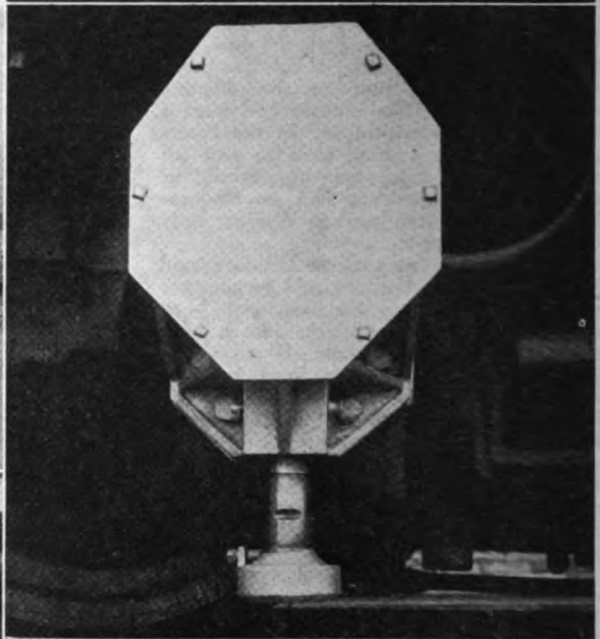
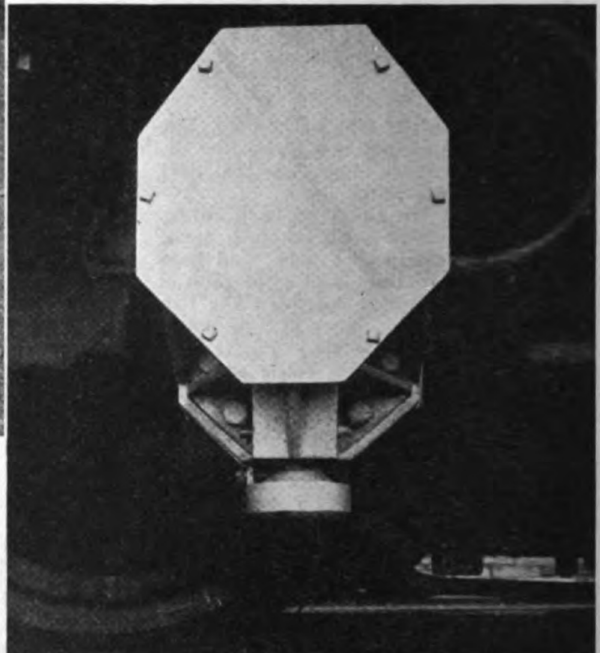


The above photo shows the roadside apparatus of the Regan train control system, which has been placed in operation on the Rock Island between Blue Island and Joliet. Directly below, the photo shows locomotive and tender equipment.



(Above) Electro-pneumatic valve.
(Right) Speed current controller.

(Below) Shoe mechanism, top photo, and shoe mechanism with the shoe down, center photo.



Original from

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Rock Island Magazine for May, 1929
URBANA-CHAMPAIGN

The Regan Train Control System

Rock Island Installs Well Known Safety Device on Illinois Division

AN initial installation of automatic train control has recently been completed on the main line of the Rock Island between Blue Island and Joliet, Illinois, a distance of about twenty-one miles of double track, in dense passenger and freight traffic territory. The train control apparatus was designed and manufactured by the Regan Safety Devices Company, Inc., of New York and Chicago, successors to the Casale Safety Device Company, Inc.

The Regan Train Control System consists of two elements; one comprising the locomotive and tender equipment, and the other apparatus located on the roadside. The locomotive and tender equipment includes a shoe mechanism, a speed controller, an electro pneumatic valve, a relay, a battery, a release switch and the necessary conduits and wiring for the electric circuit. The roadside apparatus consists of a ramp, located by the side of the track, a battery, a relay and the necessary conduits and wiring for connecting the ramp with the existing signal system. The locomotive and roadside apparatus was installed by the mechanical and signal forces, respectively, of the railroad. Twenty locomotives are equipped and in service.

The system embraces automatic speed control, as well as automatic stop features. It is of the intermittent electrical contact type, but so arranged as to carry continuous speed control through caution territory. In other words, having been actuated to provide speed control, it operates to restrict the speed of the train to a predetermined rate until conditions again necessitate unlimited speed or the train to stop, as the case may be, depending upon the position of the next signal.

The arrangement of the apparatus upon one type of locomotive, is as shown herewith. The speed controller is rigidly bolted to the end of the axle of the pony truck wheels and is contained in a dust-proof housing. It consists of a centrifugal governor so arranged as to open and close a circuit at any predetermined speed, the speed for which it is set depending upon the class of traffic to which the locomotive is assigned. Connection is made to the controlling circuit through a stationary junction box to which is connected a flexible conduit; a ball or roller bearing is provided to reduce friction to a practicable degree and to permit free movement of the conduit.

The electro-pneumatic valve is located at a point convenient for connection to the air brake system. This valve operates in response to an electro magnet and controls the brake pipe pressure and the reservoir supply to the engineman's brake valve. When the magnet is de-energized, the valve reduces the brake pipe pressure, to insure a service application of the brakes; and at the same time it restricts the reservoir supply, so that the brakes cannot be released by the engineman's brake valve. The brake pipe pressure may, however, be still further reduced by the engineman in about the same manner as with the conductor's emergency valve.



Bradley Studios, N. Y.
General James B. Regan, of New York,
president of the Regan Safety Devices
Co., Inc., of New York and Chicago, suc-
cessors to the Casale Safety Device Co.

The shoe mechanism consists of a shoe stem, a circuit controller and a cylinder housed in a substantial steel case which is rigidly bolted to the arch bar of the tender truck or to the trailer truck of the locomotive, as the case may be. The shoe stem is fitted with a tempered steel shoe sole for ramp contact and is held in position and in contact while moving over a ramp by means of brake pipe pressure in the shoe stem cylinder, to which the brake pipe is connected. The stem is of cast iron and cored, so that should it be broken, a service application of the

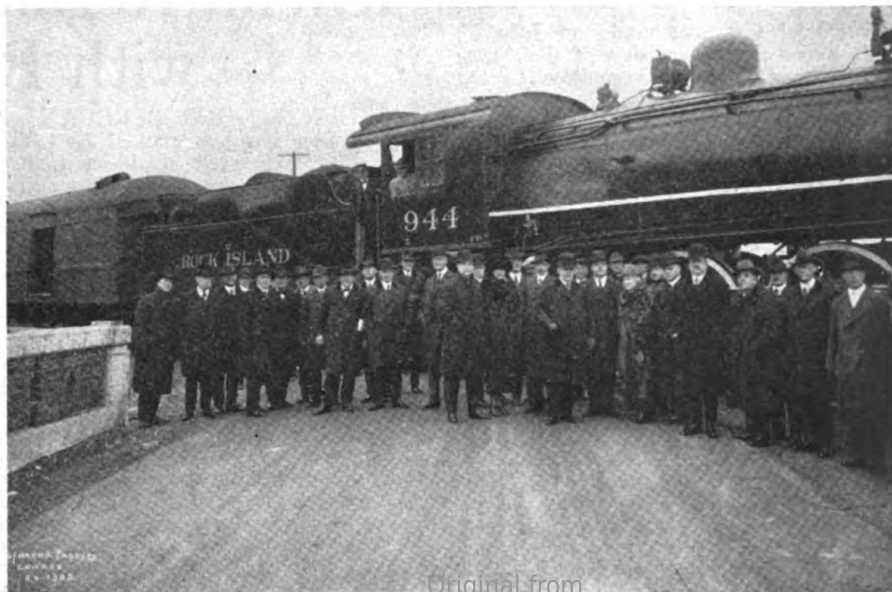
brakes would result. The shoe circuit controller operates to substitute, in a normally closed circuit, energy from the roadside battery, for that from the storage battery carried on the locomotive, also to transmit current of the proper characteristic from the roadside battery to actuate the locomotive apparatus and control the train consistent with the indication displayed by the block signal. If for any reason it is desired to fasten the shoe stem in the "up" position, as in the case of a locomotive operating outside of automatic train control territory, a bolt lock is provided which securely holds it in place.

The storage battery is of the portable lead type and consists of 5-cells of 80 a.h. capacity, operating through proper resistance to insure economical and efficient service.

The relay is of a 3-position type connected into the circuit so as to repeat the position of the signal by means of electric currents of the several characteristics as may be transmitted by the roadside and locomotive apparatus.

The ramp is made up of angle iron, with a copper insert, suitably mounted upon cast iron supports which are rigidly bolted to the standard cross ties, a wood block separating the ramp iron from the support castings. This ramp is patented and very much different from any ramp used in similar tests elsewhere in other devices. As installed on the Rock Island the ramp is 120-ft. long and is located approximately 160 ft. to the front of each signal. The ramp and the track are so connected with the signal system as to cause the signal to assume the stop position in case for any reason or cause the ramp circuit is de-energized.

The signal system, with which the train control system is operated, is of the 3-position d.c., upper quadrant, bottom post mechanism, semaphore type operated



Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN
A group of officials of the Rock Island Lines and of the Regan Safety Devices Co., on
the test trip of the apparatus in operation between Blue Island and Joliet.

by polarized line circuits. The relays and terminals for the ramp circuits are housed in the signal case or in a special relay box bolted thereto. Connection from the mechanism to the ramp in each case is made through conduits, although temporary trunking was placed above the ground at a few locations in order to complete the installation, because some of the materials required could not be had promptly. This temporary work is expected to be replaced with Parkway conduit in the near future.

In the operation of his system an application of the brakes is made by the automatic control apparatus when any of the following conditions exist:

- (a) When a train passes a signal in the caution position at an excessive speed.
- (b) Whenever a train exceeds a predetermined speed while running in a caution block.
- (c) At a stop signal, or when a block is occupied.

When an application of the brakes is made by the automatic control apparatus, release may be had with the system in service only by one of three methods:

1. By automatic release, as in caution block territory, when the speed is below a predetermined point;
2. By automatic release, as when passing from caution block territory to a clear block;
3. By engineman operating release switch to pass a stop signal.

In order to pass a block signal in the stop position it is necessary for the engineman to operate the release switch provided for that purpose. The train may then proceed, but only under automatic speed control, until the next block signal is encountered when, if the block be clear unlimited speed will be automatically restored.

As installed on the Rock Island there is no part of the automatic train control system located in the engine cab, its operation being entirely independent of the engineman. It does not in any way interfere with the control or operation of the train by the engineman, so long as he obeys signal indications. It is intended to operate if for any reason the engineman fails.

The first official inspection of the original installation of this system was made on the Rock Island July 1st, 1919. A second official test was made on July 28, 1919, under the supervision of the Automatic Train Control Committee of the United States Railroad Administration. Both of these tests produced results perfect in every way as intended, and as meeting the requisition of the Automatic Train Control Committee. Subsequently, arrangements were made for a more extended service test, and the initial installation on the double track main line between Blue Island and Joliet is the result.

On March 12, 1920, a special train was operated from Chicago to Joliet, Illinois, and a demonstration of the automatic train control system was given to a party of distinguished guests. The equipment on this train consisted of Engine 944, two private cars and a heavy combination baggage car in charge of Engineman T. F. Phelan, Fireman J. Rudolph and Conductor Nick Lorenz. The private cars were fitted with speed indicators and brake pipe pressure gauges. For this occasion the speed controller on the locomotive was adjusted at a predetermined speed of 30 miles per hour. The train approached the first caution signal which

was encountered at high speed. An automatic application of the brakes occurred as the train passed the caution signal location. The control device then became effective thereafter at exactly the speed for which it was set and automatically applied the brakes whenever the speed exceeded 30 miles per hour and automatically released the brakes whenever the speed had reduced below that rate.

The engineman was instructed to speed up as much as possible for test purposes, which he did, attaining at times a speed as high as 74 miles per hour. In every case of passing a caution signal at high speed, the speed control apparatus acted to immediately reduce the speed of the train under the predetermined rates of 30 miles per hour. After the speed restriction was in effect, tests were made by accelerating the rate of travel of the train in an endeavor to exceed the 30-mile rate; but every time, as this speed was reached, the brakes were automatically applied and the train retarded to just under the 30-mile rate. So far as information is available, this is the only automatic train control device in the world that will produce such results.

At the first stop signal the engineman attempted to pass the signal at speed, but an automatic application of the brakes occurred, stopping the train within about 300 ft. of the signal location. After being automatically stopped, the engineman operated the release switch which is located on the sill of the tender, and was then enabled to proceed under the control of the speed regulating devices, an automatic application of the brakes taking place whenever the speed for which the device was set was exceeded. Upon arriving at the next full proceed signal, the control apparatus was automatically restored to the fast running position.

Several caution signals and one stop signal were encountered returning from Joliet to Chicago, as the special followed a local train. In each case the operation of the train was automatically controlled as heretofore explained.

Executive officers and other officials of the Chicago, Rock Island & Pacific R. R.; officials of the Regan Safety Devices Company, Inc., and guests present, included the following:

For the railroad—

J. E. Gorman, president.
M. L. Bell, vice-president and general counsel.
L. C. Fritch, vice-president.
T. H. Beacom, vice-president and general manager.
C. A. Morse, chief engineer.
W. J. Tollerton, general mechanical superintendent.
H. K. Lowry, signal engineer.
A. B. Ramsdell, assistant to the vice-president and general manager.
C. L. Ruppert, superintendent Illinois division.
C. T. Ames, superintendent terminals.
J. L. Hayes, division engineer.
Patrick J. Colligan, master mechanic.
W. J. Hartman, general air brake inspector.

S. Miskelly, signal engineer of construction.

H. B. McCallum, signal supervisor.
J. J. Fitzgerald, general foreman, 47th street.

G. W. Kohn, road master.
J. P. Zahnen, assistant supervisor, Illinois division.

For the Regan Safety Devices Company, Inc.—

James B. Regan, Sr., president.
James B. Regan, Jr.
Redmond F. Kernan.
George E. Ellis, chief engineer, foreign department, formerly secretary, Automatic Train Control Committee of the United States Railroad Administration.
Dr. E. F. Nichols, D. S. C., LL. D., Yale University.

David Pelton Moore, consulting engineer.

A. C. Shaver, chief engineer.
J. Beaumont, general superintendent.
A. B. Kendall, signal engineer.
C. A. Lyon, engineer.

Guests present were—
Mrs. James B. Regan, Sr.
Mrs. James B. Regan, Jr.
Roy V. Wright, managing editor, *Railway Age*.

K. E. Kellenberger, editor, *Railway Signal Engineer*.

W. M. Camp, editor, *Railway Review*.

J. M. Lammedee, editor, *Railway Review*.

General Regan Pleased with Rock Island Spirit

GENERAL JAMES B. REGAN, well known business man of New York City, expressed his ideas of Rock Island loyalty at the recent dinner given in honor of the officials of the road. Mr. Regan, who happened to be in Chicago on other business, owing to his great friendship among the officers, was a specially invited guest and the only one present who did not belong to our family.

General Regan did not have the opportunity to prepare himself for a talk; the fact is, he did not expect to be called upon at all, so his rather impromptu speech had all the more sincerity, since there was nothing to say except express his thoughts and admiration at the wonderful loyalty and good fellowship prevalent among all officers and employees of The Rock Island Lines. It was his first insight in the human side of railroading, for here he found officials, general and minor, mingling with the boys under their charge. While sociability held sway

the keynote of this dinner was the esprit de corps of the Rock Island Family. Realizing this spirit, the General confined his altogether too brief remarks to his sincere appreciation of their true allegiance.

After the dinner, the General made it his business to meet personally everybody present, again expressing his thoughts to each one individually. When the smoke of the after dinner cigars had died down, General Regan was heard to remark that a few years before he had attended a dinner given to royalty at the Waldorf-Astoria in New York, but this was a greater and better appreciated affair than the other.

General Regan is the sole proprietor of the Knickerbocker Hotel in New York. In addition to this he is deeply interested in many other business ventures. Those who had the pleasure of attending this, the greatest dinner of the Rock Island Railway Club, will never forget this friendly and sincere gentleman.

Annual Rock Island Report

Chairman Hayden Reports Record Gross Earnings But Low Net Income

CHARLES HAYDEN, chairman of the board of directors of the Chicago, Rock Island & Pacific Railway, has submitted to the stockholders of the company the fortieth annual report of the railroad.

Extracts from the report follow:

The remarkable thing about the federal operations for 1919 is that, although the total railway operating revenue aggregated \$116,624,683.61, which was an increase of 11.83 per cent over the preceding year, the operating expenses were \$101,122,482.22; leaving a total railway operating income after the payment of taxes of \$10,789,357.86, as against a standard return from the Government of \$15,800,254.57. In other words, in spite of the largest gross earnings, and greatest traffic in its history, the property failed by \$5,000,000 to earn what it had earned under the management of the company and of the receiver during the test period, which was the rental the Government paid for its use. Of course, this is due to the great increases in the cost of materials and supplies, and the enormous increases in the labor costs resulting from the Director General's wage orders. The wage increases made by the Director General on the lines of your company during federal control amounted to about \$23,000,000 per annum. Our total wage payments before federal control were \$40,195,209.83 per annum. At the end of federal control they were at the rate of \$64,674,190.92 per annum. Owing to increased freight and passenger rates and increased traffic, the operating revenues showed an increase in the year 1919 over the average for the test period of 49.54 per cent, but the operating expenses increased 80.57 per cent. The ratio of operating income to operating expenses, taxes, rentals, etc., for the test period was 79.99 per cent, while in the year 1919 it was 92.23 per cent. Out of every dollar earned by the Director General during 1919 it cost him 92.23 cents to operate the property, leaving only 7.77 cents to be applied upon the rental. It remains to be seen what can be accomplished in the way of a reduction of these costs. Your directors and officers are alive to the necessity of such a reduction, as well as the necessity for an increase in rates, and will devote their best efforts to placing the company's operations upon a remunerative basis.

UPKEEP OF PROPERTY DURING FEDERAL CONTROL.

We regret to advise you that the Railroad Administration did not do the same amount of maintenance work upon the property as was done by the company and by the receiver in the years immediately prior to federal control. For comparative purposes, we state below the amount of work actually done upon the major roadway items during the test period and during federal control. They are as follows:

	Average per year dur- ing 3-year test period ended 1918 and June 30, 1917, 1919.
1. Cross ties used in main- tenance	2,412,761 1,612,098

2. Switch ties used in main- tenance (number of feet of board measure)	4,627,636	3,275,437
3. Miles of new steel rail laid in main tracks, main and branch lines	198.69	111.91
4. Miles of second-hand relay steel laid in main tracks, main and branch lines	54.16	68.42
5. Ballast (cu. yds.) used in repairs to ballast	502,651	375,748
6. Pile trestle bridges built in renewal (lineal feet)	24,984	9,422

The same discrepancies exist in the other maintenance accounts, the chief of which, of course, relate to the equipment, but because a large part of the equipment was at all times during federal control on the lines of other railroads it is difficult to equate figures for maintenance repairs. When proper adjustment is made for the increase in the cost of labor and material during the last few years it is apparent that the deficiency in upkeep under the Railroad Administration represents a large sum of money. Your officers are giving attention to the preparation of a claim against the Government for such an amount as will suffice to bring the standard of maintenance of the property at this time up to what it was prior to federal control.

NEW EQUIPMENT.

The Director General allocated to the company during 1918 the following equipment:

- 20 light Mikado locomotives.
- 10 switching locomotives.
- 2,000 double sheathed box cars.

As stated in last year's report, we at first contested the allocation of this equipment because of its cost, but with the increased cost of labor and materials and the increase in the country's traffic, it developed that the equipment was a necessity, and we withdrew our objections. We also asked the Director General to allot 500 additional box cars to us, which he did, making our total freight car allotment 2,500 cars.

The board has appointed a Committee on Relations with the Federal Government, consisting of the officers who acted as the corporate staff during federal control, whose duty it will be to handle all questions between the Government and the company, arising from Government operation. It is hoped that the many novel questions incident to the transactions of the last two years may be satisfactorily adjusted.

THE TRANSPORTATION ACT.

In our judgment the most important feature of the Transportation act of 1920 is that section which requires the Interstate Commerce Commission to group the carriers for rate making purposes, and provides that for the two years following March 1, 1920, the Commission shall fix the rates so that the return upon the aggregate value of the property of all carriers within a group shall be "as nearly as may be" five and one-half per cent per annum. If any company earns over six per cent, the excess is divided equally between a reserve fund of the carrier and a contingent fund of the Government. The importance of a wise and fair administration of this provision cannot be over-

estimated. The proper solution of the transportation problem depends upon it.

The Commission has considered both the grouping of the carriers and the measure of valuation which shall be employed pending the completion of the federal valuation. We have earnestly advocated the formation of groups of comparatively small size, so that the financial necessities of the carriers in the various sections of the country might be considered on their merits, and not lost sight of through spreading the groups over too large areas. Most of your company's mileage is located in territory which has been the scene of constant rate reductions since 1907, and we believe that to group this territory with other regions where the rates have not been unduly low would continue the injustice resulting from this adverse rate regulation.

We feel it our duty to call your attention to one other feature of this Act. Under present conditions, capital for the necessary additional facilities constantly required by all railway companies can be acquired even by companies of the highest credit only at a cost of from seven to eight per cent per annum. The value of such new facilities under the Act will doubtless be taken as their cost. If we are allowed to earn only five and one-half per cent or six per cent upon such cost, it is apparent that the difference in the cost of the capital will have to be made up out of net earnings from existing facilities. This seems unavoidable, but we hope that as financial conditions improve it will be possible to secure capital necessary for expansion of our facilities at a cost which at least will not be greater than we are permitted to earn under the new Act. In the meantime, we feel that a policy of conservatism in the matter of new facilities is the only wise course.

As we emphasized in our letter of January 16, 1920, the problem is one of credit. If we are to have private ownership, as the public seems to demand, the rates must be so fixed, and the enormous powers entrusted by the new act to the Interstate Commerce Commission must be so constructively used, that the private citizen as an investor will confidently supply the capital which the roads must have if they are to furnish that service which the American people demand. Under the Transportation Act, this heavy responsibility is upon the Interstate Commerce Commission; and you as stockholders, and we as your directors, can perform no greater public service than to assist the Commission in securing and retaining the confidence of the people that this great trust will be wisely administered.

The act contains also a provision guaranteeing to any company which accepts it a return for the six months immediately following federal control of one-half the amount named in our contract as annual compensation; in other words, the standard return is continued for six months. In view of the greatly increased cost of operations, your directors decided

(Continued on page 46)

Meritorious Service

Conductor L. E. Luther and Brakeman C. M. Waters, Colorado Division, commended for voluntarily shoveling down coal in engine tank.

Conductor J. W. Phillips, Engineer M. C. Parker, Firemen G. Garnhart and J. Cirbo, Brakemen L. C. Ball and A. E. Carnahan, Colorado Division, commended for extinguishing fire.

Conductor D. B. Stowell and Brakeman E. H. Rice, Colorado Division, commended for noting broken rail while on extra 2035, and immediately notifying sectionman.

Engineer J. J. McGuire and Fireman George Horton, Colorado Division, commended for volunteering their services when no engine crew was available.

Conductor P. M. Hackett and Brakemen E. M. Williams and H. C. Doolin, Missouri Division, awarded ten merit marks each for making repairs to cars, preventing delay to train.

Operator F. A. Brown, Missouri Division, awarded twenty merit marks for promptness in notifying train crew of passing train of flange piece missing.

Fireman Wm. R. Sherry and Brakeman E. F. Dilley, Missouri Division, awarded ten merit marks each for firing engine when stoker failed.

Section Foreman J. L. Duncan, Missouri Division, awarded ten merit marks for notifying train crew that brake beam was dragging on car.

Brakeman A. D. Klemm, Missouri Division, awarded ten merit marks for assisting fireman to handle engine when air pipe connecting air door broke.

Agent C. R. Sturch, Proctor, Ark., commended for promptness in reporting discovery of bottom rod dragging on passing train.

Yard Clerk J. O. Puhl, Kansas Division, has been awarded ten merit marks for detecting two loaded cars which were moving as empties.

Station Agent I. H. West, Kansas Division, commended for detecting brake beam down on passing car.

Yard Brakeman A. Ramsey, Kansas Division, commended for discovery of broken arch bar on car which he was switching.

Conductor F. M. Oliver, Kansas Division, commended for discovering and stopping leaking valve on car of oil on his train.

Section Foreman Gus Bauer, Kansas Division, commended for alertness in discovering coal leaking from car of passing train and having car set out.

Conductor W. A. Harrier, Kansas Division, commended for assisting crew of train on which he was deadheading in switching that train when engine was disabled.

Engineer W. H. Hill, Kansas Division, commended for assisting to clear main track and avoiding delay to first class train.

Yard Brakeman W. O. Carrier, Kansas Division, commended for discovering and promptly reporting broken wheel on car of passing train.

Section Foreman D. W. Guyer, Kansas Division, commended for assistance rendered in re-railing engine.

Mr. Walter Lemlev, Section Laborer, Kalona, Ia., commended for protecting trains against broken track.

Brakeman J. A. Clancy, Cedar Rapids, Ia., awarded ten merit marks for firing engine when fireman was taken ill.

Conductor H. A. Paulson, Cedar Rapids, Ia., commended for switching Pullman and baggage car apart at Waterloo, thus enabling theatrical company to load its baggage there.

Conductor F. C. Powell, Engineer Roy Griggs, Brakemen Davy Lewis and W. A. Hiles, and Fireman L. E. Smith, all of Haileyville, Okla., commended for coaling engine on Sunday at chutes.

Engineer S. Newton, Pratt, Kan., commended for efforts which avoided engine failure when front side rod collar was broken off.

Switchmen Charles Campbell, H. L. McCullough, E. R. Slattery, W. C. Morris and A. L. Moberly, and Switch Engine Foreman G. L. Evans, all of El Reno, Okla., commended for extinguishing caboose fire in yards.

Engineer R. L. Sweney, Nebraska Division, commended for discovering bridge on fire, stopping train and extinguishing blaze.

Section Foreman L. M. Grant, Clarks-ville, Ia., awarded ten merit marks for reporting discovery of defective equip-ment.

Section Foreman O. E. Adams, Wells-burg, Ia., awarded ten merit marks for reporting discovery of broken arch bar.

Section Foreman Dick Workman, Hol-land, Ia., awarded ten merit marks for observing brake beam down on passing train and taking steps to have train stopped.

Conductor P. Mahoney, Manly, Ia., awarded ten merit marks for discovering broken arch bar and having car set out.

Conductor C. A. LaRue and Brakeman D. P. Crowe, Pratt, Kan., commended for bedding stock car at Langdon.

Brakeman O. E. Cobb, Dalhart, Tex., commended for firing engine fifteen miles.

Conductor H. E. Merrill, Biddle, Ark., commended for handling car ahead of engine after broken arch bar had been re-paired.

Conductor J. M. Farris, Biddle, Ark.,

commended for discovering broken arch bar on car and having car set out.

M. Learch, Section Foreman, Minnes-ota Division, commended for reporting discovery of brake beam down.

Engineer C. W. Kentner and Brakeman T. E. Cronican, Kansas Division, com-mended for assisting train crew in clean-ing fire in their engine.

Engineer W. J. Hill, Kansas Division, commended for assisting M. K. & T. train crew in clearing railroad crossing which was blocked by train account dis-abled engine.

Engineer M. Puhl and Fireman L. Baker, Kansas Division, commended for shoveling coal ahead of engine.

Conductor F. M. Oliver, Engineer C. U. Horseman, Fireman O. W. Middleton, Brakeman J. W. Earp and Brakeman G. L. Murray commended for extinguishing fire on bridge.

Operator D. R. Foley, Ramona, Kan., commended for discovering and remov-ing roof of box car which blew off and obstructed passing track at Ramona.

Section Foreman M. Learch, Owaton-na, Minn., awarded ten merit marks for reporting discovery of broken brake beams on two different trains.

Fireman W. H. Petty, Pratt, Kan., com-mended for assisting in disconnecting en-gine when left main driver broke off en-gine.

Machinist Helper J. Doyle, Estherville, Ia., awarded ten merit marks for volun-tary assistance in removing brake rigging from coach and cutting down train de-lay.

The agent and section foreman at Holmes, Ia., commended for repairing car load of corn.

Brakeman J. E. Fitzgerald, Watertown, S. D., awarded twenty merit marks for reporting discovery of broken flange.

Conductor J. L. Sullivan, Minnesota Division, commended for unloading coal for station at Radcliffe Crossing, when no section men were at hand to do the work.

F. Pirkel, Cedar Rapids, Ia., commend-ed for reporting discovery of board stick-ing up from roof of car as train was pull-ing out of Cedar Rapids.

Conductor T. F. Clancy, of Chicago, commended by W. J. Leahy, assistant passenger traffic manager, and Supt. C. L. Ruppert, of the Illinois Division, for persuading two women passengers to pur-

(Continued on page 50)



The Silvis Glee Club, the famous singing organization of the Silvis shops, which has gained a nation-wide reputation for the excellence of its entertainments.

That Spring Training Trip

By W. O. McGeehan

Sporting Editor of the New York Tribune

(Written for the Rock Island Magazine)

TRAMPING around the South with the baseball clubs in the early spring will be a more comfortable pastime when the standard Pullmans are rearranged to accommodate the peculiar wants of baseball teams. This is not saying that the standard Pullmans are unhealthy in their present state. Baseball players pass most of the merry spring time in them and baseball players, while they may be brittle and temperamental athletes, are not an unhealthy lot.

But the standard Pullman could be made much more comfortable if it could be divided into compartments that would accommodate two or three poker games, a game of stud, a game of hearts and a bridge whist game. Also it is submitted to the sleeping car architect that the smoker of a Pullman as it is constructed at present is too confined to give full play to the dice in a game of African golf or flying dominoes.

THEY NEED ROOM.

The dice must have room to travel and something to bounce against if the game is to be played right. Observation shows that an African golf course is necessary for the comfort of a baseball team while traveling. George Burns, the Giant outfielder, who has been making Southern trips for many springs, has some ideas for the reconstruction of the standard Pullman for the use of ball clubs, and he would be glad to communicate these ideas in writing with the proper diagrams.

This year the Giants made a barnstorming trip of twenty-one days in company with the Boston Red Sox. It was called the Elinor Glyn series, because it lasted three weeks. Most of this time was passed in Pullmans. While the million dollars' worth of athletes survived the journey they would have made it much more comfortably in a set of Pullmans made to fill their own peculiar wants.

Spring training is an institution of long standing. The baseball player does not report for work at the opening of the season with his dinner pail in hand and

his overalls nicely creased. He has to be prepared for his toil gradually.

In the winter the sturdy athletes who demonstrate the national pastime are left to their own devices. Some of these devices are not conducive to keeping in condition, so it is necessary to assemble them some six weeks before the start of the season to thaw out their muscles and see to it that they are fit. Also a dozen or more recruits are taken along in order that the manager may see what they can do.

That is why so many stories come from the spring training camps about probable successors to Ty Cobb. After the spring training is over you usually find that the potential Ty Cobb has been sent back to the sticks whence he came to get some more work.

You will read at the start of the training that "Spud Mulcahey, a recruit from the Coast, shapes up like a second Joe Tinker, having the same number of arms and feet." When the team is about to move North you will read that Spud Mulcahey has been turned over to Rochester or Toledo or some other team in the territory which is known as the Sticks. And so it goes. In another year or two Spud Mulcahey may have made good and may come North into the big town.

FANS SAY GOOD-BYE.

There is always a big crowd of the bugs on hand at the Grand Central Station to see the home team off. Usually there is a blizzard outside and the general sentiment of the crowd is that the ball players are a lot of lucky stiffies who are about to depart for the region of palm trees and orange groves while the fan freezes until the ball parks open.

But anything that brings the daily chow is work to the man who does it. The athletes regard the trip to the Southland as the beginning of their long grind. There are a few exceptions, of course. Benny Kauff thinks baseball all the winter round and probably takes his favorite bat to bed with him. At any rate, he carts it with him to the station.

Ping Bodie is another of those who is unhappy when not playing baseball.

Of course, you cannot convince the fan that batting a ball around a park in the South while the boys at home are chipping the ice off the front stoop comes under the head of cruel and unusual punishment. But the athletes hear in the call of spring only the sound of the factory whistle that calls them to work.

Some teams like Florida. The Yanks and the Brooklyn Dodgers have been partial to the Alligator section. McGraw, of the Giants, likes the dry Southwest, Texas, for choice, where there is not much danger of the training trip being interrupted by rain. It usually rains during the first few days of training trips in the old South. There have been times when half of the trip has been passed in the hotel corridors. This does not worry the athletes. It annoys the manager, however.

The first few days of a spring training trip are used up in batting with the fungo sticks and play catch. After the very first day some of the expensive arms commence to ache and the trainers are kept busy rubbing them with gallons of liniment. Sunburn starts to appear on the grave and pallid countenances.

Christy Mathewson is one of those who start to tan first on the nose and his appearance on the first few days would lead one to believe that he had brought some of his cellar with him. After a bit the color spreads, and he begins to tan out more evenly. In a couple of weeks all of them are baked to a healthy brick red, which color they wear through the entire season.

RECRUITS FLICKER OUT.

Recruits usually report in good condition. They spend their winters in the gymnasium or playing baseball on the coast. They report with a world of speed and in comparison the veterans look stiff and slow. But as the training season proceeds the veterans gradually unkink and when they are ready to start North the old stagers are ready for their year's work, while the recruits have gone stale.

(Continued on page 48)



To Influence Others

Qualities Required in a Leader

By H. Addington Bruce

(Copyright, 1919)

AS everybody knows, personal influence over other people is a big asset in winning success. To be able to bring people to your way of thinking, to make them want to help you and willing to work for you smooths life's way in any business career.

But not everybody knows how to gain and exercise personal influence. In fact, there are many erroneous notions current regarding this universally important matter. By not a few people, for example, it is mistakenly thought that the essential thing is to be craftily wary of giving offense. Flattery is relied upon and a servile duplicity that involves a constant changing of opinion according to the company one is in.

"Let people think that you think as they think," runs this miserable formula for personal influence, "and you can readily shape them to your desires."

No doubt such despicable toadying does "pay" to some extent, for many people are foolish enough to like it. But most people see through it and have nothing but contempt for the toady. Wherefore they refuse to allow themselves to be influenced by him. However, if a man is thoroughly sincere these same people feel drawn to him no matter if at times he "treads on their toes." Sincerity, as a matter of fact, is the first true essential to the effective exercise of personal influence.

Sincerity alone, though, is not enough. There are plenty of sincere men and women who cannot lay claim to influencing in any marked degree the thoughts and conduct of others. Perhaps they are lacking in common sense, another important ingredient in influence. Or perhaps they fall short in point of self-confidence.

The man distrustful of his own powers cannot command the trust of his fellows. His indecision, his timidity, his failure to speak and act energetically, keep him forever uninfluential.

If, moreover, sincerity be present, but also coldness and hardness of feeling, personal influence cannot be exercised in any great degree. To be sympathetic as well as sincere is imperatively necessary.

To influence others one must have a hearty fellow feeling for them, be willing to extend a helping hand as occasion demands, to cheer, to comfort, to console. Which means that imagination also counts for much in the exercising of personal influence. The unimaginative can never be genuinely sympathetic.

Sincerity, common sense, forcefulness, courage, self-confidence, decision, sympathy, keenness of imagination—these above ought else are the qualities that need to be cultivated by all who would draw on the aid of personal influence in pressing forward to the goal of success.

women, applied for permission recently to wear 'em at work. At Birmingham, Ala., 2,000 joined an overall club, and, incidentally, while the club was being formed at a mass meeting, dealers hiked the price from two to six dollars a pair.

On the other hand, the governor of Georgia declined to join an overall club.

"It is poor business," he declared. "I think it is only a fad. Furthermore, it will cut down the supply and consequently hike the price, making it difficult for the man whose work necessitates such attire."

The manager of one of Chicago's largest department stores, instead of combating the movement, advertised in the papers that he would not increase the price of overalls, stating that he had a fine brand for sale to those who preferred them to conventional clothing.

But at any rate, the overall fever, whether permanent or not, is having its little fling.

Our Monthly Quiz; Test Your Knowledge

Answers to the following questions may be found on another page of the magazine:

1. From what language are the words alcohol and algebra derived?
2. What is the highest elevation of land in the United States, exclusive of Alaska and the outlying possessions?
3. What is the lowest depression?
4. What is the difference between bronze and brass?
5. The Greeks, in August of this year, will celebrate the 2400th anniversary of a famous battle. What is the name of that conflict?
6. What is an alewife?
7. What state does Gilbert M. Hitchcock represent in the Senate?
8. Can a state of the United States be sued by a citizen of another state?
9. Where is Senegal?
10. Who was the "Jersey Lily"?
11. Who was the Muse of Dancing?
12. Name four holy cities of the Mohammedan world?
13. In what war did the battle of Eutaw Springs occur and who were the belligerents?
14. The line "Richard's himself again!" is usually spoken in performances of Shakespeare's tragedy "Richard III." Yet Shakespeare did not write it. Who did?
15. Why is the aurora borealis so called?
16. What is the aurora australis?
17. Which was the thirty-fifth state to approve the woman suffrage amendment?
18. Who was George Whitefield?
19. What is a peplum?
20. Where are the pillars of Hercules?
21. Who is the new United States ambassador to Mexico?
22. What is the largest triumphal arch in the world?
23. What was the Barbizon school of painting?
24. What color is cramoisy?
25. Who is the "Old Man" of a ship no matter what is his age?
26. What is the capital of Java?
27. What is a penumbra?
28. Who commanded the French fleet at the siege of Yorktown in the Revolutionary War?
29. What famous English novelist was a Parliamentary reporter in early life?
30. In what part of Russia is the important city of Odessa?

Overall Fever Is Spreading Rapidly

WHILE the high cost of living coasts merrily up the grade—if anything can coast uphill—a new element has become prevalent in all sections of the country, and that is the overall club. From Portland to San Diego, and from Duluth to Key West, overall clubs have been formed and the epidemic is popular everywhere.

A Baltimore parson surprised his congregation by preaching in blue denim. A Los Angeles society girl gave a tea and when the guests rolled up in their limousines and rented flivvers, they gazed with admiration at their dashing hostess, who was pouring Sir Thomas Lipton's product, and instead of being attired in a Parisian creation, a suit of unionalls graced her slender figure. A diamond sparkled from the silk shirt of an overall-clad chap on Michigan avenue one fine April day in Chicago, and he led a parade of admirers several blocks.

Even Col. George M. Brasch, advertising manager of the Rock Island Magazine, and considered the Beau Brummell of the La Salle Street Station, is contemplating having his tailor make a natty blue denim suit, if the latest fashions in vogue much longer. If the colonel appears in overalls, it is considered likely

that the entire Rock Island family at the station and Hamilton Park will swing into line.

A Rock Island engineer, completing his run over the Illinois Division the other day, made his exit from the La Salle Station to fill the inner man with the food of the realm at a Van Buren street restaurant. He had no sooner emerged from that station than a pair of pretty misses approached him.

"I think it's just too grand for anything," declared the one in chic tan. "Aren't you brave to wear 'em?"

Before the astonished engineman could respond, the other, a mink-trimmed blonde, spoke up:

"They certainly fit you well," she murmured, "I'll have to buy a suit myself."

Within a space of about fifty-five seconds, the engineer was the center of an admiring group of citizens, all of whom gazed with unbiased approval at his blue denim.

"Huh," he growled to the waiter a few minutes later, as he ordered a big plate of "ham and;" "I've worn 'em for twenty-five years. Am I crazy or is every one in my own lighthouse?"

Eight hundred office employees of the Texas & Pacific Railroad, including 300

Theodore N. Vail Dies in Baltimore

Theodore Newton Vail, chairman of the board of directors of the American Telephone and Telegraph company, died at Baltimore on April 16, of a complication of cardiac and kidney troubles.

Mr. Vail was born in Carroll county, Ohio, July 16, 1845. As a young man he planned to be a doctor and studied medicine for two years with his uncle.

Later he went into the railway mail service. From 1875 to 1878 he was general superintendent of railway mail service at Washington, D. C. From the latter year until 1887 he was in the telephone business, when that invention was in the experimental stage. From 1887 to 1893 he traveled for his health. For the next three years he took up farming.

Then he introduced American telephones and electric street railways in Buenos Aires, Argentina, and in other South American cities.

Since 1907, the year he married Mabel Rutledge Sanderson of Boston, he had been president of the American Telephone and Telegraph Company, and since last June chairman of the board.

Glorifying the "Good-for-Nothing"

William Graham Sumner wrote the following essay on "The Forgotten Man" in 1883, and it is reproduced from an April issue of the *Chicago Tribune*.

"Who is the Forgotten Man? He is the simple, honest laborer, ready to earn his living by productive work. We pass him by because he is independent, self-supporting, and asks no favors. He does not appeal to the emotions or excite the sentiments. He only wants to make a contract and fulfill it, with respect on both sides and favor on neither side. He must get his living out of the capital of the country. The larger the capital is, the better living he can get. Every particle of capital which is wasted on the vicious, the idle, and the shiftless is so much taken from the capital available to reward the independent and productive laborer. But we stand with our backs to the independent and productive laborer all the time. We do not remember him because he makes no clamor; but I appeal to you whether he is not the man who ought to be remembered first of all and whether, on any sound social theory, we ought not to protect him against the burdens of the good-for-nothing. In these last years I have read hundreds of articles and heard scores of sermons and speeches which were really glorifications of the good-for-nothing, as if these were the charge of society, recommended by right reason to its care and protection. We are addressed all the time as if those who are respectable were to blame because some are not so, and as if there were an obligation on the part of those who have done their duty towards those who have not done their duty. Every man is bound to take care of himself and his family and to do his share in the work of society. It is totally false that one who has done so is bound to bear the care and charge of those who are wretched because they have not done so. The silly popular notion is that the beggars live at the expense of the rich, but the truth is that those who eat and produce nothing live at the expense of those who labor and produce.

Prepare for Victory

It Comes to the Ambitious Who Pay

By Orison Swett Marden

(Copyright, 1919)

THERE is a Persian proverb which runs: "Take what you will," said the gods to mortals, 'and pay for it.'"

The recipe for success which G. H. Gifford, manager of the Standard Oil Company, gave to a big audience of high school boys, "Just keep busy and use your brains and elbow grease," is very similar to the oriental proverb, showing that in all ages and in all lands the formula for success has been the same.

When the boys asked Mr. Gifford how he had won promotion in the company he related his experiences; how he began at the bottom as a sweeper when a very young lad, his promotion to the oilers' division, and then his transfer to the machine shops.

"It seemed to me that I was to be a machinist all my life, but one day I was made assistant superintendent. Another day the superintendent of the shop said that he was working long enough and that he was not going to spend all his days in a greasy oil yard and he quit. I was made superintendent. Then came the chance to be manager of a branch, and there you are."

There is no possible way of defeating a youth who is victory organized. If he has winning stuff in him he is going to succeed, no matter what stands in his way. There is no holding him down, because he is ready to pay to the last cent the price the gods demand for success.

We get in the main just what we deserve in this life, and we lose what we deserve to lose. Many of you who are

complaining that the door to success is locked and barred against you are willfully deceiving yourselves. You know deep down in your hearts that you are not succeeding because you are not willing to make the necessary effort to succeed. You are not willing to do the hard work, not willing to get right down on your marrow bones and hustle.

Long experience in dealing with young men has convinced me that the failure of most of them to get on is due more to downright laziness, their unwillingness to put forth their best efforts, than to anything else. They take the lower things because they will not pay the price for the higher.

Nothing is denied any human being who is willing to pay the price for it. Only your own inertia, your own lack of faith in yourself, your own lack of push and determination, can thwart your ambition. Your longings are the proofs that you can back them up in realities.

Never forget that your present position, the way you do your work, today, is the key that will unlock the door above you. Slighted work, botched work will never make a key to unlock the door to anything but failure.

The quality of your work, the spirit you put into it, determines the quality of your life itself. The habit of always insisting upon the best of which you are capable, of always demanding the highest of yourself, never accepting the lower, your second best, will make all the difference between mediocrity or failure and a splendid, successful career.

How Each Man May Do His Bit for Rock Island

MR. "ROCK ISLAND MAN," which includes our women members, too, the time has arrived for each and every one of us to come to the front and boost the "Rock Island."

We have allied ourselves with a great organization—we have invested our energies in it—therefore, to realize a return on our investment we must bring business to it and after once secured we must not lose it.

The first step in bringing in business is to make friends for the road. To do this we must be courteous to those we meet; we must be neat in our appearance; we must give correct and definite information, and if we cannot answer in detail the questions put us, be prepared to refer the inquirer to some other person who is. We must be big and broad—show that we want friends.

After we have made friends for the road the next move is to "sell" them. Any "Rock Island Man" can make a convincing argument, but here are a few pointers.

We have the short route from Chicago

and Kansas City to San Diego, California, and it is the only direct one.

We have the short line from Minnesota to Texas.

We serve four Mississippi river gateways—the Twin Cities (St. Paul and Minneapolis), the Tri-Cities (Davenport, Rock Island and Moline), St. Louis and Memphis. Passengers entering Chicago arrive at the La Salle Street Station, the only station on the "loop," the heart of Chicago's business district.

After we have sold the prospect it is up to us, and each and every one of us, to see that he receives courteous and fair treatment, that we keep our promises, that we handle him or his goods so he will receive no injury and his goods no damage. By this means, after you have made him a "Rock Island" friend, he will remain a "Rock Island" friend, and when it becomes necessary again for him to travel, or for him to ship goods, the "Rock Island" will be uppermost in his mind, for we have commanded his respect by being real "Rock Island Men" who believe in our company and our company believes in us.

Veterans of the Rail

Retired on Pension

At a meeting of the Board of Pensions held February 24th the following applications for pension were approved:

- No. 465—Isaac J. Gittins, B & B. foreman, Iowa Divisions; address, 608 Kirkwood avenue, Iowa City, Ia. Age, December 13, 1919, 66 years. Length of continuous service, 22 years, 6 months. Monthly pension, \$20.00. Pension effective, Dec. 1, 1919.
- No. 466—Ludwig B. Wulf, section foreman, Minnesota Division; address, Wellsburg, Iowa. Age, February 28, 1920, 70 years. Length of continuous service, 30 years, 7 months. Monthly pension, \$21.25. Pension effective, March 1, 1920.
- No. 467—Andrew Nelson, section laborer, Cedar Rapids Division; address, Mediapolis, Ia. Age, April 4, 1919, 70 years. Length of continuous service, 36 years, 7 months. Monthly pension, \$20.00. Pension effective, Jan. 1, 1920.
- No. 468—Charles Sorum, car oiler, Belleville, Kans.; address, Belleville, Kans. Age, August 30, 1918, 70 years. Length of continuous service, 30 years, 1 month. Monthly pension, \$20.00. Pension effective, March 1, 1920.

At a meeting of the Board of Pensions held March 24, 1920, the following applications for pension were approved:

- No. 469—Ross L. Hammond, engineer, Missouri Division; address, Eldon, Wapello County, Iowa. Age, March 17, 1920, 70 years. Length of continuous service, 25 years. Monthly pension, \$39.90. Pension effective, April 1, 1920.
- No. 470—John J. Orr, brakeman, Nebraska Division; address, Horton, Kans. Age, February 5, 1920, 70 years. Length of continuous service, 29 years, 9 months. Monthly pension, \$28.05. Pension effective, March 1, 1920.
- No. 471—Ezra B. Latham, agent, Cedar Rapids Division; address, Thornburg, Ia. Age, July 13, 1919, 64 years. Length of continuous service, 33 years, 1 month. Monthly pension, \$22.50. Pension effective, first of month following actual retirement from service.
- No. 472—Thomas Wilson, cooper, Cedar Rapids Division; address, Box 232, Kenwood Park, Cedar Rapids. Age, October 31, 1919, 63 years. Length of continuous service, 32 years, 5 months. Monthly pension, \$20.00. Pension effective, January 1, 1920.
- No. 473—Wm. D. Harned, engineer, Cedar Rapids Division. Age, January 15, 1919, 60 years. Length of continuous service, 30 years. Monthly pension, \$31.95. Pension effective, August 1, 1919.

(Mr. Harned passed away December 21, 1919, and pension due him, August to December, 1919, inclusive made payable to his widow.)

IN MEMORIAM.

- No. 20—James C. Jackson, engineer, Nebraska Division. Died, December 17, 1919. Pension effective, January 1, 1910, \$41.55 per month. Pension ceased, December 31, 1919. Total pension received, \$4,986.00.
- No. 81—S. A. Lanpher, ash pit cleaner, Bureau, Illinois. Died January 31, 1920. Pension effective, December 1, 1920, \$20.00 per month. Pension ceased, January 31, 1920. Total pension received, \$2,200.00.
- No. 87—John C. Smith, station master, Kansas Division. Died February 5, 1920. Pension effective, November 1, 1910, \$20.75 per month. Pension ceased, February 29, 1920. Total pension received, \$2,324.00.
- No. 205—Chas. S. Tewksbury, traveling agent, Accounting Department. Died January 13, 1920. Pension effective, February 1, 1914, \$82.40 per month. Pension ceased, January 31, 1920. Total pension received, \$5,932.80.
- No. 311—Gust Chalmstrom, section foreman, Dakota Division. Died January 12, 1920. Pension effective, December 15, 1915, \$20.00 per month. Pension ceased, January 31, 1920. Total pension received, \$1,000.00.
- No. 382—Horace Broadbent, engineer, Illinois Division. Died February 11, 1920. Pension effective, February 1, 1918, \$62.40 per month. Pension ceased, February 29, 1920. Total pension received, \$1,560.00.
- No. 391—C. R. Burns, ticket clerk, Eldon, Iowa. Died February 8, 1920. Pension effective, August 1, 1916, \$20.00 per month. Pension ceased, February 29, 1920. Total pension received, \$860.00.
- No. 82—W. W. Crockett, engineer, Missouri Division. Died March 14, 1920. Pension effective, January 7, 1910, \$21.30 per month. Pension ceased, March 31, 1920. Total pension received, \$2,406.90.
- No. 251—Wm. S. Ryan, brakeman, Cedar Rapids Division. Died March 9, 1920. Pension effective, November 1, 1914, \$20.85 per month. Pension ceased, March 31, 1920. Total pension received, \$1,355.25.
- No. 269—Wm. Doyle, section foreman, Nebraska division. Died March 10, 1920. Pension effective May 1, 1915, \$20.00 per month. Pension ceased, March 31, 1920. Total pension received, \$1,180.00.

FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners January 1, 1910 to April 1, 1920.....	\$758,582.99
Total employees pensioned January 1, 1910 to April 1, 1920.....	473.00
Total pensioned employees who have passed away.....	176.00
Total number of employees on pension roll as of April 1, 1920.....	297.00

W. L. Hammill, engineer, Cedar Rapids Division, began railroading at Clinton, Ia., as station helper for the C. B. & Q. and the B. C. R. & N. railways in September, 1891, and in October, 1895, began firing on the Rock Island out of Cedar Rapids. In December, 1902, he was promoted to engineer, remaining in that capacity until January 1, 1918, when he was compelled to retire on account of illness. He is now residing at Great Falls, Mont.

*

Andrew Nelson, section laborer, Cedar Rapids Division, was born in Sweden on April 4, 1849, and came to America in 1879, and located on a farm near Mediapolis, Ia. He began working for the B. C. R. & N. in 1875 at Latty, Ia., and later worked at the stone mason trade. In 1882 he re-entered the employ of the company, remaining in the service until December 17, 1919, when he was retired on pension, effective January 1, 1920.

*

Dennis Hynes, section foreman, Pella, Ia., was born November 11, 1848, at Clare, Ireland. He emigrated to America in 1870 and entered the service of the Rock Island in December, 1878, remaining continuously from that date to December, 1919, when he was retired account of age limit having been attained. He was granted a pension effective January 1, 1920.

*

John Wesley Adams, engineer, St. Louis Division, was born on a farm in Putnam County, Indiana, November 23, 1856, moving to Missouri in 1881. When a very young man he began firing for the Missouri Pacific Railway at Sedalia, Missouri, first firing for Engineer Joshua Leach, founder of the Brotherhood of Locomotive Firemen, working for the Missouri Pacific until 1883, when he resigned and began working for the M. K. & T. Railway at Sedalia. He worked for this company until 1885, when he again resigned his position and took up farming in Cass County, Missouri, until 1888, at which time he returned to the Missouri Pacific at Sedalia as fireman, remaining until November, 1892.

At this time he went to work for the C. K. & N., being employed by H. Monkhouse, Assistant Superintendent of Motor Power, at Horton, Kansas. He was sent to Fairbury, Nebraska, where he was placed in service as a locomotive fireman and engineer. Mr. Adams has been in continuous service of the C. R. I. & P. since this date as fireman and engineer. Was transferred from the Kansas Division to St. Louis Division—then the old St. Louis Line—early in 1903 as locomotive engineer, running an engine during the construction days of this line when it was being extended from Union, Mo., to Kansas City, and at the time of his retirement was working as an engineer on trains 25 and 26 between Eldon and St. Louis. He was married in 1888 to Miss Lulu Volker, who is still living, and both reside in Eldon, Mo.

*

Isaac J. Gittins, B. & B. Foreman, Iowa Division, was born at Buffalo, Scott County, Iowa, December 13, 1853. He was raised on a farm and moved to Dexter, Iowa, November, 1871. He was married at the age of 22 years, following farming until 1891, when he secured employment as a carpenter with a contractor and builder until August, 1892. Mr. Gittins entered service of the C. R. I. & P. as B. & B. foreman at this time, remaining on page 44)

Now Is the Time to Begin Cleaning Up

By A. B. Ramsdell

NOW that the snow and ice have gone away, leaving in their wake considerable rubbish, due to the accumulation during the winter months, the greatest work of an inspector is to see that unnecessary rubbish is removed. As you know from experience, that rubbish has been responsible for as many fires as any other one cause. It is really the duty of every officer, agent and employe to go about his yard, station or office on a detailed inspection and see the sad condition of affairs after the winter months, and he will realize what a chance he has been taking, especially so at some of our large stations, shops and yards.

TIDINESS NEXT TO GODLINESS.

Co-operation along the line of cleanliness is most desirable and will surely prove a valuable asset to the company, as well as satisfaction to the individual employe responsible. A neat and tidy condition of the premises indicates "snap" and "pep"; it reflects the good of the party in charge, whereas an untidy condition is an incentive for criticism from our Insurance Department and also reflects lack of interest on the part of the man in charge.

Your responsibility does not cease after your own premises have been cleaned. If your neighbor has an unclean station, yard or premises, it is your duty to take the matter up with him direct, with a view of getting him interested in the general clean-up policy.

Working to an advantage includes a habit of conserving the company's property. It also entails upon you the duty of maintaining the property in a state of attractiveness. Identify yourself with clean, wholesome and attractive sur-

roundings and thereby reveal the quality of a desirable and progressive representative.

Once let your premises become disordered and shabby and you will lose interest in the business and your neighbor will think of you with disappointment.

A dilapidated shop or building is a disgrace and waste of property, and an unkept yard and unwhitewashed property is a disease breeder. The same thing applies to an unclean, disordered yard.

If you will preserve and keep the property entrusted in your care in a neat and tidy condition, you will favorably impress your neighbors, as well as your officers, and place yourself in a distinctive class.

An atmosphere of self respect and prosperity is determined by the way you keep house.

TAKE CARE OF YOUR HOSE.

Hose is perishable and requires the best of care. It should be kept in the storehouse or some cool, well ventilated place. It should never be kept in the power house, boiler house or any other warm place. Rubber or rubber-lined hose should be tested in accordance with standard regulations.

After the hose has been used it should be thoroughly drained and dried. In the winter time, any water which has been left in the hose is likely to freeze and thereby makes it valueless in the event of fire.

To drain the hose, it should be elevated in a tower or hung from a convenient point outside or inside of the building, requiring perhaps one half day's time to drain properly.

Fire hose should never be used for any

other purpose. No matter how much care may be exercised, hose will suffer and may be out of serviceable condition at the time of fire.

Spontaneous combustion sounds dangerous, and it is. It seems hard to believe that a rotten log or pole throws out as much heat as a burnt one; that a pile of sawdust allowed to decay throws off as many heat units as if the same amount were burned; that a bunch of excelsior furnishes as much heat in its decay as though you had used it to start a fire with; that an oily rag in process of decay is as pregnant with heat as though you had used it for a torch.

These facts appear beyond reason until you stop to consider that Nature in her slow but positive process takes years to accomplish that which we hurry through in seconds, but each and every substance, no matter what or where it is, contains as many heat units. Yet if we confined these heat units they rapidly accumulate until in a practically short time heat enough is stored to burst into flames. These heat units can be held by any form of insulation to the extent of causing spontaneous combustion. Possibly an oily rag has been neglected and has become covered with fine dust to form insulation; maybe a pile of neglected sawdust has accumulated moisture from the ground and the dry dust on top forms insulation. Oily waste, excelsior, rotten wood or buried beams, manure, old grass—any of these will rot and may become insulated to the extent of causing intense heat and burst in a flame or explode.

Spontaneous combustion in soft coal every year causes a large loss to dealers, as well as the railroads, who have to store it, and this loss could be overcome if the standard instructions are literally observed.

Take care of your waste, keep a clean house and you will take care of your spontaneous combustion.

Good housekeeping is just as essential in railroad business as in any other business.

Let each employe consider himself a fire inspector as far as his particular duties are concerned and in so far as any dangerous conditions may come to his notice, and let each one have in mind constantly, that through no act of his or no lack of action will he create a fire hazard, or allow one to pass unnoticed. If you know of, or see, a fire danger or hazard, report immediately, thus showing your co-operation and through your earnest efforts and constant diligence accept your responsibility toward the elimination of an unnecessary fire loss.

✻ ✻

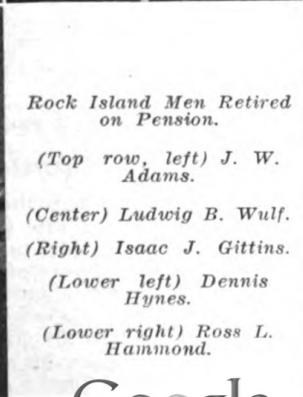
Southwestern Tariff Committee Resumed

The Southwestern Tariff Committee has resumed its functions under the name of the Southwestern Freight Bureau, with F. A. Leland as chairman and the former Standing Rate Committee, consisting of C. P. Dowlin, J. E. Johanson and Frank Koch as members. Its headquarters are in the Century Building, St. Louis, Mo. The plan of operation is similar to that which was in effect prior to federal control. Changes in rates, rules, and regulations are determined by a general traffic committee, consisting of the principal freight traffic officers of the member lines.

✻ ✻

"He seems cold."

Original form, knit him a sweater."



Rock Island Men Retired
on Pension.

(Top row, left) J. W.
Adams.

(Center) Ludwig B. Wulf.

(Right) Isaac J. Gittins.

(Lower left) Dennis
Hynes.

(Lower right) Ross L.
Hammond.

Fairbury Agent Dies in Lincoln Hospital

FRANK D. BRADLEY, agent of the Rock Island Lines at Fairbury, Neb., on the Nebraska Division, passed away in the hospital at Lincoln, Neb., April 1. On account of his long service with the Rock Island he will be remembered and mourned by a host of officers, employes and patrons of these lines, particularly on the Iowa, Kansas and Nebraska Divisions, where he had been continuously employed for the past 38 years.

Frank Darwin Bradley was born at Beaver Dam, Ind., La Porte county, April 29, 1859. He was educated at Momence, Ill., and began service with the Rock Island Lines as night operator at Neola, Ia., in November, 1882. He served in different capacities, mostly as agent and cashier, at the following points: Neola, Ia.; Wiota, Ia.; Moscow, Ia.; Maple Hill, Kan.; Otego, Kan.; Alma, Kan.; Fair-

view, Kan.; Phillipsburg, Kan.; Kensington, Kan.; Mankato, Kan.; Deshler, Neb.; Harbine, Neb.; Lincoln, Neb.; Belleville, Kan., and Fairbury, Neb.

He came to Fairbury as cashier the last time during February, 1906. A few months later he was appointed agent and served in that capacity up until the time of his death.

He leaves his family, consisting of his wife and daughter, Dorothy, at home in Fairbury; two sons, Major I. N. Bradley, regular army, located in Texas at this time, and C. P. Bradley, connected with the traffic department, at the Oklahoma City office of Rock Island Lines.

Mr. Bradley will always be remembered by his associates as a man among men and for his devotion to the work in which he was engaged and to which he gave his working life.

Good Sprays to Combat Bugs and Blights

UNFORTUNATELY, fertile soil, correct cultural work and reliable seed do not of themselves assure a bountiful harvest. There is one factor, or rather two factors—plant diseases and bugs—with which the gardener must reckon from early spring until the crops are well along toward maturity.

This subject cannot be too strongly emphasized, because it seems to be hard for the beginner to realize the importance of making early provision to combat these enemies of plant life. Usually the novice does not awaken to the need for a spray-gun or other protective measures until his plants are so far weakened or destroyed that it is useless to make an effort to save them.

The most common troubles affecting plants are blights, caused by fungi and germs, which are controlled mostly by spraying with some poisonous solution such as Bordeaux mixture or arsenate of lead; and insects which suck the plant juices, which insects are also combated with poisonous sprays or dusting powders.

The foliage is the most vulnerable part of the plant. Few parasites attack the fruit itself or the roots, though in the case of cutworms the tender stalks are chewed to the ground line. Such injuries are almost always fatal to the plants.

POISON BAIT FOR CUTWORM

Sprays and dusting powders are not effective against cutworms, grasshoppers, army worms and the like, because these pests do not dwell on the foliage. They must be fought in a different manner, on the ground near the base of the plants. Poison bran mash is widely used in this operation. Add a teaspoonful of Paris green to a quart of ordinary feed bran and mix well. Put a tablespoonful of molasses in a cup of water, then work this liquor into the bran mixture; add enough water to make a stiff mash. A teaspoonful, or less, of this mash scattered near the stem of the young plant will give the desired protection.

Kerosene emulsion is one of the oldest sprays for scale insect and plant lice, and is easily made at home. Take a piece of laundry soap about the size of a walnut and shave it into a cup of soft water; boil it for a few minutes; while hot add two cupfuls of kerosene; agitate the mixture violently, until the oil is perfectly emulsified, when it will have a creamy look, and not separate from the water.

This is a stock solution. For use as a dormant spray against scale insects on trees and bushes, before the foliage has appeared, it should be diluted at the rate of one part emulsion to three or four parts water. For spraying the foliage of plants a weaker mixture is needed; dilute at the rate of one part stock emulsion to ten or fifteen parts water. Agitate the solution frequently while applying it, to keep it well mixed, otherwise portions of the liquid may burn the foliage.

Crude carbolic acid emulsion, for use against root maggots, is made in practically the same way as the kerosene emulsion, except that a teaspoonful of crude carbolic acid is substituted for the two cupfuls of kerosene. This stock solution should be mixed with one gallon of water.

OTHER WELL-KNOWN INSECTICIDES

Arsenate of lead is a convenient all-around insecticide for use against caterpillars, codling moths, beetles, slugs and other chewing parasites. Take three tablespoonfuls of powdered arsenate of lead or one tablespoonful of the lead paste, since it comes in paste or powder form, and mix it with a little water until the lead is entirely dissolved. This will be enough for one gallon of water for spraying.

Lime and sulphur, nicotine solutions, tobacco dust, Bordeaux mixture, fish oil and other soap solutions, pyrethrum, heliobore and calcium arsenate are other well-known weapons with which to combat the garden enemies.

A spraying outfit of some sort is necessary, of course, and the selection of

this implement will depend largely on the size of the garden. Seed firms and farmers' supply houses carry a wide assortment of these implements, from hand atomizers to power sprayers mounted on trucks. The gardener will do well to inspect this paraphernalia and invest in a "gun" that is best suited to his purposes.

If the gardener does not wish to be troubled with making his own spraying solutions, he can buy them ready mixed in convenient package form. Whichever plan is followed, do not delay preparations. Make ready for the plant enemies. They are sure to put in an appearance, usually when you least expect them.

Chicago Clerks Banish Care With Dance

From the Chicago Daily News

Among the merry battlers against extravagance, young folks who have all the fun there is and get away with all the gaiety anybody could want, are the clerks in the Rock Island railway freight office at Sherman and Taylor streets.

Suppose it's 12 o'clock noon. One minute seventy young men and women are working over wire baskets of correspondence, bills, files, adding machines, typewriters. The next minute they are all in line at a little hurry-up come-quick cafeteria in the corner. What they have to eat is—whatever they want. Every day they write for the committee what they want to eat the next day. It is surprising how efficient an eating service can be installed in a small space and easily operated with low prices by young folks who know what they want.

Well, eating is over. "Isle of Dreams," played by an insinuating orchestra comes from a Victrola. Twenty couples take the floor and circle in the mazy fox trot and Dardanella. Between dances singers sit around two big tables and Jeanette Szepanski, most often known as "Zip," strums a ukulele and everybody sings such things as "Love Him in the Morning," "My Gal, She Has Some Wonderful Ways," and "Hail, Hail, the Gang's All Here," with the words of the ancient original chorus of the last named piece.

Ah! Tony Marsello and Lydia Teade are dancing the Dardanella. Everybody takes a look. It is believed that the Vernon Castles or the Jean Sawyers or any other famous crackerjacks of the fantastic toe are not any better than Tony and Lydia. Then comes a number that's different. Al and Anna are on with a wild old-time Polish gypsy mazurka. It is as good as good vaudeville. Al as a citizen is Al Hinkelman and Anna is Anna Ballak, the capable stenographer in working hours.

The management of the fun and food arrangements is in the hands of "the committee"—Miss Margaret McManus, Henry Nothdurft and Albert Funk—who are elected by the votes of the Noonday Recreation Club members.

Low Freight Rates Condemned by Tribune

What is the value of an artificially low freight rate if it disturbs industry, leads to freight tieups, to partial or complete shutdowns of production in various communities and to the losses due to such a checking of national energy? For the public the balance is far on the wrong side, leaving entirely out of consideration the injustice done to investors in railroad securities. —New York Tribune.

Rock Island Magazine for May, 1920

Liberty Bonds Again in Popular Demand

Indications that the public is ceasing to be spendthrift and is again inclining toward thrift and sound investment is seen in heavy inquiries for small denomination Liberty bonds reported by banks and brokers throughout the country. The demand has reached the Treasury Department, many dealers having exhausted their available supply of the popular sizes of these securities, it was announced this week by the savings division of the Treasury Department. To supply the large "over the counter" demand for \$50 and \$100 bonds at present favorable market prices, the Treasury Department has issued instructions to the federal reserve banks which will expedite exchange of bonds of larger denominations for the smaller units. The instructions also provide ways and means by which banks and dealers may obtain the smaller denominations in the first instance if their customers require them.

Freight Traffic Men Win Bowling Pennant

The freight traffic department of the Rock Island Lines won the pennant of the La Salle Bowling League, which concluded its season in April. Second honors went to the engineering department. The feature of the last few games was the last-minute spurt of Peterson's Recorders, who leaped from fifth to third place, winning five out of six games in a double-header.

Brig. Gen. George M. Brasch, president of the league, and Secretary Fowler, had the co-operation of the bowlers throughout the entire season, and this made possible the great success of the enterprise. General Brasch (who was a corporal when the season started), has expressed the heartfelt desire that next fall will see a ten-team league, and he is very anxious that two other departments fall in line.

The general, inhaling a twenty-five cent cigar given to him on election day by a candidate for ward committeeman, fairly glowed with geniality and warmth when he summarized the success of the bowling league.

"It has been a glorious winter," said he, "and next season will be far better. Eh, wot?"

"Oui, oui," responded Mr. Fowler.

The final standing:

Team.	Won.	Lost.	Pct.	Team.	Av.
1. Freight Traffic....	71	13	845	42,959	511
2. Engineering Dept....	50	34	595	39,781	474
3. Recorders.....	42	42	500	37,794	450
4. Tracers.....	38	46	452	37,803	450
5. Checkers.....	37	47	440	38,603	460
6. Strippers.....	35	49	417	37,314	444
7. Building Engrs....	33	51	393	38,322	456
8. Federal Managers..	31	53	369	37,116	442

Individual Averages.	Games.	Total.	Av.
1. Stemm (1).....	81	14,433	178
2. Fowler (1).....	84	14,782	176
3. Scott (2).....	72	12,136	169
4. Peterson (3).....	81	13,615	168
5. Magnuson (2).....	75	12,398	165
6. Browning (5).....	72	11,859	165
7. Phillips (8).....	81	13,240	164
8. Godfrey (5).....	81	12,817	158
9. Ruehr (1).....	63	9,966	158
10. Scheder (4).....	84	13,096	156
11. Christensen (7).....	51	7,901	155
12. Blank (4).....	78	12,081	155

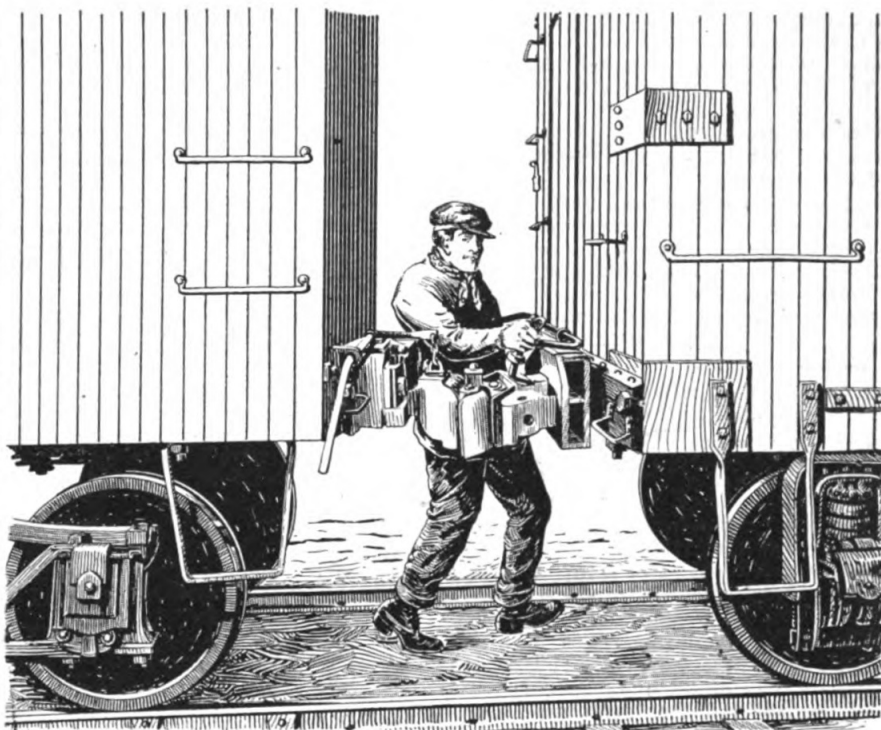
Individual high game—Scott, Engrs., 254.
Individual high series—Stemm, Freight Traffic, 617.

Team high game—Freight Traffic, 648.

Team high series—Freight Traffic, 1,683.

One of the popular summer pastimes promises to be watching the newly rich spend their money. *Baltimore American*

Hunting Jack Rabbits With a Locomotive



Did you ever ride over the plains of Western Canada at night in the cab of an electric lighted locomotive? No? Well, then you don't know what it means to hunt jack rabbits with a locomotive, so I shall have to explain.

Mr. John Jack Rabbit who, we must concede, is an important member of such a hunting party is most obliging in arranging the details. He understands that the locomotive, if it should leave the rails and start on a chase across the prairies, would be somewhat handicapped and, to overcome such difficulty, he himself leaves the plains and takes to the track.

Assuming that the rabbit is upon the track, the only other necessary detail to make arrangements complete is for some spirited locomotive to come up behind him and the race is on. J. J. is some sprinter and you have to put her in high and give her the juice before you get close enough to read his back number plate.

The race is exciting as long as it lasts, but it always has one ending—John J. gets run over.

"Why don't the fool rabbit jump from between the rails and get out of the way?" Don't know; suppose he has a reason. Anyway, so long as the headlight shines along the track showing the two dark bands of steel, J. J. keeps between the rails, and no warning is going to make him change his mind on that proposition.

Now, some people have been so harsh and inconsiderate as to insinuate that the rabbit uses rather poor judgment in getting between the rails when there is no law of the land or rule of the road requiring him to do so, and especially poor judgment in remaining between the rails and being run over.

In fact, some rude persons, in commenting upon his habits in this respect, have used short, violent expressions to denote his lack of intelligence, such as no railroad man ever uses, or would even understand, for which reason I shall not go further into particulars on this point. I'm merely trying to make it plain that his judgment has been called into serious question.

Far be it from us to impute this pioneer of the plains any lack of a profound philosophy of life—and death. Rather do we believe there is some "method in his madness" too deep for many of us ordinary mortals, and long have we been worried and sorely perplexed to have revealed unto us the causes thereof.

To the wise men of the East and the wild men of the West hath this riddle been propounded; but sayeth they not. Then wandered we afar to the seat of the Oracle, and thus spake he: "Go back to thy home and ask certain of thy conductors, brakemen and yardmen."

And thereupon a great light spread round about us. For hath not these men been doing likewise as the jack rabbit, except even more so? Doth they not leave the safe path and go between the rails, even between movings cars, when no law of God or man requires such peril, and doth they not persist therein, refusing, like unto the rabbit, to heed warnings until they, too, are run over.

Of course an Oracle cannot be expected to go into details—if he talked much he wouldn't be an Oracle—but having seen the light, there was a consuming desire to ask the Oracle just one or two more questions.

Why, for instance, do the trainman or yardman and the jack rabbit, since they agree perfectly on the general principle of getting between the rail and keeping it up till something happens, differ so materially in the way they go about it? The jack rabbit, you will note, always gets between the rails at a safe distance ahead of the train where, if he should stub his toe and fall, he would at least have a chance to get up again and keep going. The trainman or yardman doesn't like that method at all. He prefers quick action and darts right in between moving cars where a fall is sure to mean the operating table or the cooling board.

Why such different methods? Can it be that the jack rabbit has too much love for his family to run the risk of going between moving cars?

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Original from

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Bridges and Trestles Play Important Part

ROCK ISLAND employees may well be proud at the progress made in recent years in the rehabilitation and building of bridges, trestles and culverts. They are able to point with pride to the fact that, during a period of ten years (1906-15), the railroad expended nearly four and one-half million dollars in these improvements, and that this has actually reduced the cost of maintenance to a considerable extent.

Not so many years ago the Rock Island was graced with numerous wooden bridges, not of permanent character, but during the era of development, which, roughly speaking, extends from approximately 1906 until the beginning of the war, many powerful steel structures have taken their place.

During that period, the Rock Island rebuilt a total of 167,829 linear feet of pile trestle and 54,000 linear feet of ballasted deck, and the road replaced 22,834 linear feet of pile bridges with steel and filled 93,000 linear feet. * The road built new pile trestles to the amount of 38,500 linear feet and steel bridges have been rebuilt to the extent of 20,785 feet. Concrete boxes constructed during the era totaled 28,723 and cast iron pipe placed included 44,900 linear feet.

These figures, which may appear rather statistical in effect, loom up quite naturally to the railroad man, and it speaks well for the high standard of maintenance possessed by the Rock Island.

The operating expenditures of bridges, trestles and culverts for the ten years totaled \$8,383,537, or an average of \$838,353 per year, and the A. & B. expenditures for the same period amounted to \$3,214,880, or an average of \$321,488.

The average number of loaded cars per train in 1906 was 16.86, and empties, 6.77. In 1915, the average number of loaded cars was 19.27, and empties, 8.30. That alone tells the story, because the heavy trains of today could not have been hauled over the bridges, trestles and culverts of 1906. Another important point to be taken into consideration in making the comparison between the first and last year of the development era is the great difference in tractive power and weight of locomotives. In 1906, the average tractive power of all types of engines was 23,430, weight 68 tons and weight on drivers, 52.75 tons. In 1915 the tractive power was 29,431, weight of engine, 83.66, and weight on drivers, 66.40.

The total linear feet of bridging in 1906, compared with 1915, also offer some interesting figures. Iron and steel structures in 1906 totaled 122,487 linear feet in 1906, and 150,883 in 1915. Other comparisons: Masonry, 287 and 891; combination wood and iron, 5,417 and 900; wooden on concrete, 3,512 and 2,199, and trestles, 379,312 and 347,807.

The total maintenance in 1906 was \$858,306, an average of \$1.68 per linear foot and \$125 per mile of track. In 1915, the total maintenance cost was \$745,140, an average of \$1.48 per linear foot and \$100.41 per mile of track. By 1915 the Rock Island was beginning to derive the benefit from the capital invested.

Justification of expenditures for such improvements have been divided into six classes. They are:

1. Decrease in maintenance expense.
2. Increase in safety.
3. Uninterruption of traffic.
4. Decrease in flood damages.
5. Decrease in insurance.
6. Increase in weight of power, thus decreasing the operating expenses.

Approximately \$1,000,000 worth of additional capital was spent on work for the express purpose of taking care of classes No. 2 and No. 6. No visible means of paying for the investment can be com-

Conductor Langham and His Young Arkansas Farm

CONDUCTOR G. T. LANGHAM, of Malvern, Ark., is not letting any grass grow underneath his feet in cutting down the high cost of living and increasing his income. Mr. Langham is able to produce practically all of his vegetables, to say nothing of poultry, eggs and meat, and as a result his monthly bill at the grocery store is so negligible that he can well afford to smile pleasantly all the while.



Conductor Langham and one of his hogs, which is worth its weight in Chinese yen, Argentine pesetas or Bhutan gold.

For instance, Mr. Langham has a cow. And what a cow! A four-year-old Jersey, and she gives from two to three and one-half gallons of milk daily, and the milk, plus the cream obtained therefrom, is of wonderful quality. And the neighbors are always glad when Mrs. Langham has a surplus of butter and buttermilk to sell to them. This proud Jersey costs \$4.50 a week to feed, but more than makes up for that sum in money saved, and in the profits made by occasional butter and milk sales.

While conductor Langham is very fond of milking the Jersey, his 15-year-old daughter, Loraine, really obtains the best results, he says, because the cow rather favors the young woman. Ralph, the 12-year-old son, is ringmaster at the

puted in class 2—safety—but its indirect worth can never be disputed. Lives cannot really be figured in dollars and cents, and there is no accurate way of figuring lives and limbs saved because of more precautions for safety.

In looking at the railroad investments from all angles, it will perhaps be of interest to the employees of the Rock Island Lines to really learn what a large percentage of capital is invested in bridges, trestles and culverts, and what an important part these play in the operation and maintenance of the railroad.

The steady improvement of the standard of the Rock Island right-of-way, equipment and rolling stock, has been noted with approval by employees and by the traveling and shipping public as well.

barn and hog-lot, and his main job is to furnish *aqua pura* for the animals.

Two little pigs were purchased by Mr. Langham when they were mere infants and they were raised on the waste from the kitchen and fed some corn, bought cheaply after an overflow. For twenty-seven dollars, therefore, Mr. Langham, last winter, was able to butcher 300 pounds of the most edible pork in the world.

And that is not all! Twenty-three hens have proven another good investment for this enterprising Rock Island man. They are of a good strain of barred rocks. The high egg prices do not cause the Langhams to lose any sleep. They buy scrap from the flour mill at \$1.50 per hundred and feed the chickens a little of this twice daily, and the upkeep is very slight.

And last but not least, in this chronology of the Langham estate, is the garden, which is tenderly cared for during spare hours, and which furnishes the table constantly. Inasmuch as Mrs. Langham is famed far and wide as a cook, this combination of home cured pork, fresh eggs, fresh vegetables, regular milk and cream, etc., makes the family board fairly groan with good things to eat.

This "side-line" of Conductor Langham and his family is not merely useful in easing the strain of living prices, but it furnishes them untold enjoyment all of the time.

Conductor Griffin Praised by Texas Passenger

R. G. Alexander, of Bonham, Texas, has written the following letter to Supt. H. R. Saunders about Conductor Bert Griffin, of Enid, Okla., who is on trains 703 and 704, between Enid and Waurika:

"Believing that excellent service deserves recognition, I wish to call your attention to Conductor Griffin on your division. The courteousness of Conductor Griffin and his solicitude for the comfort of his passengers was very noticeable. I never saw him until Thursday morn last, on No. 704. Preventing thoughtless passengers from raising windows and freezing people in seats behind them was handled very nicely by him."

"Economy is the only way to avert a national financial crisis." In that case, we're afraid the jig is up.—*Charleston News and Courier*

Broodiness Is a Check to Heavy Egg Yield

By H. Armstrong Roberts

ON farms devoted to egg production it is the hen's exclusive business to produce this product in the greatest numbers, and as continuously as possible. It is her manager's duty to see that she is equipped with every facility toward this end, and that her activities are not allowed to lag.

Where poultry is raised on any sort of a scale the hen is not held responsible for rearing the next season's flock of pullets. It is far more economical to perform this work by artificial means, with the aid of incubators and brooders, as has been pointed out in these columns. In consequence the hen is denied any participation in the furtherance of her species, save the laying of the egg, and any inclination toward such maternal ambitions must be promptly discouraged. In other words, broodiness—that desire to hatch a setting of eggs—must be stopped.

It is most natural for a hen to become broody. Even the so-called non-sitting varieties, such as the Leghorns, become broody, though not so frequently nor so persistently as the heavier breeds. If left to her own devices the hen would steal her nest, lay fifteen to eighteen eggs in it, then proceed to hatch them.

EGGS ARE LAID IN SERIES

The hen's egg production is not a regular sequence of so much daily nourishment converted into so much egg-making material, though that is the aim of the breeder of high-producing poultry. The egg cells, of which there are many hundred in a well-matured, normal hen, are formed in series or clusters, each series being developed or retarded in accordance with the hen's general health and her ability to consume sufficient quantities of correctly balanced rations.

When a hen has laid a series of eggs a rest period follows. The duration of this rest period varies widely with individuals, just as the number of eggs in a series varies. There may be a dozen egg cells in a series or five dozen. The rest period may consume five days or five weeks. Both factors are influenced by the management of the hens.

In the spring and summer months the rest periods are usually accompanied by broodiness. Leastways there is an inclination toward broodiness. Whether or not it becomes a fixed state is up to the poultryman. If he interrupts the hen, if he discourages this broody inclination at the very beginning, the hen will soon abandon the desire to set, following which another series of eggs will be developed.

Failure to discourage broodiness is probably the most potent cause for the low rate of egg production in the majority of flocks. The broody hen eats and drinks very little and takes practically no exercise. In consequence she soon becomes thin and emaciated, and we are apt to marvel how she sustains life at all.

BROODY HEN BECOMES VERY POOR

She could not survive if it were not for her ability to draw upon her internal storehouse for sustenance. It is the depreciation of this store of energy that causes her egg-producing

organs to become contracted and dormant, and in the same inactive, shrunken condition that we find in the immature pullet or in the fowl that is passing through the molt.

The hen reverts to this impoverished state in an astonishingly short space of time. Then, with all things favorable, from four to six weeks are required to bring her back into laying. If conditions are not favorable, for example, if the weather is very hot, or if she

is not fed stimulating rations, or if she was never but an indifferent layer at best, the chances are she will not resume laying until next season. Instead, it is highly probable that she will enter the molt.

From now until the middle of June is the season of heaviest egg production, after which the egg yield will fall off very rapidly if the poultryman is not watchful in respect to broody hens. There should be a hard and fast rule to go over all the nests every evening and remove therefrom any fowls that show signs of broodiness.

Inexperienced persons may reason that it seems unnecessary to make this a daily task, and that to go over the nests once a week or every few days will answer the same purpose, but such is not the

(Continued on page 62)

Cedar Rapids Division Inspected by Officials

A GENERAL inspection (especially of stations) of the Cedar Rapids Division was made April 5th to 17th, 1920, using passenger motor car 9022 in charge of Conductors Stonebraker and Gower and Engineer Knowles.

Sufficient time was taken at each station to investigate its administration and operation, the handling of business from various angles, and to thoroughly inspect the station property.

E. L. Goff, Division Freight Agent.
W. Metcalf, Traveling Freight Agent.
W. R. Hall, Traveling Freight Agent.
W. L. Pauley, Trainmaster.
B. A. Wait, Division Engineer.
C. H. Peterson, Secretary to Superintendent.
G. Goodman, Master Carpenter.
C. D. Carr, Roadmaster.
C. Linehan, Roadmaster.
C. Kelly, Roadmaster.
C. P. Clark, Division Storekeeper.



Rock Island men who made an inspection of the Cedar Rapids division in a special motor car. Underwood & Underwood Photo

On the inspection committee were:
H. H. Potts, Supervisor Freight House Operation (chairman).
E. D. Hungerford, Superintendent.
L. F. Shedd, General Supervisor Safety and Fire Prevention.
A. L. Dewey, Chief Loss and Damage Inspector.
A. S. Collins, Transportation Inspector.
W. S. Smith, Station Supervisor.
G. A. Gruver, Loss and Damage Inspector.
J. J. Beacom, Traveling Car Agent.
F. H. Fleming, Traveling Car Agent.
Accompanying the committee over parts of the division were:

The committee acknowledges its indebtedness to Superintendent Hungerford and his entire staff for their co-operative assistance and noticeable desire to make the inspection complete in every detail.

"Her doctor says he will soon have her looking herself again."
"I thought she was going to a beauty doctor."

"I can't walk across the street in this mud."
"Well, I'm no Walter Raleigh, but I'll carry you across."

WHAT THE WORLD IS DOING

The Allies have delivered a note to Holland on the subject of the ex-Kaiser, in which they have emphasized again the responsibility which the Dutch government has assumed in guarding Wilhelm.

The American government has replied to the invitation of the League of Nations to send a representative to accompany the commission appointed by the league council to investigate the situation within Soviet Russia. Non-resident membership in the league precludes par-



Henry Morgenthau, who has been appointed Ambassador to Mexico, succeeding Mr. Fletcher. Mr. Morgenthau was Ambassador to Turkey during the war and is well known in diplomatic circles. Underwood & Underwood Photo

participation in the commission's work by any official representative of this government and the sending of an official representative to accompany the commission as an observer has not been deemed practicable by the state department.

Roger Sullivan, Democratic leader of Illinois and prominent in national politics for many years, died at his home in Chicago on April 14, of bronchial pneumonia. He has been in ill health for many months.

Japan has not fortified any of the former German islands in the Pacific and has no intention of doing so, Ambassador Shidehara declared recently in a statement given out to newspaper men in Washington. The diplomat said that Japan was adhering strictly to the terms of the peace treaty.

Gabriel Shirley, a canal lock laborer of Hagerstown, Md., received word recently that he and his five children are heirs to \$7,000,000 from the estate of \$22,000,000 left by a cousin, who went West in 1849. Mr. Shirley resigned his job with the C. & O. canal and bought an automobile "toute de suite" and intends to take life less strenuously in the future.

More than 100 members of the House of Representatives plan to leave San Francisco on July 5 on the transport Mount Vernon for a two months' visit to

the Orient. The purpose of the visit is to obtain facts of conditions in Hawaii, Philippines, Japan and China due to the important legislation involving the Pacific.

Mary Pickford, film star, was divorced at Minden, Nevada, in March, from her husband, Owen Moore, also famed in the movies. They were married in 1911. A few days later Miss Pickford married Douglas Fairbanks, probably, next to Charles Chaplin, the highest salaried player on the screen. They plan a honeymoon tour of Europe. Complications began, however, about the middle of April, when the attorney-general of Nevada filed suit to annul the Pickford-Moore divorce on the allegation that it had been obtained by misrepresentation.

Premier Nitti, speaking to the Italian Senate, urged, recently, a more humane conception of international relations, and advocated a measure of leniency toward the German people.

President Seitz, of Austria, sent an Easter greeting to the American people through the Associated Press. The Austrian executive said:

"Thanks to the generous food drafts on American relief warehouses, we are able to make Easter a veritable feast of joy for many poor families. I wish to thank the generous donors and wish them the same joy which is filling the hearts of those benefited by their generous gifts."

When the Spanish ambassador to Argentina departs for Spain in a short time, he will carry with him a check for one million pesetas, payable to King Alfonso. The money was bequeathed by Jose



Can you blame Doug? This is the latest photo of Mary Pickford, famous film star, whose divorce from Owen Moore and marriage to Douglas Fairbanks caused much printers' ink to be expended in glaring headlines. Underwood & Underwood Photo

Menendez, a very wealthy Spaniard, who died in Buenos Aires recently. He stipulated that the money must be used for primary education in Spain.

The joint scale committee of the bituminous coal miners and operators unanimously agreed to an increase of 27 per cent in wages awarded by the president's coal commission. This increase became effective April 1.

Grover Cleveland Bergdoll, millionaire Philadelphian, who evaded the draft for two and one-half years, was recently sentenced by court-martial to serve five years in the penitentiary at hard labor.

Frederick Douglass, a negro, renowned as a statesman, publicist and journalist, is the only member of his race nominated for the New York University Hall of Fame.

The Republic of Guatemala, according to reports which have simmered across the boundary line into Mexico, is in the midst of grave internal strife. The situation is beginning to assume the serious aspect of civil war.

The *Chicago Tribune* recently published an editorial urging its readers to borrow a paper, instead of buying it, in order to cut down the consumption of newsprint. The paper urges that two families go in together and obtain one subscription.

Richard Croker, former Tammany boss, millionaire and now a resident of Ireland and Palm Beach, is facing suit in court instigated by his children, who claim that he is not mentally capable of handling his estate. Mr. Croker was married a second time a few years ago.

Francis Ahren, an undertaker, and James J. Wall, a real estate promoter, of Hartford, Conn., have been characterized as profiteers of a very high grade caliber. They recently purchased the home of Mark Twain for \$55,000, announced they would raze it to the ground, and when book-lovers and others protested, offered to sell the property for \$300,000, a net profit of \$245,000. The property may be condemned by the state for a fair sum and created into a permanent memorial for the late writer. In such an event, Messrs. Ahren and Wall would be left hanging on the proverbial limb out of reach of the delicious plums.

The Turkish cabinet, headed by Sali Pashi, has resigned and a new one has been formed.

George Thitcher, the Russian Soviet foreign minister, has notified Poland of his willingness to open peace negotiations, as Poland has suggested, according to a wireless message from Moscow received at London.

Brigadier General Harts, chief of staff of the American forces in Germany, has testified before the house was investigating committee concerning charges of cruelty to American soldiers in the prisons of the Paris district during the time that General Harts was in command of that district.

Leban, in Asiatic Turkey, has declared its independence of Prince Feisal's government. *Look* Magazine for May, 1920

ernment, the state department at Washington was advised recently by the American consul at Beirut.

The mystery of the identity of a Buenos Aires witness in the case of former Premier Joseph Caillaux, on trial before the high court of the senate on charge of treason, is still unsolved.

Principles of cold storage legislation were approved by representatives of Armour & Co. and Swift & Co. at the opening of hearings before the senate agricultural committee at Washington.

Charges and counter charges that business interests of Alaska were being represented in the controversy over proposed legislation to extend powers of the Alaskan shipping board were heard by the senate commerce committee at Washington.

A thorough investigation of the killing of Paul R. Demott, an American citizen, who was shot in an alleged attempt to escape from a prison at Wesel, Germany, will be made by the government.

Japanese casualties in the fighting between Russian and Japanese forces on April 5 at Khabarovsk, in the Amur region, totaled eighty-four killed and 183 wounded. The Russians lost 400 killed and 1,500 taken prisoners. Vladivostok is quiet.

No news had been received of Miss Mary Ellen Appel of Allentown, Pa., a Society of Friends welfare worker, who has been missing in Paris since April 7. American and French detectives are working on the case.

Admiral Strauss said before the senate investigating committee that as soon as the world war started in 1914 the navy began laying in a large supply of reserve guns of all calibers, powder and projectiles, preventing a shortage when the United States entered the war.

Dr. James Rowland Angell, for many years dean of the University of Chicago and internationally known as a scientist, has been elected president and chief executive of the Carnegie Foundation. He is the son of the late James Burrill Angell, long president of the University of Michigan.

Louis T. Cavanaugh, manager of the Mississippi river section of the Federal, Mississippi and Warrior River Barge line, with headquarters in St. Louis, was drowned in the Mississippi river at Memphis, Tenn., when a skiff in which he was riding was capsized by a whirlpool.

The Republic of Salvador will adhere without reservation to the league of nations. The policy of the government is cordial and friendly toward the United States, and the government has denied the report that Salvador had proposed a Latin-American court from which the United States would be excluded.

Declaring that Ludwig C. A. K. Martens, self-styled Russian soviet ambassador to the United States, is a German subject "and in consequence an enemy alien," the senate committee which investigated his case reported that his activities had been such "as to render him more

A RECORD OF CURRENT EVENTS

suitable to investigation by the department of justice than by a senate committee."

A substitute resolution providing for regulation and public use of the navy radio was reported out by the house merchant marine committee. It would per-

The adoption of a resolution, which was forwarded to Secretary of War Baker by the United States Good Roads Association, urging that a similar expedition of motor trucks as set out by the war department last summer over the Lincoln highway from Washington to



Photo copyright by Underwood & Underwood
This is a scene on one of the piers at Hoboken, N. J. A consignment of bodies of American soldiers who died "over there" has just been received and are draped in Old Glory.

mit the navy to handle at rates not lower than those charged by private concerns and at points where commercial facilities are inadequate, press and commercial messages, and limit the navy's transmission of ship to shore business to government matter.

San Francisco be sent over the Bankhead national highway from Washington to San Diego, Cal., to demonstrate the necessity of good roads for military purposes, featured the sessions of the United States Good Roads Association and the Albert Pike Highway Association at Hot Springs, Ark.

Three visiting yachtsmen, asleep in a boat house, were burned to death and three others seriously injured in a fire at a boat plant at Port Clinton, O.

Joseph Caillaux, former French premier, is charged with treasonable communication with the enemy in the world war.

The International General Electric Company of Schenectady, N. Y., has been awarded a \$2,000,000 contract for the first electrification of a steam railroad in South America—a twelve-mile stretch in Brazil.

President Deschanel of France was bestowed the insignia order of the Seraphim, the most illustrious of the Swedish orders, by King Gustave of Sweden, who is in Paris on his way to the Riviera.

American citizens or concerns having claims against former German ships which the reparations commission has announced it will divide on June 15, were notified to present them to the state department before May 1.



Can you blame Mary? Just between us girls, now, honestly, didn't Mary show good judgment when she picked Douglas Fairbanks for a husband? He and his bride have but one rival in movie money coining, and he is Charlie Chaplin, who is having domestic troubles of his own.

Original (Continued on page 44)

Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

HERE ARE SOME RECIPES TO PREPARE MEAT AND VEGETABLE JELLIES.

JELLIES with a meat or vegetable basis have so many uses that they should be prepared more frequently. They can be made the main dish of the luncheon or dinner menu, are especially good for Sunday night supper, as they can be made a day ahead, served cold without any additional fussing.

As a garnish for cold meats or combined with lettuce or watercress they make attractive salads, and cold meat or vegetables jelly may be sliced thin and served as a filling for sandwiches. Chicken and salmon are the most popular basis for the meat jelly, and any other meat or vegetable may be combined with tomato or jellied by itself.

CHICKEN JELLY.

- 1 chicken
- ½ teaspoonful of salt
- 3 peppercorns

Cover the chicken with water and stew for 3 hours, adding a little water if required. When the meat is so soft that it falls from the bones, remove the bones, pound them, and add, boiling a few minutes longer. Strain, set the liquid aside to cool and remove the fat.

TOMATO JELLY.

- 1 can of tomatoes
- 2 tablespoonfuls of gelatine
- 2 teaspoonfuls of salt
- 1 teaspoonful of sugar
- ½ cupful of cold water
- 1 slice of onion
- 1 bay leaf
- 3 peppercorns

Let the gelatine soak in the cold water until soft. Cook the tomatoes with the seasoning for 15 minutes, then strain and mix with the softened gelatine until it is dissolved. Pour into ramekins moistened with cold water, and put in a cold place to harden. For salad, turn out on lettuce and serve with mayonnaise or French dressing. Or it can be cut into cubes and placed on top of any salad, flaked fish or as a garnish, for cold sliced meats.

TOMATO JELLY WITH WHIPPED CREAM.

- 1 can of tomatoes
- 1 onion
- 1 bay leaf
- 1 teaspoonful of cinnamon
- 1 tablespoonful of gelatine
- 2 tablespoonfuls of vinegar
- Salt, pepper.

Simmer tomatoes until very soft and strain. Soften gelatine in one-half cupful of cold water, then pour the hot tomato juice over until gelatine is melted. Pour into a jelly mold and set aside in a cold place to harden. Serve as a vegetable with this sauce:

- 1 tablespoonful of grated horseradish
- 2 tablespoonfuls of vinegar
- 4 tablespoonfuls of whipped cream
- Salt, cayenne

Beat together until thoroughly blended.

WAYS TO VARY YOUR BREAKFAST MEAL.

Have you tried making the Scotch scones for breakfast? They make a most

usual breakfast bread and a pleasant change from toast or rolls.

SCOTCH SCONES.

- 3 cupfuls of flour
- 1 cupful of milk
- 3 teaspoonfuls of baking powder
- 3 teaspoonfuls of butter
- 1 teaspoonful of sugar
- ½ teaspoonful of salt

Sift together the flour, salt and baking powder twice over, then cut in butter and milk. Divide into three parts and bake in a fairly hot oven for 20 minutes. Spread with a little butter after removing from the oven.

SOUP MILK SCONES.

- 4 cupfuls of flour
- 2 cupfuls of sour milk
- 1 teaspoonful of soda
- ¼ teaspoonful of salt

Sift together the flour, salt and soda and add the sour milk. Then bake as above.

EGG MUFFINS.

- 1½ cupfuls of flour
- 1 cupful of milk
- 2 eggs
- 3 teaspoonfuls of baking powder
- 1 teaspoonful of butter
- ¼ teaspoonful of salt

Sift the dry ingredients together and mix with the beaten yolks of eggs, milk and melted butter. Fold in the stiffly beaten whites of eggs and pour in greased muffin pans. Bake in a hot oven for 20 minutes.

POPOVERS.

- 1 cupful of milk
- 1 cupful of flour
- 1 egg
- Dash of salt

Sift the flour and the salt. Beat the egg well with an egg-beater and add to the flour, continuing the beating. The secret of puffy popovers is in the beating, and this should be done thoroughly. Heat greased muffin pans and pour in the mixture. Bake in a hot oven for 20 minutes.

EGGLESS MUFFINS.

- 2 cupfuls of flour
- 1 cupful of milk
- 4 teaspoonfuls of baking powder
- ½ teaspoonful of salt
- 2 teaspoonfuls of sugar
- 1 tablespoonful of butter

Sift the dry ingredients together and mix quickly with the melted butter and milk. Pour into greased muffin pans and bake in a hot oven for 20 minutes.

CORNMEAL ROLLS.

- ¾ cupful of cornmeal
- 1¼ cupfuls of flour
- ½ cupful of milk
- 3 teaspoonfuls of baking powder
- 1 teaspoonful of salt
- 2 tablespoonfuls of butter
- 1 egg

Sift together the dry ingredients and cut in the butter with a knife. Beat the egg well and add the milk, then mix with the dry ingredients. Form into shapes like Parker House rolls, place in a greased pan and bake in a hot oven for 15 minutes.

LUNCHEON DISHES.

Did you ever try sour milk, au naturel, as a luncheon dish? Since war economies made more housekeepers utilize sour milk instead of throwing it away we have had more dishes made with sour milk, not to mention all the home-made cottage cheese that has emerged out of the three-day-old milk that once was thought worthless. But abroad a common dish is a plain bowl of cold, jelly-like, sour milk, perhaps sprinkled with a dash of paprika, eaten with brown bread. It's plain fare—but very wholesome, and will be relished for its tart, refreshing flavor, even when more fancy dishes fail to tempt the appetite.

Cheese should be eaten much more in its fresh state. The luxurious, aged cheese so much desired by epicures is not desirable nor digestible for everybody, although a little of it is not necessarily harmful. But fresh cheese is wholesome and digestible, and can be eaten by any one. Here are some unique recipes:

CHEESE SOUP.

- 3 cupfuls of milk
- 1½ tablespoonfuls of flour
- 1 Cupful of grated cheese
- Salt, paprika
- Onion juice

Mix the flour with a little milk gradually until it is well blended, and cook in a double boiler until smooth and thick. Then add cheese and seasonings and serve hot with croutons.

VEGETABLE CHEESE SOUP.

- 3 cupfuls of milk
- ¼ cupful of grated cheese
- 2 tablespoonfuls of butter
- 2 tablespoonfuls of flour
- 2 tablespoonfuls of chopped carrots
- 1 tablespoonful of chopped onion
- 1 teaspoonful of salt

Melt the butter and cook the vegetables in it, then add the flour and mix well. Gradually thin with the milk and continue cooking for about 15 minutes, preferably in a double boiler. Before serving stir in the cheese and cook until melted.

CHEESE SALAD.

- 1 cupful of grated cheese
- 1 cupful of whipped cream
- 1 tablespoonful of gelatine
- Salt, pepper

Mix together the cheese, whipped cream and seasoning. Soften the gelatine in a little cold water, then dissolve in about ¾ cupful of hot water. When cool add to the whipped cream and cheese mixture and pour into a mold to harden. Serve in cubes on lettuce with French dressing to which a little grated cheese is added.

A delicious sweet salad is made by mixing ordinary cottage cheese with a currant preserve, forming into balls and serving on lettuce leaf. The dressing used should be made with lemon juice instead of vinegar.

FRIED CHEESE BALLS.

- 1½ cupfuls of grated cheese
- 3 eggs
- 1 tablespoonful of flour
- ½ teaspoonful of salt
- Cayenne, breadcrumbs

Separate the yolks of eggs and mix with the other ingredients. Beat the egg whites stiff and fold in. Form into balls, dip in breadcrumbs and fry in deep fat.

Fresh cottage cheese, mixed with a little cream and a dash of paprika or pimento, makes delicious sandwiches. If desired, the mixture can be spread between two slices of brown bread, then lightly fry the bread on both sides in a little butter until brown.

Beauty Hints

By Lucrezia Bori

The Famous Spanish Prima Dona

EXERCISE—THE ROAD TO TRULY BEAUTIFUL ARMS AND SHOULDERS.

THE creed of beauty is: "I believe in exercise and I practice it." For the under-developed person exercise increases the muscular growth and fills out the deficient tissues. In the case of over-development that runs to obesity the same exercise destroys the same surplus fatty tissues and replaces it with muscular tissue, which when firmly developed is of more beautiful outline than flabby flesh.

If you want to grow thin the most favorable results will be obtained by going through your exercises rapidly with light, quick movements. Such exercises will further help to reduce your weight if you wear a sweater while performing them.

In exercising to reduce you should give at least 30 minutes daily consistently to performing them. Do not let any day go by without at least 20 minutes devoted to continuous exercise.

For those who are too thin, too much exercise of the heavier muscles may not be advisable, but a moderate amount of exercise applied to any particular region is invariably beneficial.

Exercises of the arms and shoulders are important in rounding out the contour of your entire body if it is too thin and in decreasing the tissues if you are too fat.

Stand erect with your chest well forward. Reach your arms directly in front of you with your hands clenched and your arms turned upward. Draw your arms back as far as possible, bending your elbows and keeping them as close to your sides as possible, and as your elbows come backward take a full inhalation.

Raise your arms and stretch them high above your head. You will find your chest raised and your back arched. Slowly bend your arms at the elbows and bring them down until your hands are in line with the tips of your shoulders. Always keep your elbows back as far as possible. Go through this motion from eight to ten times. It is not only beneficial in flattening rounded shoulders, but is also fine for developing an attractive carriage.

Stand erect, holding a pair of dumb-bells or flat irons with your arms down at your sides. Bend your right arm sharply until the weight touches your shoulder. Then while your right hand is descending bring your left arm up in the same way.

With your dumb-bells or flat irons in each hand bring them up until the weights touch the shoulders. Then push upward with your right hand until it is extended at full length over your head. While this hand is descending push upward with your left hand.

Stand with your hands naturally at your sides. Taking your dumb-bells or flat irons in each hand bring your hands up sidewise, keeping your arms stiff until they meet above your head. This exercise will produce well-rounded shoulders

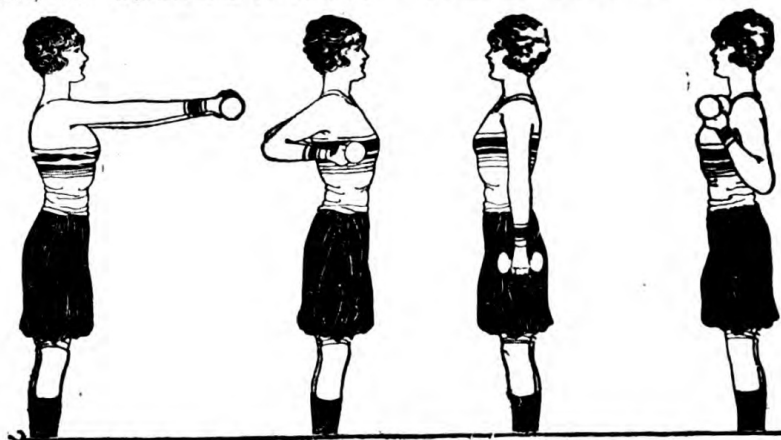
tips and develop the muscles which cover these parts.

Take the same original position as in the preceding exercise and while keeping your arms straight swing your hands up sharply in front of you until they're extended high above your head.

Take a sitting position, holding your dumb-bells or flat irons, let your forearm rest along the thighs with your hands just above your knees, keeping your palms upward. Bend your wrists as far upward as possible.

Take the same position with your palms facing downward. Turn your hands upward as sharply as possible.

These exercises, while especially designed for beautifying the arms and shoulders, will improve the entire body.



This will keep you in trim.

HOW TO REDUCE ON A BEAUTY DIET.

In planning a diet to reduce your weight it is necessary to find food that will supply all the elements needed by the body and yet possessing the least quantity of fat-producing material. This is difficult, since nearly all foods produce some fat if you eat too much. A weight-reducing diet must be restricted in quantity. You must not only select your food carefully if you would reduce, but you must also adopt methods of eating that will tend to reduce the total amount eaten.

All eating between meals should be eliminated. Excessive body weight is frequently caused by this excessive eating. Candy is the chief offender. If you are partaking of enough food at your regular meals and in addition are indulging in an average of two or three pounds of candy a week the result will be a constant gain in weight.

Perhaps the simplest of all means of reducing is the elimination of one of your regular meals. This should be either lunch or breakfast. If you find that this omission creates too great a craving for food at the former meal hour, you may indulge this craving to the extent of partaking of acid fruits or light beverages such as weak tea or fruit juices.

Another principle of eating that will naturally assist in appeasing your hunger and decreasing the quantity of food

taken is the habit of thorough mastication. Eat slowly, taking your food in small bites. Chew each mouthful without the addition of liquid until the food is thoroughly liquified. You will be surprised to find out how quickly your appetite will be satisfied with a small quantity of food if you chew it well.

Select foods which because of their form will encourage such mastication. Dry toast and firm bread should be used. Dry cereals should be eaten only with skimmed milk. All liquids used at meals should be taken separately as drink. They should not be used as aids in swallowing nor served with the food.

Bread should be eaten of sparingly. Most persons who are overweight eat too much bread without realizing it. Potatoes are the vegetable most commonly forbidden in weight reducing. This is due not only to their fattening qualities, but also to the fact that like bread they are so plentifully used.

The fat-reducing menu requires a fruit breakfast. A limited serving of eggs, meat or fish may be added, although a strict weight-reducing diet consists only of fruit, with possibly a bran muffin and tea or coffee without cream. A reducing luncheon should consist of fruits and vegetables, and a reducing dinner may in-

clude any thin soup, followed by a moderate meat order with vegetables. Desserts if possible should be avoided, but if taken should consist of fruit or gelatine or some such dainty. Cocoa and milk should be avoided.

Tea and coffee and all sorts of fruit drinks and carbonated waters are practically free from fat-containing elements except a small quantity of sugar.

Observe your weight each week, and try to bring down your pounds gradually. After you have lost the amount desired adhere to the same general type of simple diet. If the scales start climbing you must stick to a restricted regime.

For those whose natural appetites lead to excessive weight eternal vigilance is the price of beauty.

DO YOU MAKE FRESH AIR YIELD ITS FULLEST BEAUTY VALUE?

In the cultivation of beauty there is nothing more important than deep breathing. We need less instruction for breathing than for any other of the habits of beauty-giving health, yet few of us breathe as we should. We do not breathe deeply enough, and we do not breathe the right kind of air.

Pure, fresh, cool, invigorating air, together with the mystical elements that dwell in sunlight and the great outdoors are the great beauty builders.

(Continued on page 47)

Of Interest To Women

WHITE taffeta is having its annual revival, both in plain colors and two-toned effects; there are also lovely satin finished crepes, flowered georgettes and chiffons, and many new and novel cotton materials. Foulards, too, dotted Swiss and linen will be worn. Fiber silks are very popular, some varieties are fine for one-piece dresses of a simple character, sometimes embroidered with chenille or raffia, or trimmed with wool angora or organdie.

For business and general wear, there are new serges, linens and gingham.

Black taffeta is smart combined with white organdie.

Hem stitching, beaded seams, drawn-work, even machine stitching, are all used with good effect on spring dresses.

A pretty effect is gained by binding tunic and flounce edges with a narrow bias of the dress material.

A straight, draped or fluffy frock may have a sash of organdie or a belt of gay colored ribbon.

Large collars are fashionable, and for the sailor collar a strong revival is promised.

Tunic draperies, like shirtwaists, and chemise dresses, are ever popular. One may have a long tunic, a half-way tunic or a short tunic. Its shaping may suit individual taste.

Plaited skirts are shown in all sorts of plait forms; some with plain panels and the plaits over sides and back.

Organdie is still with us. It is pleasing in white and also in colors. Dresses of cotton net are trimmed with self-ruchings, with satin ribbons, taffeta bindings and embroideries. Attractive blouse dresses may be made of ratines and eponges and also of the finer Japanese crepes.

Ginghams have grown more beautiful in patterns and colorings and it is no longer plebian to wear a cotton frock.

Linens have lost none of their popularity.

Dotted Swiss is used in connection with organdie, taffeta, satin and printed georgette, but embroidery and lace and a ribbon girdle are the prettiest trimmings for these dresses.

A dress of cotton voile is trimmed with frills of taffeta.

A blouse of blue satin has a vest of silk duvetyn trimmed with a jabot of net.

A frock of two-toned taffeta has plaited side sections of organdie.

A blouse of blue chambray may be trimmed with shawl collar and cuffs of organdie.

A suit of blue serge has a vest, collar and cuffs of novelty check taffeta.

A gown of dotted foulard may be trimmed with satin in a matched shade.

Crepe de chine and net are a good combination.

A coat dress of serge shows a vest and sleeve trimming of taffeta.

A breakfast coat of canton crepe has a yoke and front of Irish crochet lace.

A two-piece suit of black satin has collar and cuffs of geranium red grosgrain silk, and a narrow belt of red suede.

Black and white checked twill is used for another coat suit. The trimming is bands of white organdie edged with black satin.

A simple afternoon dress of gray georgette is ornamented with hemstitching in silver thread.

A dress of brown taffeta has a two tier skirt each tier bordered with velvet ribbon in a matched shade. The vest is composed of tiny frills of ecru net.

Navy blue tricotine was selected for a suit embroidered on vest, sleeves and col-

lar with black silk floss and round cord.

French blue satin and white sports silk make a youthful dress.

A dress of blue taffeta for a girl of ten is embroidered in bright colors.

Tan color handkerchief linen was used for a dress for a girl of twelve. Plaited frills and vestee of organdie complete a pretty model.

Old-fashioned challis combined with taffeta makes a quaint and charming dress for a young girl.

Flesh color embroidered batiste was employed for a party frock. Narrow plaitings serve as trimming.

(Continued on page 32)



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) all valuable hints to the home dressmaker.

Rock Island Magazine for May, 1920



As It Was Told To Me

Maj. Gen. Leonard Wood, Republican candidate for the presidency, in his Illinois campaign, traveled over the Rock Island from Rock Island to La Salle and from Joliet to La Salle. The general and his party traveled in a special train and made speeches at many of the towns en route.

The consolidated ticket office at Denver, Colo., is still running, the report that it had been given up having been erroneous. All of the roads which were party to it during government control are still parties, and the office will continue for an indefinite time. The Southern Pacific and the Missouri Pacific have established freight and passenger offices in the Denham building, above the ground floor, but no tickets are sold in those offices.

Charles A. Prouty, director of valuation, Interstate Commerce Commission, addressed several hundred members of the Chicago Association of Commerce on April 7 on the question of the responsibility of the public to the railroads. A large number of railway executives were present, including R. H. Aishton, president of the American Railroad Association; W. G. Biedt, president, Chicago & Alton; J. E. Gorman, president, Rock Island Lines; W. H. Finley, president, Chicago and Northwestern; Hale Holder, president, Burlington Route; C. H. Markham, president, Illinois Central; Edward Chambers, vice-president, Santa Fe; and H. E. Byram, president, Chicago, Milwaukee & St. Paul.

The Transportation Club of San Francisco recently elected the following directors: H. C. Ewing, Pacific coast manager, D. C. Andrews, Inc.; M. F. Cropley, assistant general freight agent, Pacific Steamship Company; W. B. Hinchman, assistant traffic manager, Tonopah & Tidewater; F. C. Lathrop, assistant general passenger agent, Southern Pacific, and D. M. Swobe, vice-president, McCloud River Railroad. The following were elected officers of the club: A. A. Moran, Dollar Steamship Company, president; D. M. Swobe, first vice-president; W. B. Hinchman, second vice-president; Henry Avila, district passenger agent, Union Pacific, treasurer, and R. G. Guyett, secretary.

Herbert C. Elwes, for many years manager of the western financial department of the American Express Company at Chicago, has been called to the New York office to assume the position of general manager in charge of financial operations at all offices in the United States

and Canada. Twenty years ago he started in a minor position, but through pluck and hard work advanced steadily, filling successively the positions of cashier, Chicago financial agent, St. Louis assistant manager, foreign exchange department, and manager of the western financial department. He ascribes his success to doing just a little more than the actual duties assigned to him, even though work after hours is necessary.

S. W. Mullinix, superintendent of the Silvis shops of the Rock Island Lines, read a paper on the subject, "Modern Methods of Reducing Costs of Locomotive Repairs," before the Western Railway Club at its April meeting in Chicago.

The Young Lady Across the Way



The young lady across the way says that her father, who likes to smoke, always has more cigars just before election day than any other day, but they seem to put him in a bad humor.

A. E. Wallace, formerly assistant general superintendent of the Erie Railroad at Youngstown, Ohio, has been appointed manager of the Chicago region of that road, with headquarters in Chicago.

George L. Hickey, formerly transportation superintendent of the Union Pacific system, has been appointed general manager of the Nevada Northern Railroad, with headquarters at San Francisco, succeeding LeGrand Cannon.

F. A. Lehman and John Purcell, former assistants to the federal manager of the Atchison, Topeka & Santa Fe Railway, have been appointed assistants to the vice-president of operation, with headquarters in Chicago. They held similar positions prior to the era of federal control of the carriers.

The Iowa Supreme Court has issued a temporary restraining order to prevent the Creston, Winterset & Des Moines railroad from being torn up for junk. The hearing was set for May 18. Attorney-General Havner asked for the order on behalf of stockholders of the original company. It was alleged the road could be operated at a profit. Ralph H. Beaton of Chicago bought the railroad from the receiver some time ago.

Permission has been granted the Pullman Company by the Interstate Commerce Commission to file tariffs increasing berth rates approximately 20 per cent. The company is seeking an increase on standard lower berths to a minimum of \$2 and on seats to a minimum of 50 cents. Under the Commission's rules protests may be lodged against the increase within thirty days, and hearing then will be held. If no protests are made the commission may grant the increase.

Steel rails and railway equipment are needed for the extensions to be made and for the replacement of quantities of worn-out rolling stock on the railways of Colombia. The Central Railway of Bolivia is to be built and an electric steel railway line is planned for Barranquilla. Railroads in the department of Antioquia are to be extended, for which a loan has recently been secured in New York. The Colombian government is to extend the Sabana Railway and has provided a loan of two million pesos for that purpose.

As soon as important changes have been completed in the building which has been occupied for many years by the Lombard Hotel in Chicago, the Pennsylvania system will have a general office building in Chicago for the officials of the northwestern regions. The building has been purchased by the Pennsylvania and is being prepared to take care of all departments, both operating and traffic, but it is not expected at present that the city ticket office will be moved into the building, as the Pennsylvania is understood to favor the plan established by the government of having consolidated ticket offices in the large cities.

Complaints filed with the Nebraska state commission charge that station agents are disregarding the rule of the Interstate Commerce Commission regulating distribution of cars. Elevators in some parts of the state, according to the complaints, are full of grain and cannot be emptied for lack of cars. Farmers, it is declared, must move their crop, or it will deteriorate badly, as it con-

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ened with heat.

In answer to a question in the British
Parliament recently it was stated that the
number of women employed on English
railways on August 1, 1914, was about
12,000, on November 11, 1918, approxi-
mately 66,000, and at the end of January,
1920, approximately 30,000.

An order has just been issued by the
Italian State Railways imposing 100 per
cent super-tax on the ordinary rates for
foreign merchandise entering Italy. This
super-tax is applicable to the distance to
be covered between frontier stations and
the place of destination.

The eighth annual meeting of the
Chamber of Commerce of the United
States, held at Atlantic City on April 26,
27 and 28, has as its principal topic
under discussion, "Greater Production."
A section of this was devoted to "The
Relation of Transportation to Produc-
tion," which covered rail, water and high-
way traffic.

The passenger station of the Missouri
Pacific R. R. at Little Rock, Ark., the
largest railroad terminal in the state,
erected in 1909, at a cost of \$750,000,
was destroyed by fire on the night of
April 7. A large quantity of baggage and
equipment was destroyed. The fire is
supposed to have been caused by defec-
tive wiring.

The Western Passenger Association
has been organized to take the place of
the Western Passenger Committee opera-
tive during the war. Its province will be
substantially west of the Mississippi, al-
though that river can scarcely be said to
mark the boundary line. In the West
it will perform the same office that the
Trunk Line Association, the Central
Freight Association and the New Eng-
land Association do in the East and like-
wise consisting of three sections. Eben
A. MacLeod will be chairman and T.
Thompson secretary, with headquarters
in the Transportation building, Chicago.
From Colorado to the Pacific slope in the
north will constitute the territory of the
Transcontinental Association to the north-
ern boundary of the Southwestern Asso-
ciation, the name of which describes its
field.

Karl J. Eklund, general manager of
Mudge & Co., has been elected vice-
president in charge of sales and service.
In this capacity Mr. Eklund will also
have charge of western sales for the Pil-
liod Company, Swanton, Ohio, and the
Chambers, Lyle Company. Mr. Eklund
was born on July 8, 1884, and entered
railroad service as a blacksmith's helper
in the shops of the Boston & Maine.
After three years as an apprentice ma-
chinist he was employed on various rail-
roads as a journeyman machinist. In
1908 he returned to the Boston & Maine
as machinist and foreman in the Keene,
N. H., shops, and on March 1, 1910, he
became connected with the Pilliod Com-
pany as a valve gear inspector. On Feb-
ruary 1, 1915, he was appointed assistant
to the president of the Pilliod Company,
with headquarters at New York City. He
occupied this position until April 1, 1917,
when he was appointed assistant to the
president of Mudge & Co., Chicago, and
served in this capacity until his appoint-
ment as general manager on March 1,
1918.



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Ask Your
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Tablets

**NO MONEY!
IN ADVANCE**

Just send your
size and your
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Comfort Shoes
will arrive postage
prepaid. Soft leather
uppers, made on a pleas-
ing last. Cushion inner-
soles, flexible outsoles
and jarproof rubber
heels. A shoe every
woman will delight in
wearing. They are
a relief to tired, ach-
ing feet. WE GUAR-
antee that these
shoes are of \$6 or
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give satisfaction or
your money back.
You are judge—
we do not in-
quire in any
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PAY ONLY
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**THE SHOE MAILING HOUSE, Dept.
Station A, Postoffice, Boston, 18, Mass.**

Send shoes on approval. Risk nothing. My money back if I
want it.

Name.....Size.....
Original from.....
Back Island Magazine for May, 1920

Answers to Our Monthly Quiz

THE following are answers to questions asked on another page of the magazine:

1. The words algebra and alcohol are derived from the Arabic.
2. Mount Whitney in California is the highest elevation of land in the United States, exclusive of Alaska and the outlying possessions. The summit is 14,542 feet above sea level.
3. Death Valley, parts of which are 278 feet below sea level, is the lowest depression in the United States.
4. Brass is a yellow alloy of two-thirds copper with one-third zinc. Bronze is a brown alloy chiefly of copper and tin in the proportion of about eight to one.
5. The Greeks will celebrate in August the 2400th anniversary of the battle of Thermopylae, which occurred in 480 B. C.
6. An alewife is a small fish of the herring family abounding in eastern American waters. In Bermuda the term describes the round pompano, a much larger fish.
7. Gilbert M. Hitchcock represents Nebraska in the Senate.
8. The eleventh amendment to the constitution of the United States declares that a state cannot be sued by a citizen of another state.
9. Senegal is a French colony in the extreme western end of tropical Africa.
10. "The Jersey Lily" was the name given to Lily Langtry, a famous English beauty who went on the stage. She was born in Jersey in the Channel Islands.
11. Terpsichore was the muse of dancing.
12. Mecca in Arabia, Damascus and Jerusalem, in Syria, and Kairwan, in Tunis, are holy cities of the Mohammedan world.
13. The battle of Eutaw Springs, described as a technical British victory, was fought in the Revolutionary War in September, 1781. General Greene commanded the American troops. Eutaw Springs is about fifty miles northwest of Charleston, S. C.
14. The line "Richard's himself again" is from Colley Cibber's version of Shakespeare's play, "Richard III." Cibber was an English actor and dramatist. He died in 1757.
15. Aurora borealis takes its name from Aurora, the Roman goddess of dawn. Borealis is latin for "of the north wind."
16. The aurora australis is the same luminous atmospheric phenomenon as the aurora borealis seen in the southern hemisphere. Austral means southern.
17. Washington was the thirty-fifth state to approve the woman suffrage amendment.
18. George Whitefield was a noted English clergyman and orator, one of the founders of Methodism. He preached extensively in the United States, where he died in 1770.
19. A peplum is a kind of kerchief or shawl; an overskirt hanging like the ancient peplos or a short, fitted skirt attached to a waist or coat. The peplos was a shawl-like garment worn by Greek women.
20. The Pillars of Hercules are two opposite promontories, Gibraltar, in Europe, and Abyla in Africa, situated at the western extremity of the Mediterranean at the Strait of Gibraltar.
21. Henry W. Morgenthau is the new American ambassador to Mexico.
22. The largest triumphal arch in the world is the Arc de l'Etoile or Arc de Triomphe on the Champs Elysees, Paris. It commemorates the victories of the French revolutionary and Napoleonic wars.
23. The Barbizon School is the name given to the group of nineteenth century French landscape painters who lived at Barbizon, near the forest of Fontainebleau. Among the original painters of this school, which was founded by Theodore Rousseau, were Corot, Dupre, Daubigny and Diaz. Noted exponents of its style were Troyon, Millet, Courbet.
24. Cramoisy is crimson, usually of cloth or velvet.
25. The "Old Man" of a ship, no matter what his age, is the captain.
26. Batavia is the capital of Java.
27. The Count de Grasse commanded the French fleet which co-operated with the army of Washington at the siege of Yorktown, in 1781.
28. The penumbra is the partly shaded region around the shadow of an opaque body especially the round total shadow of the moon or earth in eclipse.
29. Charles Dickens was a Parliamentary reporter in early life.
30. Odessa is an important seaport in southern Russia on the north shore of the Black sea.

M. T. McCraney Dies Suddenly in Drug Store

M. T. McCRAENEY, general agent of the Rock Island Lines at Pittsburgh, Pa., and one of the best known traffic men of the system, died suddenly in a Pittsburgh drug store on April 5. He is survived by his wife. The body was taken to Toronto, Canada, his old home, for burial.

Mr. McCraney for several years was employed in the claim department of the Rock Island and for two years, 1908-10, was connected with the general claim department of the Philadelphia & Reading Railroad. On January 11, 1910, Mr. Mc-

Craney returned to the service of the Rock Island as city freight agent in the general agent's office, Chicago.

On January 1, 1918, Mr. McCraney was appointed division freight agent at Chicago and assigned the duties of the general agent, C. A. Caswell, who had been called into military service. He remained in that capacity until March 10, 1920, when he was appointed general agent at Pittsburg.

The news of Mr. McCraney's death came as a shock to his friends over the Rock Island Lines.

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in

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Carload"

Groveland Coal

Sold only by

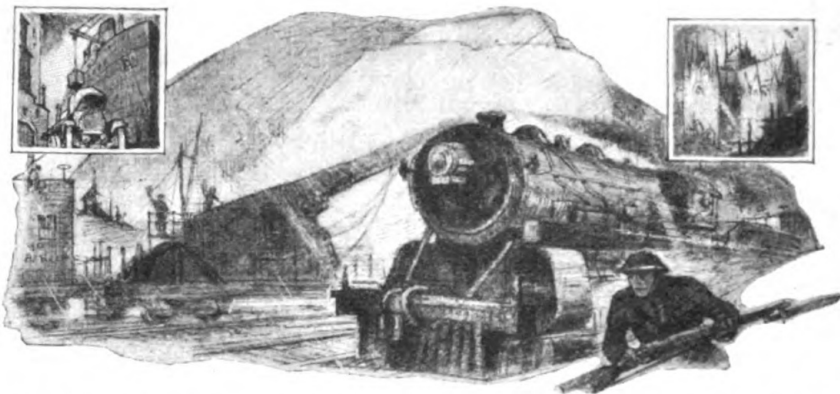
Bickett Coal & Coke Co.

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Chicago, Ill.**

**Peoria, Ill., Office:
339 Hippodrome Bldg.**

Original from

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN



Hamilton Watches Time American Railroads in France

THE American Government has built a railroad in France. It connects our big seaport there with Pershing's army afield.

Railroad men here at home will be glad to know that it is as large as the Delaware, Lack-

awanna and Western, and is still growing.

The fate of the war hung on the efficiency of this American road—built of American materials, with American rolling-stock, run by American men—and timed by the *Hamilton Watch*

Hamilton Watch

"The Railroad Timekeeper of America"

Montgomery Safety Numerical Dial. Supplied without extra charge on new railroad watches

Crowded troop trains, heavy artillery, munitions and supplies poured ceaselessly forward—the wreckage of war flowed back from the lines—over this road. No. 992 Hamilton Models were purchased by the Government for its train crews.

The same No. 992 Hamilton, as you know, times many of our famous limited trains. That is why the Government ordered No. 992 Hamilton Models for its vital railroad in France. For Time Inspection Service, Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels) are the most popular and will pass any official inspection, year after year.

Write today for "The Timekeeper"
—the story of Hamilton Supremacy

It pictures and describes all Hamilton Models, with prices, which range from \$18 (\$19.50 in Canada) for movements alone, up to \$170 for the Hamilton Masterpiece in extra-heavy 18k. gold case.

HAMILTON WATCH COMPANY
DEPT. 34, LANCASTER, PA.

Chattanooga Extension Is Now Completed

The Chattanooga extension of the Rock Island, which will relieve the congestion of the oil fields north of Wichita Falls, Texas, has been completed and the operation of freight and passenger trains over the new line is expected to begin within a few days.

The branch is fourteen miles long, extending from Chattanooga to Grandfield, Okla. Construction was started in the fall.

Steps Taken to Stimulate Production

Various government departments in Washington, acting under directions from the Bureau of Mines, are taking steps to order and place in storage this spring a three months' supply of coal. This is in accordance with recommendations of the Bituminous Coal Commission for a campaign to stimulate coal production during the early part of the year.

Chief Engineer Announces Staff of Officials

Chief Engineer C. A. Morse, in Circular No. 1, announces the following appointments: Robert H. Ford, assistant chief engineer, specializing in maintenance work; I. L. Simmons, bridge engineer; A. T. Hawk, engineer of buildings; H. K. Lowry, signal engineer; R. C. Sattley, valuation engineer; J. G. Wishart, office engineer; P. M. LaBach, engineer of water service; Garrett Davis, construction engineer; E. F. Manson, assistant engineer, and A. P. Cone, chief clerk.

Sharpe Appointed Supervisor Insurance

Frank Nay, vice-president and controller, announces the appointment of William Sharpe as supervisor of insurance of the Rock Island Lines, with headquarters in Chicago. Mr. Sharpe has been connected with the Rock Island for seventeen years. He began his service on June 4, 1903, as agent and operator at Elkhart, Iowa, and in December, 1905, was appointed cashier of the freight house at Des Moines.

On September 1, 1906, Mr. Sharpe was made traveling auditor at Iowa Falls, Ia., serving in that capacity until 1910, when he became assistant treasurer of the St. Paul & Des Moines Railroad, a Rock Island subsidiary. On June 1, 1911, Mr. Sharpe became statistician in the president's office in Chicago, where he remained until 1916, when he became connected with the valuation department as unit cost accountant.

On July 15, 1917, Mr. Sharpe was placed in charge of the insurance department, succeeding Maj. Paul Hevener, transferring to the corporate company in the same capacity on November 1, 1918. During the period of federal control Mr. Sharpe was also auditor of the Chicago & Alton Railroad Company.

Mr. Sharpe was born in Waynesboro, Pa., February 15, 1877, and was educated in the common and high schools of Iowa Falls. For eight years prior to entering railroad work he taught public school in Iowa, at one time being principal of the Pierson, Ia., High School.

Guaranteed Railroad Watch

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

NO MONEY IN ADVANCE.

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

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Be a Master of Traffic Management

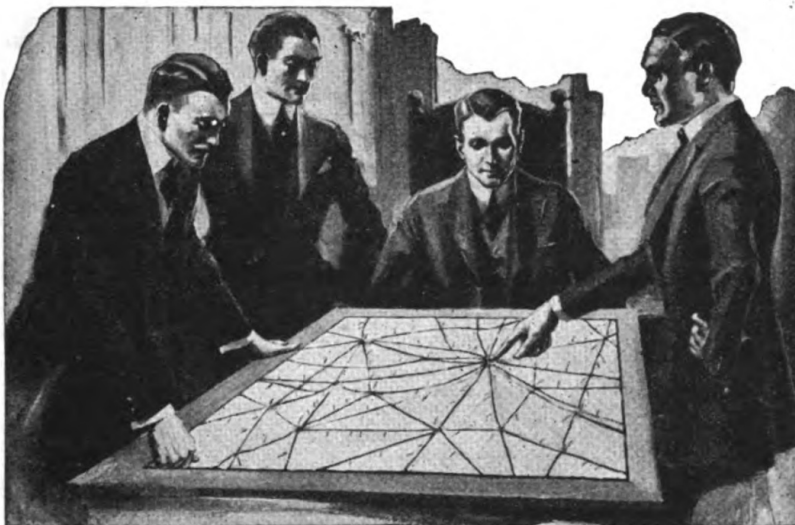
There is a big and ever-increasing demand for men trained in Railway and Industrial Traffic Work. The salaries offered range from \$50 to \$100 a week and up. Hundreds of ambitious men have trained themselves successfully at home by mail under the guidance of LaSalle experts.

Every big business organization must have its traffic expert, its interstate commerce director—and yet not enough really competent men are available. In many places, "second-raters" are trying to direct the shipping while their employers are looking, inquiring, advertising for efficient men able to handle the complicated traffic problems which come up many times every day. This is your opportunity to get into an uncrowded profession—to make quick advancement—to step into a specialized calling—to be the man always needed and to earn a salary which many men do not reach after years of patient, plodding service.

Train by Mail

The LaSalle traffic experts will give you a thoro, specialized knowledge of the methods used by great shippers, railroad and steamship lines; instruct you in rates, classifications, routing, bills of lading, claims, demurrage, railroad accounting, organization, management, interstate commerce laws, etc. Every phase of the subject under the direction of a specialist. You get in months what years of experience alone would not bring, because you profit by the combined experience of many men acknowledged as traffic authorities. Every point made clear. The whole ground thoroly covered. You are prepared to act as a traffic manager because you have a grasp of the entire subject—ready to direct all phases of traffic work.

You need not leave your present position. LaSalle training is given by mail. You can become a traffic expert in your spare hours by the LaSalle method—thoroly prepared to hold a high salaried industrial or railway traffic position. You can pay for your training on our easy terms—a little each month if you wish.



cost of his course. Harold Watson got 400 per cent salary increase. B. S. McMullen rose from freight checker to General Manager. Reports like these come to us daily.

Already over 200,000 ambitious men have profited by LaSalle training. More than 35,000 enroll annually in our various courses, getting the benefits offered by an organization of 950 people including 450 business experts,

instructors, text writers and assistants. Thousands of LaSalle men are employed in the offices of great corporations like the Pennsylvania R. R., Armour & Co., Standard Oil Co., U. S. Steel Corp., etc. Not only men seeking advancement but many prominent executives have found in these courses the way to larger success.

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Get information about the profession of Traffic Management.

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Salaries Raised

Mr. Fred Hoffman took LaSalle training in traffic and reports 500 per cent profit on the

Name _____ Original from _____
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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 For a limited time only, we will give five double records, \$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.

TRIANGLEPHONE CO., Dept. B117, May & 61st Sts., Chicago

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.

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

SEED BARGAINS---

High Germination, Alfalfa \$12.50 bu.; Timothy, \$5.50; Orange or red amber cane seed, \$1.30; Amber cane seed, \$1.25; Sumac or sourless cane seed, \$1.75; White cane seed, \$1.85; German Millet, \$2.80; Common or western Millet, \$1.75; Siberian Millet, \$2.00; White Sweet Clover, \$20.00; Red Clover, \$32.00; Alsike clover, \$30.00; Kafir, \$1.65; Feterita or Milo Maize, \$1.85; Schrock, \$2.00; Reid's Yellow Dent seed corn, \$3.00; Boone County White or White Elephant seed corn, \$3.00; Oats, \$1.25; Barley, \$1.65; Sudan, \$14.00 cwt.; Red top, \$15.00 cwt. Satisfaction or your money back. Order now before another advance. We believe the market is at the very lowest right now. We live where the seed grows and buy direct from the producer, and sell to the consumer at wholesale prices. We ship from several warehouses and save you freight charges. Liberty Bonds accepted at Par; we allow 3% discount on 10-bushel orders. Let us have that order now. If we don't please you, all you will have to do is to tell us about it, and your money will be returned to you together with any freight charges you have paid out. You can't lose a cent in dealing with us. If you need any other seed, ask us for prices.

MEIER SEED COMPANY, RUSSELL, KANSAS

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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Injectors, Boiler Checks, Main Steam Valves, Gauge Cocks, Reverse Gear Throttle Valves for Standardized Government Engines.

The trade-mark, **NATHAN**, is the mark of quality, efficiency and high standard for high grade locomotive accessories.

"Scotty" at Last Rewarded for Heroism

The heroism of "Scotty," newsboy who fought in the Yankee division, has been officially recognized by the war department. To the parents of Private Albert E. Scott came word that he had been awarded posthumously the distinguished service cross.

"Scotty" was 16 years old when he left his paper route to join the 101st Infantry, 26th Division, when it went to France. Single-handed, he killed 30 Germans and saved his company many casualties in a flank movement on July 21, 1918, when he posted himself in an exposed position to check the approach of an attacking party with his automatic rifle. The boy was killed by a sniper's bullet after he had assured his company's maintenance of its perilous position, the citation says.

The scene of the exploit was Trugny woods, northwest of Chateau Thierry.

Western Trunk Line Committee Formed

Executives of the lines in Western trunk line territory have adopted a policy of dockets and hearings in the matter of rates. The Western Trunk Line Standing Rate Committee, composed of E. B. Boyd (chairman), Frank Bannister, James Coffey and G. H. Merrick, will sit in Chicago. The members are on salary and have no other railroad employment. District committees will be formed in Chicago, St. Louis, Mo., St. Paul, Minn., Kansas City, Mo., Denver, Colo., Omaha, Neb., and Salt Lake City, Utah. Subjects for consideration will be docketed by the Standing Rate Committee and assigned by it to the district committees. A shipper who wishes to be heard may have his hearing either before the standing committee or the district committee to which the matter has been assigned.

Unite for Better Car Supply

Concerted action to improve the freight car supply, especially coal carrying equipment, has been taken by all railroads. The movement, which is fostered by the American Railroad Association, is intended primarily to aid in coal production, but officials said it served also, and in an important way, to relocate cars on their home lines from which they were diverted and widely scattered during federal control.

W. C. Kendall, chairman of the car service commission of the railroad association, sent telegrams today to all lines directing them to return coal cars promptly to mines from which they can be loaded for destinations on their home roads. The western systems especially were instructed to rush eastern owned cars to their home lines.

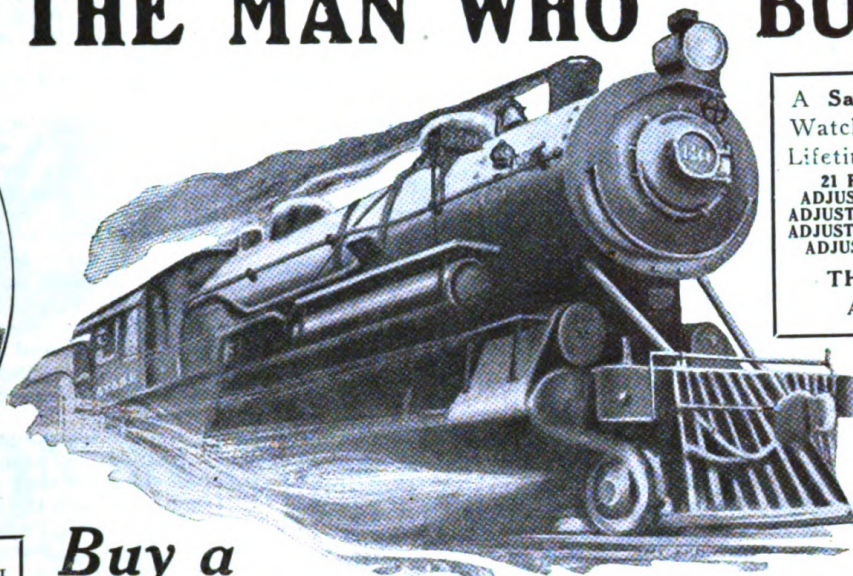
The car service commission, which is acting under the new code of car service rules adopted by the roads jointly after March 1, is seeking first to have special types of cars returned ahead of regulation equipment. This, of course, includes coal cars, of which it was estimated 62 per cent of the total on roads under federal control were scattered on roads other than the lines which owned them on March 1.

THE MAN WHO BUYS



For the past fifteen years I have been running an engine on the Santa Fe Railroad with one of your "Santa Fe Route" watches. It has given me faithful service and has passed the inspection every time. When I saw your new thin model "Santa Fe Special" Watch I liked it so well I decided to turn my old watch over to my son. I am glad to say that the new watch is giving me the same accurate time that the old one did, and it being much smaller and neater, I like it much better. I do not hesitate to say that I have absolute confidence in the "Santa Fe Special" watch and the Santa Fe Watch Company. Your guarantee I have always found means just what it says.

H. P. FRENCH,
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A Santa Fe Special Watch guaranteed a Lifetime service with:

21 PERFECT JEWELS
ADJUSTED TO POSITIONS
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THIN MODEL
ALL SIZES

Write today and receive the FREE watch book postpaid. All the latest watch case designs are shown. Read our easy payment offer. Wear the watch 30 days FREE. Watch sent for your examination and approval without a penny down. Nothing to risk.

Buy a Santa Fe Special "Watch" Says the Railroad Man

In the intense heat of engine service, with the shock and vibration of the train, with varying climatic conditions encountered around the world, the Famous "Santa Fe Special" Watch has proved absolutely dependable to the last degree.

Standard Rail Accuracy

Marvelous Beauty Unsurpassed

Life-long Dependability

--all are combined in the highest degree in the famous "Santa Fe Special" Watch.

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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

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Our "Direct-to-you" low wholesale terms and Extra Special Distribution Plan is fully explained in the new Santa Fe Special Watch Book in full colors which shows the newest case designs and tells facts you should know before buying a 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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HON. CHAMP CLARK
House of Representatives
WASHINGTON, D. C.

I have carried a "Santa Fe Special" for three or four years and find it to be an admirable time piece.

Champ Clark.

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

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A
MONTH

A letter, post card or this coupon will bring my Free Watch Book.

SANTA FE WATCH CO., 5110 Thomas Bldg., Topeka, Kansas.

Please send me your new Watch Book with the understanding that this request does not obligate me in any way.

Name

Address

State

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UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Stifel's Indigo Cloth

Standard for over 75 years



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

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

Before you buy

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

look for this trademark on the back of the cloth inside the garment. It is

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



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MANUFACTURERS OF

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Sizes 1-8 Inch to 24 Inches O. D.

GENERAL OFFICES
UNION BANK BUILDING

PITTSBURGH, PA.

Of Interest to Women

(Continued from page 24)

A cool looking dress for school or home wear may be of green and white gingham.

A collar and vestee are of white batiste.

White percale dotted with red is smart for a little girl's dress.

A Nile green frock of organdie is finished with pockets and sash of white linen.

Embroidered voile is a splendid material for party dresses. It may be trimmed with ruffles of net.

A simple dress in kimono style is made of gray blue linen, and trimmed with bands of blue and white striped material.

A frock of pongee may be brightened with smocking in gay colors.

DESCRIPTION OF PATTERNS.

Instructions in ordering any of the following patterns may be found in the caption beneath the illustration on page 24.

3191. Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require 4 yards of 44-inch material. Price 10c.

3215. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 6 $\frac{7}{8}$ yards of 40-inch material, or 4 yards for the underwaist and skirt, with 2 $\frac{1}{2}$ yards of contrasting material for overblouse and tunic. The width of the skirt at its lower edge is 1 $\frac{3}{4}$ yards. Price 10c.

3199. Junior's Dress. Cut in 3 sizes: 12, 14 and 16 years. A 14-year size will require 3 $\frac{3}{4}$ yards of 44-inch material. Price 10c.

3214-3212. A Popular Suit Style. Coat 3214. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt. 3212. Cut in 7 sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. It will require 4 $\frac{1}{4}$ yards of material for the skirt, and 2 $\frac{5}{8}$ yards for the coat of 44-inch material. The width at lower edge of skirt, with plaits extended, is about 2 $\frac{1}{2}$ yards. Two separate patterns, 10c for each pattern.

3213-3192. A Pretty Gown. Jumper Blouse 3213. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt. 3192. Cut in 6 sizes: 22, 24, 26, 28, 30 and 32 inches waist measure. To develop this style as illustrated, will require 6 $\frac{3}{4}$ yards of 40-inch material. The width of the skirt at lower edge is 1 $\frac{3}{4}$ yard. Two separate patterns, 10c for each pattern.

3190. An Attractive Apron. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42, and extra large, 44-46 inches bust measure. A medium size will require 5 $\frac{1}{4}$ yards of 36-inch material. Price 10c.

3234. A New Play Apron. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 4-year size will require 1 $\frac{1}{2}$ yards of 36-inch material. Price 10c.

3209. Serviceable Two-piece Morning Garment. Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A medium size will require 7 $\frac{1}{2}$ yards of 27-inch material. The width of the skirt at its lower edge is 2 yards. Price 10c.

3193. Boy's Suit. Cut in 4 sizes: 3, 4, 5 and 6 years. A 4-year size will require 2 $\frac{1}{2}$ yards of 44-inch material. Price 10c.

3198. A Practical Dress for Maternity or Invalid Wear. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. The width of the skirt at lower edge is 2 yards. A medium size will require 7 $\frac{1}{4}$ yards of 38-inch material. Price 10c.

3221. Misses' Dress. Cut in 3 sizes:

Overland

TRADE MARK REG.

ON the remarkable new *Triplex* Springs of Overland Sedan you rest as you ride. You miss the usual road fatigue.

Dealer enthusiasm about Overland Sedan is no less outspoken than the endorsements of thousands of new owners. This car's riding qualities, economy and handsome appearance are scoring instant success. It weighs only 200 pounds more than the Touring Car.



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Don't Send a Penny

Men, here's a big special value in a low shoe that every well-dressed man needs and positively should have right at this season. An extremely smart, stylish, well-made and serviceable Oxford in black gunmetal veal, at a price so low that it cannot fail to impress any careful shoe buyer as an amazingly good "buy" in these days of high shoe costs. We are so sure your judgment will approve these shoes at our bargain price that we will send you a pair—your exact size—without a penny in advance—for examination, try-on, and critical comparison with any low shoe selling at \$1.50 to \$3.00 more.

Wonderful Oxford Bargain

These splendid Oxfords have a distinctive metropolitan style that is the limit for this season's classy low shoe models for men. Very fine quality gunmetal veal; strong leather soles; comfortable round toe; low broad heels—solidly attached, won't come off—skilled workmanship—careful finish—every mark of real value. Don't send a penny! Pay only \$4.98 for shoes on arrival, if not fully satisfied with the unusual bargain value, return to us and we will promptly refund your money. Don't Delay—**ACT NOW.**



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Order Black Gunmetal by No. AX1515 Sizes, 6 to 12. Widths, D, E and EE. Send at once to avoid disappointment. Give size wanted.

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New depositors whether individuals, firms or corporations, however large or small the deposit may be, are given the same appreciative attention that has characterized the transactions of this bank for 62 years.

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All Steel Flexible Car Roofs

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16, 18 and 20 years. For an 18-year size, 4¾ yards of 38-inch material will be required. Width of skirt at lower edge is about 1½ yards. Price 10c.

3223. Girl's Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size will require 2 yards of 27-inch material for the guimpe, and 2½ yards for the over dress. Price 10c.

✱ ✱

Big Business at St. Louis Terminals

St. Louis (Mo.) business, according to traffic figures of railroads entering that district, shows an astonishing gain over the volume shown at this season last year. According to a report recently submitted to Acting President T. M. Pierce, of the Terminal Railroad Association of St. Louis, for the first 15 days of March, a gain of 38,266 cars over the corresponding period last year has been recorded. The total interchange service rendered during the first half of March by the Terminal Association for lines entering St. Louis, represented a movement of 149,199 cars, or an average of approximately 10,000 cars daily. For the same period last year 110,933 cars were interchanged between connecting roads at St. Louis, or a daily average of less than 7,400. A new record for 1920 was established on March 14, when the Terminal Association received from or delivered to connections a total of 11,356 cars.

✱ ✱

Operating Income Decreased in January

Excluding \$50,000,000 in back railway mail pay from the January, 1920, operating revenues of the railroads, the net operating income totaled but \$14,147,547, or a decrease of 22 per cent from the January, 1919, income, according to the monthly summary of the Bureau of Railway Economics. Including the mail pay, the net operating income for January, 1920, was \$64,147,547. The net income for January, 1919, was \$18,442,102.

An increase in operating revenues of \$103,629,139 for January, this year, as compared with January, 1919, is shown. The total operating revenues for January, 1920, were \$500,860,649, an increase of 26.1 per cent over the corresponding month of last year.

Net operating revenues are given for the month at \$86,071,667, an increase of 231.8 per cent over the same month a year ago. All revenue figures, however, include approximately \$50,000,000 as back railway mail pay.

Operating expenses for the period were \$414,788,982, compared with \$361,144,665 for January, 1919, due to increased wages during the last year. This is an increase of 14.9 per cent.

For the western district the January operating revenue was \$207,945,311, an increase of 25 per cent over 1919. Expenses were \$156,595,741, an increase of 16 per cent. Net operating revenues were \$51,349,570, leaving net operating income of \$41,020,891, after payment of taxes, equipment, rent, etc.

✱ ✱

"Myrtle's husband is really a nice man, but so vacillating." "How do you know?" "Myrtle says he spent a full hour yesterday trying to decide whether he would wash the car, the dog or the baby."—Judge.

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Look Into These Almond Profits You Railroad Men

Look into the character of the men who head our Association—shrewd level-headed business men who have invested large sums of their own money in almond orchards in the Paso Robles district, California.

Verify from any authoritative, disinterested source the facts regarding the profits now being made and the assurance of still greater profits to be made in the future from our big co-operative almond orchard development plan.

Apply the same rigid tests to this investment that you would to any other—and you will say just as emphatically as we do, that every claim we make is 100% fact—that we are offering by long odds and in every way the BEST investment opportunity that has ever been brought to your notice.



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C. A. Morse, Chief Engr.; E. A. Fleming, Ass't to Pres.; J. R. Pickering, Sup't Trans.; F. J. Shubert, Gen'l Frt. Agt.; A. T. Hawk, Bldg. Engr.; A. W. Townsley, Gen'l Supervisor Trans.; C. T. Ames, Sup't Terminals; J. G. Bloom, Sup't; H. E. Remington, Ed. R. I. Mag.; F. M. McKinney, Dis. Trenton, Mo.; W. C. Maier, Off. Ass't Gen. Mgr.; El Reno, Okla.; J. E. Turner, Chief Clk., Sup't term.; J. B. Mackie, Off. Sup't. Trans.; A. E. Owen, Chief Clk. Pres.; H. A. Ford, Telegrapher, Chl.; C. E. Murray, Cust. Chgo.; I. Nelson, Off. Gen. Mgr., Chgo.; W. L. Johnson, Silvis, Ill.; Eloy Hansen, Silvis, Ill.; T. B. Willard, Sec'y to Gen. Mgr., Chgo.; H. R. Fertig, Trans. Ins.; C. W. Brott, Sec'y to Ass't of Pres.; J. T. McKennan, Agt. Minn.; R. C. Sattley, Val. Engr.; J. M. Beattie, Off. Sup't. Trans.; J. A. Victor, Chief 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. Pres.; W. W. Cameron, Trnmtr., 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., Okla. City; Ernest Pringle, Herington, Kansas; Paul M. LeBach, Engr. Water Supply, Chgo.; J. A. Goudie, Fireman, Chgo.; W. Morton, Frt. Solic., Kans. City; C. E. Starr, Agt., Howe, Okla.; H. C. Janzen, Iowa Falls, Ia.; T. H. Wilhelm, Gen'l Frt. Agt., Fort Worth, Texas; R. R. Seeds, Div. Sta. Supv., Colo. Spgs., Colo.; W. A. Melton, Agt., Clayton, Mo.; John McGlip, Cabinet Maker, Chicago.

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Mail the coupon below right now—today—or write to Major Paul Hevener, former Superintendent of Insurance of the Rock Island, now our Assistant Sales Manager. He will write you personally and tell you about his trip of investigation to Paso Robles and why, as a result of his investigation, he regards the ownership of one of these Orchard tracts as one of the wisest, best paying investments a railroad man can make to insure for himself and family a life income when he retires from active railroad work.

We will also mail you a free copy of our wonderfully interesting and beautifully illustrated book "A Life Income plus California" which gives full particulars regarding this remarkable investment opportunity and proves by indisputable facts and figures that, on most conservative estimates, a ten acre almond orchard planted and brought into bearing by our Association will yield you net profits of from \$2500 to \$3000 or more a year for life.



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Try The Bitro-Phosphate Health System—\$300 Guarantee

NEW YORK. If you are feeling run-down, weak, nervous, tired-in-the-morning, and generally ailing, these are the symptoms that should warn you to take care of your health.

Four persons in every ten are needing more phosphorus in their bodies. When you see thin and fretful people; or those who are anaemic, pale, frail, oft despondent or lacking in energy, you may look for the need of certain elements that make up for a strong constitution.

Some people, after relying upon preparations composed chiefly of salts, quinine, drastic drugs, iron, calomel, cod-liver oil, etc., wonder why they find no benefit. That is easily explained by the fact that such persons need the phosphorus element, which is a most potent essential to health, and contained in BITRO-PHOSPHATE, the famous health preparation. Now obtainable everywhere.

The right thing for you to do is make a trial of BITRO-PHOSPHATE beginning at once. It is not a patent medicine; the formula is prescribed by many physicians for the ailments and weaknesses mentioned above.

With every box of BITRO-PHOSPHATE, are a few simple health rules and a \$300 guarantee. Buy a box of BITRO-PHOSPHATE. It is sold and recommended by all good druggists everywhere, or write to Arrow Chemical Co., 3163 Union Square, New York City, for descriptive booklet about nerve ease.

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Two styles of medium length coats especially adapted for railroad men. No. B421 fitted with Reflex edges that stop the water from running in at the front, and No. B411 fitted with Brass Clasps and Storm-lap.



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Dealers Everywhere

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News from the Divisions

OF INTEREST TO ALL.

Several division and other points on the Rock Island are not represented in this department. If your division does not break into print, appoint yourself a committee of one to act as correspondent, or recommend a capable Rock Island man or woman for the job. The editor will be glad to listen to all such suggestions. Items for publication should reach the Rock Island Magazine, La Salle Station, Chicago, not later than the 18th of each month, typewritten if possible, as they must be in typewritten form before going to the composing room. If this is impossible, write clearly in your own handwriting, taking particular pains with names and initials.

COLORADO DIVISION.

By G. L. Zellers.

Foreman Clingan has returned from a trip to California, having been called away on account of the illness of his father.

Dispatcher Nolan spent Easter Sunday with home folks in Morris, Ill. While being so near he had to run up to Chicago for just one day, being unable to resist the attractions of the third largest city in the world.

Carl Messenger, water serviceman, and Miss Loni Mescke were quietly married on Sunday, April 4, much to the surprise of their many friends in Goodland. The happy couple left the same evening on a honeymoon trip to St. Louis to visit relatives living there.

Clifford Pool has obtained a leave of absence for thirty days and will visit his parents at Norcatur, Kans.

Brakeman Howard Short, who was employed at this place for the past six months, resigned last week and left for Topeka.

Painter George Nelson has returned to work after spending a week in Lee's Summit, Mo., where he was called on account of the illness of a daughter.

Carpenter W. D. VanScoyk was off duty for several days on account of accompanying his mother-in-law, Mrs. Blodgett, to Jamestown, Kans., where she will visit relatives.

It is rumored about the shops that a certain member of the painters force is about to join the ranks of the benedicts. Congratulations from all the shops boys are extended.

Brakemen Kumm and Conley returned Saturday from a visit to Mayo Brothers Hospital. They are feeling better, having been assured they are not so bad off as at first imagined.

Machinist Helper W. H. Rannels is confined to his home on account of illness. For several days last week Mr. Rannels was very ill, but his condition at present is much improved.

Harvey Ellis, who resigned his position in the storehouse to accept a position in a commission house in Kansas City several months ago, has returned to Goodland and will take up his former duties in the storehouse.

Mr. and Mrs. Walter Kelly of Trenton, Mo., spent a few days this week in Goodland, being called home on account of the serious illness of Mrs. Kelly's father, W. H. Rannels. Mr. Kelly is employed at the Trenton shops on the boiler-maker's force.

Labor Foreman L. F. Cooper had as his guest Tuesday, his son, George Cooper, who was en route from Portland, Ore., to Lincoln, Nebr., where he has accepted a position. Mr. Cooper held the position of vice-consul to Peru for several years, but was forced to resign last year on account of illness. It was his first visit to Goodland for eight years.

Accountant and Mrs. Vernon Arendt are the proud parents of a daughter, born Monday April 5.

Truckman Clyde Lorimer took one of his children to the Norton Hospital for a surgical operation.

Boilermaker Helper R. C. Bonebrake has commenced the erection of a beautiful new bungalow in the new high school district.

Boilermaker Paul Blaine and Roy Jennings were forced to lay off several days this week on account of the illness of their wives.

James Butcher arrived Tuesday to fill the position as station cashier, formerly held by R. V. McFarland, who has transferred to the train service.

Peter Thompson, Jr., is back at his old position as roundhouse clerk.

Paul Kell, third shift clerk, is off on a vacation of several weeks and W. V. Scott is working in his place.

Thomas Thompson, who for the past several months, was working with the crew installing the new steam pipes in the roundhouse, has accepted a job as machinist helper in the shops.

The many act of boxing is again coming to the front among the boys at the shops. Tuesday evening a match was staged between two of the followers of the sport, which resulted in a draw.

Boilermaker Helper Mills Boyle returned to work last week after a trip to California. He had been assigned the job on the second shift when he resigned the job on the first shift.

Frank Crook, who for the past two years has

been employed as a boilermaker helper in the roundhouse, resigned last week and left Goodland with his family for Saline County, where he will engage in farming.

The members of the baseball club are spending their hours after work this week assisting in repairing the baseball diamond, fence and grandstand. Practice will start next week and they expect to play their first game in about two weeks.

D. H. Walker and Rex Bennett went to Denver last week for a sight-seeing trip of several days. Mr. Walker returned to Goodland, but Mr. Bennett decided that he would join the army while in Denver and was assigned to the Ninth Field Artillery.

Pipefitter Oscar Ray, who left last week to enter a government hospital at Topeka, for treatment as a result of being gassed while in France, returned to this city Monday. Upon taking the hospital entrance examination Mr. Ray's health was found to be good, having recovered from his ailment.

ABNER'S BRIEFS OF THE INDIAN TERRITORY DIVISION.

By G. H. Young.

May is the month that we all look for the things that take us farther back towards mother nature, and that being the case it is sure hard to excuse mother nature for discriminating when we see the dear things every day in their georgettes with no bad colds, and if us ducks don't stay bundled up like a stick of town bought lasses candy, why, we check over with a big lot of the flu or something.

If time will tell everything, as Scotty of McAlester insists, Brakeman McClure wants to know how long it will take to find the old fashioned gink who used to never chew himself, but always carried a little for his friends.

We are told by the pumper at Stuart that the wood that the kaiser has been sawing will soon be on the market through some installment mail order house, but Mr. Fuller, the agent, doesn't figure that there will be any car shortage account of heavy shipments.

Ed. Foster, one of the brakes on 47 and 48, gives us the following: Among other things explained to her was the going around a curve that caused the coach to swing to one side that way, hence her nearly falling in the aisle. Then she blamed the engineer for picking out a way to go that would necessitate turning so often. So there you are.

Brakeman Tobe Windner ruined a perfectly new pair of Kress gloves the other day while prospecting for hot boxes.

"You probably have noticed," says the section boss at Wapanucka, "that any hard luck story has got to be seasoned with a little willingness to work to have much effect these days."

In answer to a letter found in the question box some few days back we only quote a part of the trainmaster's reply: "No, sir, Mr. Ferdinand. The little compartment with the nice little seat behind the swinging door at the end of the day coach is not the brakeman's private smoking room."

"Like spring fever about this time of the year the back to the farm heat hits a lot of us that look around to see spring friers coming to town trimmed with early garden truck," remarked our old friend, Kid Hammonds, of McAlester, the other day.

Harvey Daniels was the leader in a class of tailors that went to Hallsville some few days ago to get the finishing touches placed on in order to be a first class engineer. He was so sure of being there it was noticed that he began to sign his pass slip as engineer on the trip down, and Brakeman Moore of Shawnee figures he has a way of telling in a few days if the boys have qualified or not. That is when riding behind one with about 78 cars, then noticing the crummy stops.

Being hungry and thinking you are are two different things. Yet after looking at the clock and seeing that it has been the required time since the last time makes a certain bill clerk want to go to dinner anyway it is figured, according to the chief clerk at McAlester.

KANSAS CITY TERMINAL DIVISION NEWS.

Miss Thelma Roberts, of the superintendent's office, was married Wednesday evening, April 7th, to Mr. E. F. Jackson. She seemed very happy the day she left us, and our wishes are that her happiness will continue, for she is a regular good fellow.

Jim Kenley, clerk in the cashier's office, has left for California, where he will make his home. His parents moved there and Jim followed. Possibly his love for oranges has something to do with the decision to change his location.

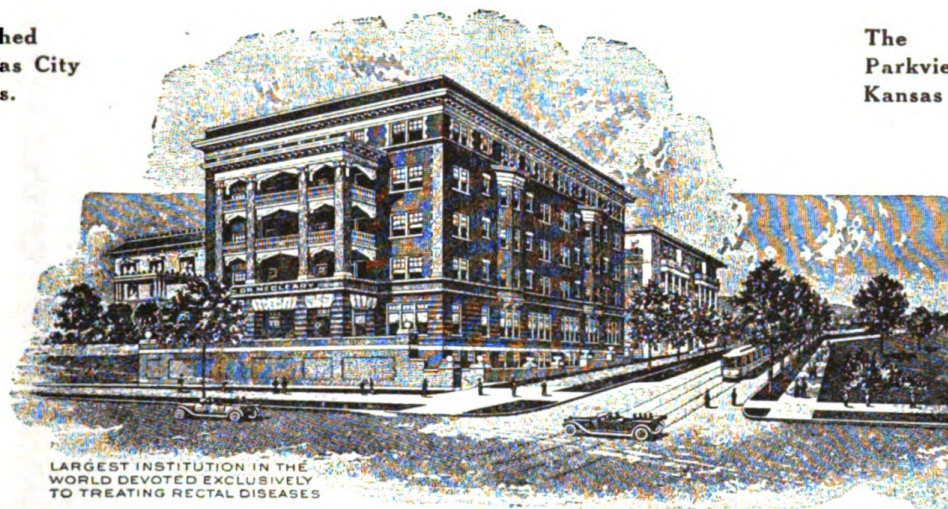
Mr. Rawson, revising clerk, showed up one morning with a badly bruised and swollen left arm. Some contended he had fought with his wife, while others argued he had imbibed of the "cup that cheers" and were trying to find out where it could be procured. But the true cause was learned Rawson had neglected to wear his

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23 Years.

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No knife, no scissors, no clamp and cautery, no "red hot" iron, no ligature, no electricity, no chloroform, or other general anaesthetic.

I Cure Every Case of Piles I Treat by My Mild Serum-Like Treatment or You Need Not Pay Me One Cent

I will furnish you the names and addresses of 4,500 business, professional and traveling men, farmers and stockmen, women and children from all over the United States and Canada, whom I have cured.

I convinced them as I can convince you, that:
First—That no matter what you tried without success your piles can be permanently cured

positively and easily, by my treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that I would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

THE KANSAS CITY CHAMBER OF COMMERCE SAYS:

"Dr. McCleary is considered very highly in the medical profession in this vicinity. He has a large establishment on Tenth Street and Paseo.

"We do not hesitate to recommend Dr. McCleary as everything goes to prove that anyone will undoubtedly receive splendid treatment in his hands.

"We shall be glad to hear from anyone at any time if additional information is wanted."

(Signed) J. H. Rayburn,
Industrial Commissioner.

THESE BANKS ENDORSE:

The undersigned heartily endorse the above statement by the Chamber of Commerce and commend Dr. McCleary for his high professional standing and ability as a specialist in rectal troubles.

Commonwealth National Bank: National Bank of Commerce: Gate City National Bank: Central Exchange Bank: Columbia National Bank: Home Trust Co.: Merchants Bank.

(All of Kansas City, Mo.)

I also refer you to your home bank or commercial club, as they can easily verify the above statements by letter or telegram to the Institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also my Seven Day Trial Offer and Book on Rectal Diseases free.

Dr. A. S. McCleary, 647 The Parkview **Kansas City, Mo.**
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"weed chains" and had skidded on the slick pavement.

Switchman Epp bought half a dozen hens at 10 a. m., March 26th, and at noon he went out and looked at them and found four eggs in the nest. Some egg story, or some chickens; wonder how many eggs he had at 6 p. m. that evening, and will the hens admit same?

The rumor is spreading that our Miss Connolly of the claim department is trying to reduce her weight and is succeeding. What's the big idea? Is it to be a fight or a foot race?

At it again! Naughty! Naughty! We understand Gene Groves spent a Sunday in Tulsa, Okla., recently. Is it necessary to go so far from home? Evidently the games are not fast enough here for him.

Did you get your back pay? Sure. Did you tell your wife? Sure? Fess up. The jingle of said back pay in our pockets was "heavenly music" to some of us.

Mrs. Frazier, comptometer operator, was very sick for several days and Mrs. Schenke was working in her place.

Arthur Barry, at the yard, had a little quarrel with his intended wife and looked very sad for a few days, but is smiling and happy again, so it must have been fixed up. It seems as if there was another fellow in the plot. Can't hardly blame the girl, as he has been keeping her waiting for over two years.

Chas. Ries has returned from the military school he has attended for over a year and is now working with us again. Said training sure makes a fellow husky.

Having purchased a new spring suit, Chief Clerk McCarthy of the warehouse has discarded his overcoat. What was the matter with the old pants, Mac?

Mr. W. H. Herbig, agent, was visiting his daughter at a ranch near Russell, Kans., March 25th and 26th.

Have you noticed Bob Pugh's smile? Also that he is wearing his derby hat every day now?

Oh, spring has sprung. Schenke's upper lip has sprouted with a nifty bunch of brush. It is still small, though healthy. With some encouragement said foliage may bloom like a rose. We imagine when it is full grown it will look very aristocratic.

We understand that Harry Walker, formerly of the superintendent's office, was taking a ride through the state of Kansas with R. A. Long a short time ago.

Lawrence Cowick suffered an injury to his left foot as a result of his motorcycle tipping over and spilling him all over the street. Would advise him to get a tame billy goat to ride, for they will not tip or skid.

Look who's here. William Riley, alias Pete, is again in our midst, wearing a striped candy shirt and looking like an all day sucker, and making more noise than a steam callope.

Just another bubble about back pay. It seems as if Mr. Doerle had been misinformed about the back pay being here with the regular checks and all of the bunch in the yard office were pretty happy thinking of the new Easter hat they had been planning to buy for so long. But after the smoke blew over it was only another one of the jokes pulled on Mr. Doerle.

Lost, strayed or stolen—one box face powder. Evidence found pointing to guilty parties—traces of powder on floor of wash room. Dutch McDonald, Perle Stone and Duke Hamarstrom are suspected. Suggestion: Use a powder puff which leaves no trail.

Hugh Hardin, janitor, decided suddenly one week to take up aviation. He was on a ladder in the act of storing some window shades in the attic when he was seen gliding gracefully but swiftly through the air to the floor. We would judge the distance to be about 20 or 22 feet, but Hugh covered it in nothing flat. Though he was bruised he was back on the job in about two days working and massaging shoes. We understand he has given up the idea of flying and will not fail for aviation stuff again.

Merrill Joyner, delivery cashier, left us Saturday, April 17th, to take a position with Loose-Wiles in the office.

Mr. Dawson is on his vacation with his new wife. They will be gone for two weeks, visiting Jacksonville, Palm Beach and Cincinnati, as well as several other of the larger cities. They surely believe in "seeing America first."

Last pay day there was plenty of gum and candy in evidence; everybody in the office had a Hershey bar and a package of Charms.

All the "jazz hounds" shined their shoes and slicked back their hair so tight they could not bat their eyes and stepped out to the clerks' dance Friday night, April 16th, at 12th and Brooklyn in the Local No. 136 union hall.

Our chief clerk, Mr. Woodward, was away from the office several days with the mumps. One who has had them will agree that one can have a swell time while they last.

Mr. Porter, cashier, got a \$20 gold piece several days ago for a dime, and states he is willing to buy some more at that price. He doesn't care so much about them himself, but his wife likes them, and besides, they are nice to put away in old socks and tin cans for keepsakes. Wonder if he still has the gold piece.

Mr. McVay, chief bill clerk, was seen toting a large roll of tar roofing paper when he returned from lunch a few days ago. When questioned he stated he was building a garage. Mac must feel a new Ford coming on.

Miss Ruth Bangs, of the cashier's department, resigned April 17th. We understand she intends taking a life job keeping house and cooking for the only man. Cupid is getting in some good work lately, for there seems to be an epidemic around here.

A petition is being circulated around the local

Rock Island Magazine for May, 1920

SAVE YOUR BODY Conserve Your Health and Efficiency First

"I Would Not Part With It for \$10,000"

So writes an enthusiastic, grateful customer. "Worth more than a farm" says another. In like manner testify over 100,000 people who have worn it.

The Natural Body Brace

Overcomes WEAKNESS and ORGANIC AILMENTS of WOMEN and MEN. Develops erect, graceful figure. Brings restful relief, comfort, ability to do things, health and strength.

Wear it 30 Days Free at Our Expense

Does away with the strain and pain of standing and walking; replaces and supports misplaced internal organs; reduces enlarged abdomen; straightens and strengthens the back; corrects stooping shoulders; develops lungs, chest and bust; relieves backache, curvatures, nervousness, constipation. Comfortable and easy to wear. KEEP YOURSELF FIT. Write today for illustrated booklet in measurement blank, etc., and receive very liberal proposition.

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Boys
and
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Also

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TAKE NUXATED IRON

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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

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office for members to join the "Overall Club." All members will agree to wear overalls for work during the summer months. You can choose your own color—blue, khaki, green or blue—but any member caught wearing old rose or baby blue will receive three slaps on the wrist. Said club seems to have created quite a sensation, judging from the number of people who have signed up.

Mr. W. O. Bunker from Chicago was a visitor in Kansas City April 17th.

Assistant Accountant Walton became so alarmed one morning recently on his way to work that he might arrive late, and so much frustrated by the fact of his being in company with one of the beautiful young ladies of the local office, that the two of them decided to make a run from 12th street. The switch tracks were passed in safety, but upon arrival at the Minneapolis Threshing Machine Co. the momentum of Mr. Walton's body got the best of his feet and he endeavored to take up all the granitoid sidewalk with his right knee. Upon arrival at the superintendent's office he looked as if the business end of a bulldog had been working on his right trouser leg. Mrs. Watson is now looking for a guide to bring her husband to work.

Riding the Kiddie Cars on the Stock Yards line with a nice looking young man for a chaperon is a thrill that comes once in a lifetime. Ask Miss Twyman, she knows.

IOWA DIVISION NEWS.

By "The Gang."

Many changes have taken place at the Council Bluffs freighthouse during the past month. Mr. William Evers, former rate clerk, is now associated with the Hughes-Farmer Motor Co., his former position being occupied by Mr. L. C. Lamb.

Elmer Smith, otherwise known as "Speed," the messenger boy, has also left our midst and is now at home getting acquainted with his folks.

COUNCIL BLUFFS ITEMS.

WHO IS THIS GUY?

By Ope Rator.

We have a HE among us other HIMs,
He is saving up his dollars,
He eats his meals at little Jims,
And picks his teeth at Shawleys.

He's very fond of cigarettes,
But yet he seldom buys,
So all the smoking that he gets,
Is from us other guys.

His pants are busted out behind,
Which shows part of his carcass,
He goes to Joe Smiths for a blind,
But buys his pants of Marcus.

I would not like to tell his name,
The most of us now know it,
In Barbers College he won fame,
His face and head will show it.

This fellow is a harmless cuss,
This everyone admits,
That if he were not one of us,
Life wouldn't be worth two bits.

The writer of this little spurt,
His identity could not disguise,
So if there's any feelings hurt,
He might apologize.

—By Ope Rator.

The following items were written by "The Big Three," and sent to us. The question is who are the "Big Three?"

Mr. Rocky Anderson and wife spent week end in Neola and report much building and extending of the business district. Mr. Anderson was very much put out on account of his annual pass not arriving, necessitating him paying his fare.

Mr. William Nichols, the human crab, found his good overcoat in the icehouse, which he contended had been stolen from his residence three years ago. Omaha was wet then so he better produce the cigars or we will tell his wife.

Mr. Chris Larson, the mill man for the past fifteen years, has resigned, as he has purchased a farm in Michigan. We wish him much success and also warn him about mixing with the senatorial element—nuff sed.

Mr. Fred Schlick, the new roundhouse foreman from Brooklyn, has relieved Mr. Geo. Cykler, who resigned to get into the garage business at Forrest City.

Mr. E. C. Hammock, switch engine fireman, was struck in the head by No. 6. His condition was very critical, but latest reports are that he is doing nicely. We all join and wish him a speedy recovery.

Mr. Frank Case, local president of the carmen's union, was elected alderman-at-large on the labor ticket, making four labor candidates in the city council. Mr. Case wishes to thank all of his friends for their support.

Mr. Manly Carroll, warehouse foreman, is the proud owner of a new automobile, which accounts for the smiling attitude he has displayed the past week.

Mr. Anning Hansen, local carman, was contemplating on going to Denmark next month, but as they are having very unsettled conditions, he will no doubt postpone his trip for awhile.

Mr. Chris Paulson was presented with a field of interest displayed in all the city. The good and promptly had it mounted on the casting platform. Mr. Wm. Nichols made the presentation.



Using Tobacco

Perhaps you've tried to stop using tobacco only to find that the habit has such a hold on you that you gave up trying.

You know, better than anyone else that you ought to stop because, sooner or later, it is bound to undermine your health. Heart trouble, indigestion, dyspepsia, nervousness, insomnia, poor eye sight—these and many other disorders, can often be traced directly to the use of tobacco. Besides it is an expensive, utterly useless habit.

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Tobacco Redeemer contains no habit-forming drugs of any kind—it is in no sense a tobacco substitute. It does not cause the slightest shock to the nervous system; on the contrary, it quiets the nerves and makes you feel better in every way.

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Tells you all about the deadly effects of tobacco and how easy it is now to quit. We will also send you copies of letters from confirmed users telling how this simple, home-treatment freed them absolutely from the habit. Just mail coupon—or a postal will do.



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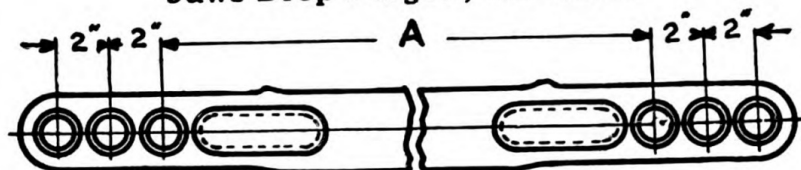
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FOR HEADACHE AND NEURALGIA



tion address, laying great stress on the spirit shown by Mr. Paulson in making Council Bluffs 100 per cent.

The clerks' union gave another dance last week at Eagle's Hall, which was a big success as Mr. Houk, chief clerk in yard office ran three slivers into his feet, while Mr. Barrett lost six teeth.

IOWA CITY ITEMS.

That fame will eventually spread to the four quarters of the earth is evidenced by the fact that we just come across a cartoon published in a recent Des Moines Sunday paper, in which is given a vivid portrayal of a street scene in Walcott, Iowa, and the wild excitement caused there Christmas Day when Brakeman S. H. Emmer on a visit home discovered a long-forgotten bottle of wine in his cellar. In order to forestall the innumerable requests from trainmen for leaves of absence and passes to Walcott, which is apt to result from this important discovery, we will advise that Brakeman Emmer and his "pal," Fred Tisdale, have been searching night and day since the big "find," but have been unable to unearth any more of the conversational water.

"They're wearing them higher in Hawaii."—Visit Iowa City once and you'll never go to Hawaii (LCL notes same malady in Council Bluffs).

Quite a few Maintenance of Way men from this locality attended the meeting in Des Moines recently. They report a good show at the Berchel. "Nuf said."

People who live in glass houses should make their Home Brew in the woodshed.

When a certain Brooklyn lay-over brakeman on No. 81 and 82 buys a home in Silvia no particular significance attaches itself to the fact. He may be speculating or he may be going to "batch it." But when he commences talking in his sleep and calling for "Bright Eyes," "Oh, you Bright Eyes," we naturally deduce that he is going to take unto himself a wife. Let the wedding bells ring out.

Well, the cost of living is at last to come down; we know it. There will be a big tumble in prices of foodstuffs this coming summer. The reason? Night Yardmaster Corey Reynolds, of West Liberty, has "thrown his hat into the ring," having rented a tract of land from Operator Dewey, on which he intends to get back to nature via the farm route.

The good die young. That's why Frank Lewis and Glen Lantz are still living.

Conductor Bledsoe is back on his run on 321 and 322, after having spent some time in Chicago on committee work. During his absence Conductor Hibberd held down the run.

Will Conductor Schrage and Brakeman Adams please call for the annual passes to Iron County, Mich., which they were in such a hurry for?

You can drive a horse to water but Paul Prybill's "348" is driving them to something worse than that.

Is Champion Jack Dempsey to be ousted from his position? Or, is there danger of another fuel shortage? If not, why all the muscle-hardening stunts pulled off by Chief Clerk Beech of West Liberty in ascending two days chopping down a tree in his front yard. Woodman, spare those trees.

Conductor J. D. Paden is back on the job again after having been laid up with a crushed finger since the middle of December.

Conductor C. E. McMullin, of Brooklyn-West Liberty switch local fame, left his bed and board on caboose 18141 Feb. 28, and at the same time pulled off one of the really big events of 1920 in the christening of his new caboose. After hearing the farewell oration which Conductor McMullin gave over the departing 18141, we feel sure that the spirit of Marc Antony has returned to earth in the person of Mr. McMullin. Among the prominent out-of-town visitors at the christening was "Schlady," who acted as master of ceremonies.

Brakeman Larry Burns states that he would rather be a "cop" in Cuba than own the Standard Oil Co.

Night Ticket Clerk Chas. Brownell and Operator J. B. Kerlin, of West Liberty, have formed a partnership and will engage in the chicken business. Anyone wishing to get hold of a good-looking chicken will do well to make a date with them. Now, hold on a minute—don't misconstrue this—the dates must be made with Messrs. Brownell and Kerlin and not with the chickens, and, furthermore, the chickens are of the feathered variety.

True to the instinct of all inhabitants of rural communities whose tastes incline toward agricultural pursuits, Car Clerk Ben Northman of West Liberty has taken up farming as a sideline.

Don't know who built the ark but after visiting West Liberty and seeing some of the carpenter work Corey Reynolds has been doing on his home during the past month we do know that if another big wave comes, Contractor Reynolds will build our little life-boat.

The question of the hour is "Does F. O. Mead come in under the census figures for West Liberty or Davenport?" From the number of times he has been going to Davenport we thought he might have discovered a vendor of "Dago Red" down there, but, after placing Flintlock Holmes, our stockyards detective, on the case, he deduced that inasmuch as a man doesn't dress up to get a little "hooch" there must be a girl in the case.

Unofficial reports coming from West Liberty show that Chief Clerk C. M. Beach is four choos ahead of ex-Kaiser Willie in the wood-cutting contest. Beach is still plugging away at the sapling which the wind helped him push over last January. In the days of '49 or some Injun come West.

Rock Island Magazine for May, 1920

would have had his scalp before he got his stockade half built.

Agent Plumly was an over-Sunday visitor at his father's home in Villisca recently.

The West Liberty police force were wrong in their suspicion that Operator Dewey had broken into a cigar store. Investigation developed that the reason for passing the cigars was the arrival of a sixteen-pound boy at his home March 22.

Ticket Clerk Brownell was a between trains visitor in Iowa City recently. The police records show no arrests or pockets picked for that day. Consequently he must have been just visiting.

There's a sucker born every minute, but why do they all get jobs in the Iowa City freight office? Schindy took over 150 dimes away from the bunch in three days with his chuck luck game.

Former Rate Clerk Lantz, who resigned his position recently and accepted a position with a carbon-saver concern, is now traveling out of Kansas City. He reports the going fine, but we believe he could double his sales by introducing a little life-saver along with his carbon-saver.

Frank and "Stub" Kinney and F. Linberg are working up quite a reputation as fire fighters. Frank Kinney and Linberg recently discovered the Maiden Lane viaduct in flames, while "Stub" found the main line river bridge on fire a few days later. The prompt action of these men in both instances prevented what might have been disastrous fires as the flames were rapidly gaining headway when they arrived.

To the prospective patrons of our recently contemplated Tonsorial Parlors: The razors we won on Schindy's drawing have just arrived, however, after trying them out we find they are intended for lawn-mower work instead of tonsorial work. We have therefore decided not to run a barber shop but will accept lawn-mowing jobs instead. All work guaranteed and at reasonable prices. Will also cut tonsils as a side-line.

LINDBERG & SCHINDHELM:
Since the local freights are tying up at Iowa City the police force has been doubled and a danger zone established around the cabooses, especially Conductor Lyke's car, and the barb wire entanglements surrounding near-by chicken yards have all been materially strengthened. Can you blame us?

LET'S GO—We did—Three times—What of it?
R. O. B.
S. F. D.
J. L. L.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

Effective March 24, W. E. Brown was appointed division engineer at El Dorado. We are sorry to have Mr. Brown leave us but wish him success in his new position.

J. Archer has succeeded Mr. Brown as roadmaster on the West end of the Nebraska Division, and W. H. Oglevie has succeeded Mr. Archer as roadmaster on the Horton-Nelson Line. We are glad to welcome Mr. Oglevie among us once more.

Conductor L. L. Nuckolls has the sympathy of all in the loss of his mother, March 20.

Wesley Ireland resigned as assistant timekeeper, effective March 26, to accept a position as traveling salesman for the Rasse Grocery Co. We wish him success in his new work.

H. C. Emery, formerly fireman on this division, was a Fairbury visitor about the first of April. We are glad to say Miss Lenore Downes has resumed her position in the master mechanic's office.

Train Master's Clerk Ethel Heidelk is on the sick list.

Willie Osburn has accepted a position as A. F. E. clerk in the superintendent's office.

Lloyd Wadley relieved Wesley Ireland as assistant timekeeper.

John Calder has bid in the position of general clerk in the superintendent's office.

Many questions have been asked as to the identity of "the meanest man in the transportation department," referred to in the last issue of the magazine. Any information on this subject will be furnished by Henry Schreiber.

F. W. Wagner is acting as agent at Fairbury.

Operator L. M. Scott has been assigned to second trick operator at Meadow Tower.

T. M. Daniel enjoyed a short vacation the latter part of March.

J. J. Halpin has been appointed second trick dispatcher at Fairbury.

Mr. G. A. Albright has been appointed third trick dispatcher at Fairbury.

R. K. Ingram has been appointed second trick operator at Lebanon.

W. A. Smith has been granted 30-day leave of absence.

It has been necessary for Brakeman E. N. Helvey to lay off on account of personal injury.

E. G. Monroe has been granted 30-day leave of absence.

A. C. Hogue has been granted 30-day leave of absence.

We extend our sympathy to Dispatcher Halpin in the loss of his mother.

SILVIS NOTES.

Machinist J. Victor Carlson, who has been in the service at Silvis for the past ten years, has resigned to accept position with the Andress Auto Supply Company of Moline. We wish him the best of success in his new field.

LOST—One nice young man at K. C., known

GUMPTION

The dictionary defines "gumption" as "common sense."

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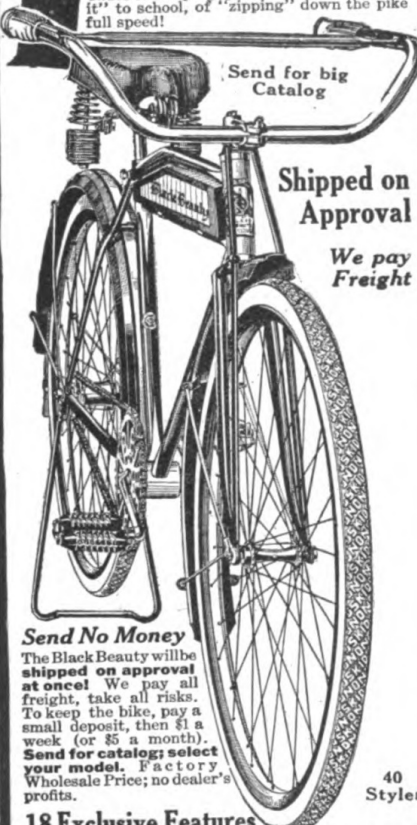


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E. R. Page, 307 Page Building, Marshall, Mo.

at McCauley. Miss N. can furnish further description.

Machinist John T. Colvin was a long time getting things ready but April 2 the ceremony was performed and nice young lady of the east section of Moline was the lucky lady and we wish Mr. and Mrs. Colvin many long years of happiness.

Gang Foreman Wilber Reid was called to Farmington, Ia., April 13, account of death of his mother-in-law. Sympathy is extended Mr. and Mrs. Reid.

Some of the boys of the boiler department have formed a new club known as "New Outing Club." This club will give several outings this summer and all Rock Island employees and friends are invited to the first, a moonlight excursion on the Mississippi River, Saturday evening, May 15th. For tickets see Boilermaker Wm. B. Lloyd or Walter Morrison of the Store Department, Silvis.

Special Apprentice Archie Mullinix and Car Department Clerk Fat Swanson are to be congratulated for the splendidly arranged program they were responsible for, used at the Silvis Glee Club entertainment at Moline High School April 9. A lot of work was necessary to work this up.

The stork visited the home of Boilermaker A. J. Green and wife the latter part of March—"A Big Baby Boy." Al is some proud daddy.

Mr. Mullinix's office has a couple of song birds who assisted the Silvis Shop Glee Club at their recent entertainment in Moline. A duet was sung by the Misses Blanche Mosses and Rachel Coda, who received great applause. Rachel says she likes the big bow but Blanche says she prefers to give a little bow.

Boilermaker Ike Edwards is getting in trim for the coming baseball season. Why not try out with Moline or Rock Island? They want a real cute ball player for all the ladies.

We are glad to see Machinist Ralph Hemmingson back to work after being laid up some time with a broken leg. Mr. Hemmingson was injured in his own basement while building a coal bin.

Mr. John Linblade has returned from Kansas City after attending the B. of R. Clerks meeting the early part of April.

Alexander McKelvie was called to Decatur, Ill., account of serious illness of his brother, Bill. Recent word from him says Bill is now improving and out of danger.

Machinist John C. Milbaugh of the roundhouse has started a nice hot-bed on his home lot, with Boilermaker Bill DeWitt as instructor. With these men coaxing Mother Nature along, there should be some healthy gardens on the southeast bluff of Moline.

Boilermaker Helper James Kline, employed at Silvis Shops the past seven years, has resigned to enter a new vocation, farming, near Colona, Ill.

Machinist Apprentice Joseph W. Schiebel was very careful April 14 that no one knew who his partner was on a trip pass to Chicago. Joe will bring in the cigars soon. We hope the shop boys will give him a warm welcome on his return.

Sympathy is extended Blacksmith Helper Apprentice Albert Fowler and wife over the sudden passing away of their baby son, who died March 23. The remains were taken to Minneapolis for burial.

The Tri-City Railway Clerks are staging a social dancing party following their regular meeting the first Wednesday of each month for their members and friends.

Machinist Solbrig and wife spent Sunday, March 14, visiting the Great Lakes Naval Station where their son, Alfred Mariner, is attending the aviation school. He finished this school March 20 and will be located at Quantico, Va., Reid Field.

The boiler shop boys were disappointed in not seeing their Boiler Shop Foreman John Koenig in the recent political parade in Davenport. They thought sure he would be the next chief of police.

Machinists Willis and Willard Breese were called home to Carbondale, Pa., April 12, account of the serious illness of their father.

Boilermaker Frank Murlouski has stated all he needs is about 150 more gum wrappers.

Miss Geraldine Andrews, daughter of Boilermaker Matt Andrews made a hit at Silvis Glee Club entertainment recently at the Moline High School. She has furnished several vocal numbers locally.

Some of the boiler shop boys seem to have a solution for their friend and brother, Henry Groene. Ask any one and they will tell you regarding the Handle Factory.

We have several politicians in our boiler shop. Another one worth mentioning is Boilermaker Apprentice Bill Murphy, who was seen in a recent political parade. Bill was a little nervous but made good.

The boiler shop boys have suggested that Machinist Wm. Rochell, who has been attending the different dances at Rock Island of late, see Boilermaker Hillis for some real lessons.

Bill Humes, shop timekeeper, tell your boiler-maker friends what the attraction at Chicago is. Why not bring her to Rock Island?

Sympathy is extended to the bereaved family of Grover S. Lowe, who passed away April 15 after a long illness. Mr. Lowe was one of the oldest machinists in Silvis Shops and his co-workers will greatly miss him, especially on the gasoline engine job. Mr. Lowe was considered an excellent gasoline man and was the inventor of the Stay Bolt Breaker that is in use on many railroads throughout the country. Mr. Lowe was also quite an orator and was frequently called upon to deliver presentation speeches. Mr. Lowe was very active in the Royal Academy Lodge, having served as chaplain and filled other

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offices. His body will be laid to rest in Riverside Cemetery, Moline.

The boiler shop boys claim they enjoyed the smokes passed to them by their friend, Boilermaker Ernest Kemna, better known as "Big Bay." Ernest slipped up to Chicago last month and was married to Miss Winifred Overand. Congratulations are extended to the newlyweds.

Machinist Ed Craig, better known as Slick, joined the Silvis Aerle of Eagles April 9, and is now some buzzer, but it is up to Boilermaker Dennis Martin and Maze Schall to make his wings spread so he may be called a real eagle.

Mr. Ed. Bloom of the Store Department says he hasn't got over that surprise party at his home April 10. Three tables of five hundred were played and a fine luncheon served, but poor Ed is still looking for some of those nerves he lost when the switch wouldn't work.

Wanted to Know—What's the matter with Woofie? Will some one enlighten us, or else we will be tempted to say—Oh, Death where is thy sting?

Some one says Bloomberg is losing a lot of sleep leaving McClellan heights in Davenport so late that his eyesight becomes slightly impaired and he stumbles over corners around the heights, in the nights, thus endeth the poor tale.

"Doc" Krone and Steve Mueller have decided to take in all the bathing beaches this summer. Mr. Mueller thinks he'll look just perfectly grand in one of "them"—and Doc not happening to be any smaller has decided he will look equally as good. Time will tell.

Our First Aid Lady, Miss Minnie Lundahl has resigned to accept another position and we regret her leaving our emergency room, a place she well filled. Miss Aileen Carlson is now filling the vacancy and we know she is also the young lady for the position.

The office force of Mr. Mullinix's office, general storekeeper's office, assistant supervisor's office and assistant mechanical engineer's office have all pledged themselves to cut down the high cost of living, effective April 19th. The men will wear overalls and colored shirts and the girls their old clothes.

Every seat in the Moline High School auditorium was sold out for the Silvis Shop Glee Club entertainment staged Friday, April 9th. Many calls were made for seats two days preceding the event and people were turned away as a result that the Rock Island employees had practically bought the house out, as the Glee Club wanted their own co-workers to receive preference. It was a great success. Every number was enjoyed by everyone present, and Silvis shops are proud to possess such wonderful talent as furnished the vocal entertainment that night. A program of two and one-half hours was furnished and the writer will not go into details, as all he can say is that those who have not had the pleasure of hearing them should not miss out on their next event, which will be announced later. Why shouldn't this Glee Club make a wide-spread hit with such as our shop superintendent, S. W. Mullinix, behind this club, and Mr. Powell with such wide reputation as leader and Foreman Fred Beckstrom as president of the club?

Bureau Formed for Hotel Information

The Chicago Association of Commerce has put into operation a new department, the Hotel Information Bureau.

This new bureau will function under the guidance of the convention bureau and will confine its efforts entirely to the solving of the problem of hotel accommodations both as related to advance bookings and present registrations.

The establishment of this new department was made possible through the splendid co-operation of the Hotel Association of Chicago.

Mr. Geo. E. Wolf, who has been connected with Chicago hotels for a number of years, and has had a long and practical experience in hotel bookings, will carry on the work of this new bureau.

There never has been a time when Chicago hotels could not accommodate all visitors, but the problem has been to fit the inquiring registrant into the available space. Under stress, during one or two of the large conventions, the association recently operated a hotel information bureau, on a purely temporary basis. These experiments have proven the wisdom of the undertaking and now this bureau, in charge of Mr. Wolf, will become a permanent department of the Chicago Association of Commerce.

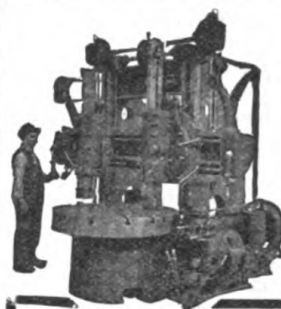
The hotels will keep the bureau advised as to available space. The merchant's opportunity is to forward all communications either for advance reservations or for present requirements to the Hotel Information Bureau, 111 S. E.

Phone Maple 1353

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For Air Brakes on Locomotives and Cars

Automatic Slack Take-up
Packing Cups and Gaskets
Expander Rings

Veterans of the Rail

(Continued from page 14)

until July, 1894, when he left; again re-entered service of the Rock Island as B. & B. carpenter, Iowa Division, May, 1897, serving in that capacity until May, 1905, when he was transferred to the Illinois Division as B. & B. foreman; transferred to the Iowa Division on January, 1907, and remained in that capacity until November 30, 1919, when he was retired, account incapacitated, and granted a pension, effective December 1, 1919.

Ludwig B. Wulf, section foreman, Minnesota Division, was born in Schlesweig, Holstein, February 28, 1850, at which time this province was a part of Germany; married December 4, 1881, and migrated to the United States April, 1887, settling at Reinbeck, Iowa. Mr. Wulf began working on the B. C. R. & N. in 1889 as section laborer and continued in that work until February, 1898, when he was promoted to section foreman at Wellsburg, and remained in that capacity until February 29, 1920, when he was retired, account age limit attained, being granted a pension effective March 1, 1920.

Ross L. Hammond, engineer, Missouri Division, was born in Brookfield, Pa., March 17, 1850. At six he was an orphan, being reared by strangers and as a youth worked for farmers and in lumber and maple sugar camps. In 1864 he came West and settled at Davenport, Ia., where for a year he worked as a sexton in a cemetery. Then he learned the butcher's trade, and in August, 1869, began firing on the Rock Island between Davenport and Des Moines. He fired wood burning engines pulling passenger express between the two cities. He was paid \$2.50 for the round-trip, 354 miles, and between trips would polish brass and gold leaf paint on the locomotives without compensation.

Mr. Hammond was promoted to engineer on March 11, 1872, and in 1879 was promoted to the regular passenger service, where he remained until 1890. For a year or two he ran engines for the Santa Fe and the Sioux City Short Lines, returning to the Rock Island in March, 1895, at Eldon, Ia. He ran east out of Eldon until March 17, 1920, when he reached the age of 70 years, 45 of which were spent with the Rock Island. He was retired on pension at that time.

Current Events

(Continued from page 21)

Paul R. Demott of Paterson, N. J., who was killed by a German guard at Wesel, made no claim for protection of immunity as an American and carried letters addressed to Russian soviet leaders, according to an official report received by the state department from Commissioner Dresel in Berlin.

P. J. Kieffer, former army major and adjutant at Camp Pike, waived examination in municipal court at Pine Bluff, Ark., and was bound over to the grand jury on a charge of perjury under \$2,500 bond in connection with a divorce he secured here on March 27. The grand jury will meet on May 5.

The Postal Telegraph-Cable Company of Texas, whose wires extend from Dallas to Oklahoma City, Joplin, Memphis and New Orleans, will cease handling

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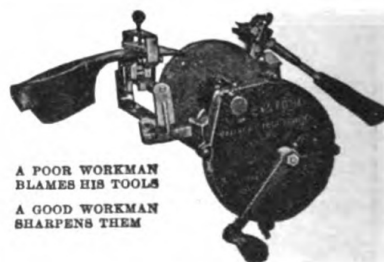
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telegrams on May 1, after which date its operations will be limited to leasing its facilities to other wire companies. Three hundred operators and other employees will be released.

To prevent an influx of Mexican and Canadian laborers into America, the American Federation of Labor asked Congress to abrogate orders of the labor department permitting temporary admissions of Mexican and Canadian laborers to the sugar beet fields of Colorado, Wyoming, Iowa, Utah and Nebraska.

A Rumanian oil company, the Rumanian Consolidated Oil Fields, Ltd., has won the first step in its efforts to collect £1,250,000 from the British government for destruction of the company's wells during the retreat of 1916. The judge held that the British envoy, superintending destruction of the wells promised to reimburse the owners of them, but he declined to assess the amount of damages.

Dispatches from Lisbon report that the Portuguese government has suspended all postal and telegraphic employees who have remained on strike. The government of Portugal, the dispatches add, is about to publish a decree prohibiting the exportation of woolen fabrics manufactured in Portugal, especially in the northern region.

Trial of alleged conspirators charged with seeking to overthrow the present Grecian government was opened in Athens before a special court-martial. Several prominent Greeks are on trial.

Greeks in north Epirus are being massacred by Albanians, according to a cablegram received by the National Pan-Epirotic Union of America from the president of the North Epirotic Society, at Janina. It reads: "The situation in north Epirus is critical. Albanian bands have abolished Italian civil authorities and begun again their slaughter and destruction. Thousands of families are seeking refuge in our district (southern Epirus). Appeal and protest to the United States government in favor of our unhappy refugees."

Japan has notified the governments of the United States, England and France that she is ready to give up certain concessions in the provinces of Mongolia and Manchuria in response to pressure by these powers, according to a cable received by the *New World*, a Japanese daily newspaper, from its Tokio correspondent.

Severe losses have been suffered by a portion of the Japanese troops stationed near Nikolaevsk, Siberia, in a battle with Russian forces. According to the advices the Russians destroyed the Japanese consulate at Nikolaevsk during the fighting and the fate of the consul, Mr. Ishida, is unknown.

Dr. A. W. Stickney and H. D. T. Reynolds, Americans, living in London, recently reported to have been captured by Bolsheviks at Novo Nikolaevsk, are in the Alta district of Siberia, safe, the American consul at Harbin reported to the State department.

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Annual Report of Rock Island Lines

(Continued from Page 9)

that it was to the advantage of the company to accept this guaranty, and accordingly did so. This protects us until September 1, 1920, in a revenue equal to the average for the test period.

GENERAL.

Federal Valuation. The federal valuation of the company's property is almost completed. Final figures have not yet been served upon us, but from the figures that have been submitted to us by the Bureau of Valuation of the Interstate Commerce Commission we are hopeful that the valuation will exceed our capitalization as well as our property account, both of which we have regarded as conservative.

New Lines. The extension of the Chattanooga branch from Chattanooga, Oklahoma, to Grandfield, Oklahoma, 15 miles, was opened for operation April 15, 1920. This line will afford access to the oil fields near Burk-Burnett, Texas, and will furnish a considerable volume of traffic.

New Industries. One hundred and forty new industries, employing approximately 2,600 men and originating about 70,000 carloads of revenue freight per annum, were located on the company's lines during the year.

Pensions. The Director General continued the company's pension plan, paying out \$138,297.57 to pensioned employees during the year.



T. & P. Lifts

Embargo on Oil

The freight embargo on traffic destined to the oil fields of Texas, in effect on the Texas & Pacific, has been lifted, allowing free traffic movement within these districts without the use of permits. The order raising the ban adds, however, that to avoid congestion, traffic department representatives will impress upon shippers the necessity of distributing traffic so as to avoid accumulation at any one junction. Congestion in the Texas oil fields has resulted in an almost continuous embargo on all lines in this district for the past two years. Relief came when the Wichita Falls, Ranger & Ft. Worth began operation on March 15, between Ranger, Tex., and Jakehamon.



Dispatches Report

China Railroad Strike

A Reuter cable states that the State Department has been advised of a general strike on the Chinese Eastern Railway, which is in Manchuria, following upon an unsuccessful demand by the social revolutionists that General Horvat, director of the railway, should relinquish his authority over the line.



If you boycott potatoes in favor of rice the latter goes up, so what's the use! It is hard to put salt on the tail of old demand and supply.—*San Francisco Chronicle.*



Harrington—How do you like prohibition? Carrington—It is an interference with the personal liberty of my wife who married me to reform me.—

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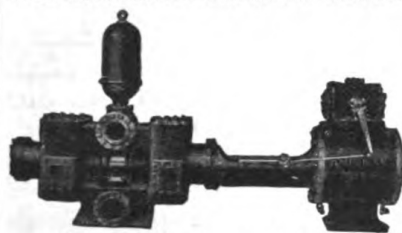
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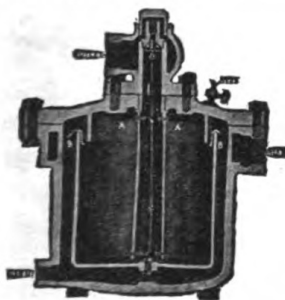
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CHICAGO, ILL.

1220-21 Monadnock Block

Beauty Hints

(Continued from page 23)

It seems unnecessary to accent the fact that fresh air breathed in deep draughts is, of all things, most necessary to the cultivation of beauty. Fortunately, the open window campaign has become a household word. If it hasn't at your house, just ask forgiveness for past sins and throw open your windows as often as you can.

But fresh air in your house isn't enough. You should get out-of-doors and stay out at least two hours a day. Take up some form of outdoor athletics. If swimming, skating, golfing, canoeing or any of the other sports are not for you, then walk. Walk in the sunshine and even in the rain if you are properly clad to protect yourself against getting wet—and when you walk or play breathe deeply.

Faults in the method of breathing are chiefly caused by errors in clothing, and the fault of most clothing lies in depending upon a corset of cloth and steel for the muscular corset which nature gives us to keep our abdominal organs where they belong. Happily, the fault is on the wane, and the modern corset usually reaches only to or a little above the waist-line, and leaves the diaphragm free for deep breathing.

The natural way to breathe is with the up and down motion of the diaphragm that produces a consequent expansion and contraction of the abdomen, together with a slight motion of the lower ribs. When we take exercise both these motions are increased, and the whole chest is expanded.

The following exercises will be found beneficial in cultivating deep breathing:

Stand with your arms a few inches away from your sides to permit your chest walls to open fully. Bring your arms sideways and upward until they are extended full length above your head. While raising your arms, slowly inhale till you feel that your fullest capacity for air has been reached, which should be when your arms are at their highest point overhead. Now bring your arms down, holding them well back, and exhaling rapidly. You should practice this exercise ten or fifteen times daily before an open window or in the outer air. Haste in breathing exercises spoils their effect.

Take a full breath and raise your arms over your head. Bend forward and reach downward with your hands, keeping your elbows and knees stiff until your finger tips touch the floor. Exhale as your arms descend and inhale as you straighten up, and swing your hands backward until they are once more above your head.

Hines Resigns as Director General

Walker D. Hines, director general of railroads, has resigned and his resignation has been accepted by President Wilson, effective May 15.

Mr. Hines' letter of resignation was not made public, but it was understood that the director general had desired to resume law practice in New York when the roads were returned to private control March 1, and that he had consented to remain only until liquidation was well under way.

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That Spring Training Trip

(Continued from page 11)

"You can't tell much about a recruit in the spring," says John J. McGraw. "They all look good and fast then. It is toward the end of the trip that they get a line on them."

There is a superstition now that if a recruit shows any great promise at the start of the spring training trip he is sure to wilt toward the end. This is because so many wonders have been picked by the experts only to turn out what they could call spring bloomers.

This has happened so often that praise of a recruit is being tempered considerably. We go to the other extreme now. If he shows too much promise we are quite certain that he will not last. Ty Cobb was not discovered on any spring training trip. And the man who first had Christy Mathewson wanted to make a first baseman out of him.

Consequently you will see that as a means of getting a line on the recruits the spring training trip is considerably useless. When a man who can tell the earmarks of a ball player as John J. McGraw can tell them admits that he can't tell them on the training trip it means that nobody can. However, it makes interesting reading of a sort. Only the boys back home must be getting weary of waiting for some of the spring wonders to materialize.

The gastronomic feats of some of the well-known baseball players always seem to please. The fact that Ping Bodie, pound for pound, devoured more than the champion ostrich of Jacksonville, Florida, seemed to be read with great interest.

Time was when they always held a snipe hunt for the benefit of the simplest of the bushers on the team. You know the snipe hunt, of course. The young man is induced to wait in a field in the dark with a lantern holding a bag to catch a flock of snipe that are to be attracted by the light. They had a candidate among the Giants this year, but somehow the athletes were too fatigued to go through with the stunt.

WANT PAY WHILE TRAINING.

As a matter of fact the baseball players are becoming more like tired business men every year. This year they have been growling over being made to train without pay. The ball player gets nothing on the spring training trip and he imagines that the owners make vast sums out of the exhibition games. The ball player, in the spirit of the times, wants all that he can get. He points to the fact that the chorus girls get pay while rehearsing and he believes that he has the same rights.

Some of the stars decline to report at all. Tyrus Raymond Cobb comes to the spring training only when the spirit moves him. Frank Baker has been evading the trip South. The ball player is becoming more and more of a prima donna as the salaries mount higher and higher and as the box office receipts swell.

With the increase in salaries come the greater sensitiveness in the ball player and the greater realization of what he considers his wrongs. When Colonel Ruppert and Colonel Huston, of the Yankees, paid something like \$150,000 for the privilege of paying Babe Ruth \$20,000 a year they got every baseball player in the world brooding over his injuries.

No doubt it was a good investment and the two Colonels will get back their investment at the box office. But the men who demonstrate the National Pastime

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Rock Island Magazine for May, 1930

H. P. HARMON,
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are intensely human and they are decidedly jealous of the Babe and his salary, which is the highest paid in baseball, outside of the salary that was paid to John Joseph McGraw for managing the Giants before he became an owner.

The Yankee players threatened a strike unless they were given part of the money taken in at exhibition games. The other baseball players started to grumble, too. It may be that next year the players on all the big league clubs will demand pay or part pay while training.

OWNERS THREATEN END.

Some of the owners say that this will mean the end of the spring training. But there is no chance of that. The athletes have to be put into shape before the opening of the regular season. Moreover, the training trip brings a lot of publicity which the baseball club owners do not exactly detest. Then consider the fan, whose sole happiness while he is waiting for the ice to thaw in his streets is reading the romances from the training camp that put him into the frame of mind where he is only waiting for the gates of the ball park to open.

They may curtail the spring training trip but they will not abolish it. It has become an American institution. It is one of the harbingers of spring, like the first swallow or the chirp of the robin. At that season of the year the South and the Southwest must be cluttered up with baseball teams. These regions would not feel natural otherwise.

Also some of us who have become accustomed to nutting around with the baseball teams would find our springs very empty unless we could live out of a suitcase at this season. Congress might be abolished with little discomfort to the nation at large but not the spring training trip.

Only I hope that the architect of the Pullmans will get to work and design a few new cars for the exclusive use of baseball clubs before next spring. If he does he will be regarded as not only a benefactor to those who demonstrate the national pastime but also to those who are forced to go nutting around through the South with the noble athletes.

Let the architect pay special attention to the place for playing African golf, for your correspondent could not make the flying dominoes do their duty in the narrow confines of the Pullman smoker during the last spring trip.

Bill Planned to Fix Express Earnings

A bill to authorize the Interstate Commerce Commission to fix the percentage of express earnings which shall be paid to the railroads for the transportation of express matter, is said to be under preparation by Representative Esch and Senator Underwood, the purpose being to enable the commission to increase express rates without the necessity for increasing them twice as much as the express company needs. Under present contracts the railroads usually receive about 50 per cent of the express revenues.—*Railway Age*.

A seaman just sobering up explained his condition thus: "I had \$80 three days ago. It's all gone. I spent \$10 yesterday for whiskey at 50 cents a drink, and the drinks were thimblefuls." That some pot-house profiteers approve of prohibition is a fair conclusion.—*Brooklyn Eagle*.

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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 gallonage or guaranty basis, communicate with:

GENERAL CHARLES MILLER, Chairman,
Franklin, Pennsylvania.

Meritorious Service

(Continued from page 10)

chase tickets from Ottawa, Ill., to Colorado via the Rock Island after they had originally planned to take another route.

Brakeman W. F. Swafford, Wister, Okla., commended for voluntarily firing engine as regular fireman, a new man, was unable to keep engine hot.

Agent L. Collins, of the Minnesota Division, commended for increasing freight business to Chicago stock yards. On one occasion recently Mr. Collins secured eight cars of Chicago heretofore handled over a competitive system.

Brakeman W. L. Robertson, Biddle, Ark., commended for reporting discovery of brake beam down.

Conductor A. W. Wright, Biddle, Ark., commended for reporting discovery of defective car equipment.

Brakeman R. W. Newton, Manly, Ia., awarded ten merit marks for voluntarily coaling engine account chute being out of order.

Fireman H. H. Spiker, Iowa Falls, Ia., awarded ten merit marks for voluntarily coaling engine when chute was out of order.

Conductor R. G. Henderson, Manly, Ia., awarded ten merit marks for voluntarily coaling engine account chute out of order.

Engineer A. Sebersen, Manly, Ia., awarded ten merit marks for voluntarily coaling engine account chute out of order.

Brakeman A. H. Davis, Manly, Ia., awarded ten merit marks for voluntarily coaling engine account chute out of order.

Conductor M. C. Remi, El Reno, Okla., commended for firing engine 1923 from Rush Springs to Duncan, and Brakeman L. O. Cullers firing engine from Duncan to Waurika, account fireman being sick.

Switchman Fred Danielson, Hutchinson, Kan., commended for securing three passengers, Hutchinson to Chicago, and securing shipment of household goods from and to same points.

Conductor I. E. Storey, Brakeman C. B. Barton and C. B. Schluntz, Engineer F. Herman and Fireman F. E. Swab, all of Muscatine, Ia., commended for putting out fire on right of way.

Section Foreman G. A. Matheny, Nichols, Ia., commended for reporting discovery of broken flange.

Engineer Dan O'Connell, Des Moines Valley Division, awarded ten merit marks for repairing whistle.

Section Foreman C. V. Jeffry and Section Laborer Evans Morris awarded ten merit marks each for reporting discovery of brake beam down.

Chief Yard Clerk Jesse Ward, Missouri Division, commended for reporting discovery of brake rigging down on train at Trenton, Mo.

Switchman T. L. Rehard, Missouri Division, commended for detecting error in stenciling of capacity of freight car.

Section Foreman C. W. Cole, Missouri Division, commended for promptly reporting discovery of broken wheel on car.

Switchman H. N. Boyer, Missouri Division, commended for prompt reporting of discovery of sand bar on passing car being down.

Brakeman George Breckenridge, Missouri Division, commended for voluntarily firing engine when regular fireman was absent.

Brakeman L. D. Garner, Dalhart, Tex., commended for firing engine when regular fireman was taken ill.

Switchmen J. P. Oliver, J. M. Cavanaugh and G. E. Locke, Dalhart, Tex., commended for bedding stock cars to prevent delay of train.

Section Foreman T. H. Garrett, Ringgold, Tex., commended for reporting discovery of dragging brake beam.

Brakeman G. H. Linsley, Colorado Division, commended for firing freight engine round trip owing to inexperienced fireman being unable to keep up steam.

Fireman K. S. C. Runnells, Colorado Division, commended for assisting train crew change steam hose.

Conductor A. W. Lyon and Brakeman I. E. Sanford, Minnesota Division, commended for making repairs on freight car draw bar while en route.

Engineer William Tweedy, Estherville, Ia., commended for careful work in handling engine on train after top guide had been broken.

Brakeman T. J. Stanley, Valley Junction, Ia., commended for discovering broken column bolt and bent arch bar on car, resulting in car being set out.

Section Foreman William Jester, Brest, Mo., commended for flagging and stopping passenger train after discovering broken arch bar on mail car.

Section Foreman W. A. Smith, Versailles, Mo., commended for discovering dragging break beam on passing train, flagging train crew who repaired the defect.

Section Foreman J. R. Cook, Sheffield, Mo., commended for flagging train when he discovered brake beam down.

Fireman C. J. Marchal, Manly, Ia., awarded ten merit marks for discovering and extinguishing fire on bridge.

Engineer A. A. Owens and Conductor F. S. Washburn, Minnesota Division, awarded ten merit marks each for discovery and extinguishing fire on bridge.

Brakeman R. Vorichek, Cedar Rapids, Ia., commended for discovering arch bar down on car.

Conductor E. M. Scott, Biddle, Ark., commended for discovering broken wheel on car and causing same to be set out.

Engineer C. J. Brown, Conductor Gall, Brakemen Hansen and Needs, Minnesota Division, commended for timely and intelligent assistance in clearing right-of-way following derailment of three cars.

Engineer H. N. Scholtes, Brakeman A. H. Reynolds and O. S. Hedwick and Fireman A. R. Burrill, all of Titonka, Ia., commended for disconnecting tank hose and forming bucket brigade in filling boiler with pails when ash pan blew off and pipe froze, resulting in ice raising valve and letting all the water out of boiler.

Mr. J. R. Sebern, Minnesota Division, commended for discovering broken wheel on car at Manly yard.

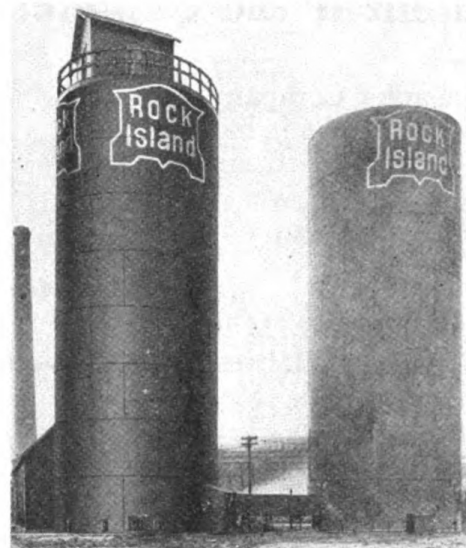
Messrs. B. M. Stearns, W. F. Yancy, G. E. Simpson, E. Trotter and E. L. McKinney, Minnesota Division, commended for backing up from Iowa Falls to McCallsburg and Garden City in order to pick up two cars of stock, thereby saving bad delay to cars.

Perhaps Hoover is ashamed to admit that he's either a Republican or a Democrat.—*Columbia Record*.

High prices have made it harder to make both ends meet, except both ends of the belt.—*Greenville (S. C.) Piedmont*.

It may not take nine tailors to make a man, but it is certain it takes only one today to break him.—*Philadelphia North American*.

As we understand the Admiral, he charges the Department with being too medalsome.—*Brooklyn Eagle*.



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Administrative Office, New York

Development of Watch Inspection

(Continued from page 4)

freak or fancy dials, as they have proven to be confusing and dangerous. The conditions under which time is read on engines, especially at night, argues strongly for clear, outstanding Arabic figures only.

To the uninitiated, the layman, it may be interesting to know something about the details—the modus operandi of conducting the service. Some roads require more classes of employees to carry standard watches than others, for instance, telegraph operators, section foremen, baggagemen are exempt on some roads. As a general rule, however, train and enginemen, train masters, road masters, train dispatchers, telegraph operators and station agents, bridge and building foremen, engine hostlers, yard masters and engine foremen and pilots are subject to Time Service rules and regulations.

Applicants for positions noted above after passing a physical examination are furnished an "order for watch inspection" by the superintendent, which is presented to the authorized company inspector, who if he finds watch standard and in good order issues "certificate," good until next regular inspection, sending one copy to the superintendent and one to the general time inspector. Semi-monthly thereafter employees submit their watches to the inspector for comparison with standard time, and semi-yearly, in April and October, for examination of its condition, at which time certificate of watch inspector is renewed, if watch is in good order; otherwise, certificate is marked rejected and sent to superintendent and the watch taken out of service.

When employee enters service he is furnished a comparison card, describing the watch he presents to the inspector, for comparison, and on which he records its rating. This card, like the watch inspector's certificate, is renewed in April and October. Superintendents keep a list of employees subject to time service rules, and the certificates issued by inspectors are checked against this list to ascertain delinquents.

Employees are required to have their watches cleaned and put in good order every eighteen months. At such times employee is furnished a standard loaner watch equal in grade to his own, by the inspector, who also furnishes a standard loaner card upon which comparisons are recorded while his own is being cleaned. The stock of loaner watches inspectors carry for this purpose represents a considerable investment and is wholly accommodative. Some inspectors carry 150 of such watches, the average being about 15.

It may be superfluous to say that no other body of men, educated as they are in promptness, exactness and caution, carry watches equal in grade to railroad men.

In no other department of railroading is the technique of service followed more closely than by watch inspectors.

In no other department of railroad service is there greater need for exactness, preciseness and a strict compliance with the rules.

The invention of the airbrake and its adaptation to train control marked no bigger advance in safetyizing train movement than the adoption of the watch inspection system.

No other department co-ordinates the activities of other departments to the extent that Time Service does. It has a

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Peoria freight rate to all points on the Rock Island System.

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clearly defined relationship with all branches of service.

To employees who are inclined to be remiss in submitting their watches for inspection and keeping them in good order we say, a bad watch is a concealed danger, hidden from other employees, who depend upon your watch being correct as you do theirs.

The man who neglects his watch dishonors himself, degrades the service, and does an injustice to his fellow workmen.

Standard clocks are maintained at all registering points, and in other offices of importance. Trainmen and enginemen compare their watches with these clocks just before beginning each trip, as an extra precaution against inaccuracy, therefore the correct indication of such clocks closely approaches in importance the correctness of employee's own watch.

These clocks are in charge of a designated employee in each office, who keeps a daily record of its performance. These records are mailed to headquarters at the close of each month, where they are carefully scrutinized, and any action necessary to keep clocks rating reliably is taken. Standard clocks are supervised by local watch inspectors, whose duty it is to keep them in good order.

A majority of standard clocks are of the synchronizing type, controlled by a master clock, which "beats time" from 10:58 to 11:00 a. m. daily.

There is an ever-increasing interest in correct time manifested by employees not subject to Time Service, as is evidenced by the large numbers who collect around telegraph offices, when time is being sent. This interest is doubtless traceable to Safety First Campaigns, carried on by major roads, which has its root in correct time.

The Official Bureau of Railroad Time Service maintains a separate department to repair and regulate standard clocks.

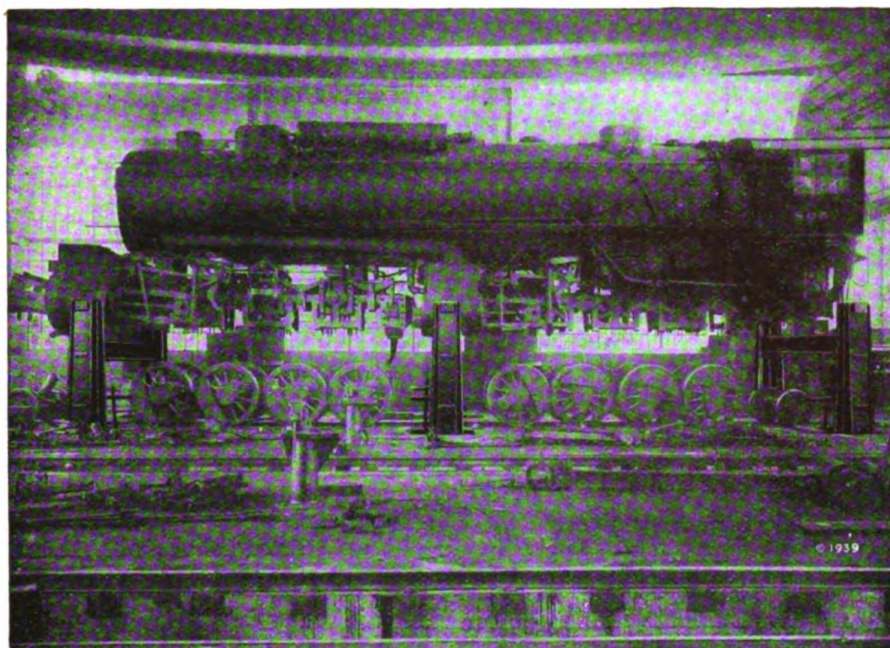
Inasmuch as Time Service and Safety First rules have similar purposes—the conservation of life and property—doubtless the attendance of a Time Service representative at Safety First meetings would inure to the welfare of the company.

The Rock Island, by listing the names of watch inspectors and their locations with the officers, agents, etc., furnishes useful information to employees, generally, and consequently increases their familiarity with the service.

In conclusion, we wish to say there is no railroad so small or insignificant but what recognizes the importance of a Time Service organization.

The Ball system of watch inspection has been chartered in the United States and Canada under the name and title of the Official Bureau of Railroad Time Service.

The personnel of the bureau is headed by Mr. Ball, whose official title is General Time Inspector, and whose duties are entirely executive. Mr. W. F. Hayes, Asst. General Time Inspector, is at the head of the operating department, being assisted by at least one hundred experts, with headquarters in Chicago, Cleveland, San Francisco, Winnipeg, Memphis, Houston and Kansas City. This force of experts have territorial assignments and take care of all matters of an emergency nature. In addition thereto approximately two thousand local watch inspectors having smaller assignments complete the organization, and to whom more than three hundred thousand employees report to have their watches inspected and maintained in dependable condition.



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Dalton Heads Chicago Traffic Club

The Chicago Traffic Club, at its annual election held on March 30, unanimously elected the following officers and directors: President, E. L. Dalton, general traffic manager, Montgomery Ward & Co.; first vice-president, R. B. Robertson, assistant freight traffic manager, Union Pacific; second vice-president, G. K. Sage, traffic manager, Fairbanks, Morse & Co.; third vice-president, L. W. Landmann, passenger traffic manager, New York Central; secretary, E. S. Buckmaster, assistant general agent, American Railway Express Company, and treasurer, J. F. Coykendall, treasurer, Chicago Great Western. The directors elected for two years include: Carl Howe, traffic manager, Michigan Central; H. C. Barlow, traffic director, Chicago Association of Commerce; Henry A. Palmer, editor, The Traffic World, and S. F. Miller, general freight agent, Chicago and North Western.

Tribute Paid to Clarence Davis

The following tribute in memory of Clarence Davis, fuel supervisor of the Kansas Division, who died recently, was written by a close friend:

"It was a painful shock to his host of friends, when the untimely death of Clarence Davis became known. Like a thunderbolt out of a clear sky came the news that he had reached the end of his earthly pilgrimage in a sudden and unlooked for manner.

"Clarence Davis was 34 years old at the time of his death. He began his railroad career as a call boy in Caldwell, Kansas. In 1903 he began firing an engine; was later promoted to engineer, and two years ago became Fuel Supervisor of District No. 2, Kansas Division.

"All who knew him, liked him. He counted his friends by the score; of enemies, he had none. Conscientious above all things else, he was greatly appreciated for his competent work; affable and kind he made friends wherever he went. He was a man amongst men; a dutiful son and a good husband. A happy home-life was his dream and after a day's work was over, he was ever most contented under his own roof.

"A few weeks over a year ago, he lost his mother and sister on the same day, both victims of the 'flu'; now he, too, has been summoned by the Master of life and death, leaving to mourn his untimely demise a wife and little son, a father, a brother and a sister, who, all of them, feel keenly the loss of this model husband, son and brother.

"May his soul rest in peace! May his memory remain green in the minds of all who knew him and admired his sterling qualities!"

The wife, father, sister and brother of Mr. Davis are very grateful to their Rock Island friends. Their statement follows:

"In the death of Clarence W. Davis we feel a sorrow words cannot express. We desire to express our extreme gratitude to the R. I. officials for the many kindness shown to us, and also desire to thank our many friends. Such kindnesses are never forgotten."

Rock Island Magazine for May, 1920

The Horses of Basil's Ford

Dalton Headline

(Continued from page 5)

gazed at his horses as if that were the first moment he had ever laid eyes on them.

"Jimmy, you have those grand horses," went on Lucy. "And look at me!"

"Jimmy, you've got me corralled," she continued archly, "and I'm dad's only child."

"But, Lucy, I haven't got you!" he passionately burst out.

"Yes, you have. All you need is patience. Keep hanging round the ford till dad gives in. He hasn't one thing against you, except that you wouldn't sell him our horses. Dad's crazy about horses. Jim, he wasn't so angry because you wanted to race Wildfire against the king for me; he was furious because you were so sure you'd win. And see here, Jim, dear—if ever you and dad race the red and the gray you let the gray in, if you love me and want me! Else you'll never get me in this world."

"Lucy! I wouldn't pull Wildfire—I couldn't break that horse's heart even to get you!"

"That's the rider in you, Jim. I like you better for it; but all the same, I know you would."

"I wouldn't!"

"You don't love me!"

"I do love you."

"Well—then!" she mocked, and lifted her face—

"Oh, child, you could make me do anything," went on Lamar presently. "But, Lucy, you've ridden the King, and you're the only person besides me who was ever up on Wildfire. Tell me, isn't Wildfire the better horse?"

"Jim, you've asked me that a thousand times."

"Have I? Well, tell me."

"Yes, Jim, if you can compare two such horses, Wildfire is the better."

"You darling! Lucy, did Bostil ever ask you that?"

"About seven million times."

"And what did you tell him?" asked Lamar, laughing, yet earnest withal.

"I wouldn't dare tell dad anything but at Sage King could run Wildfire off his legs."

"You—you little hypocrite! Which of us were you really lying to?"

"I reckon it was dad," replied Lucy seriously. "Jim, I can ride, but I haven't such horse sense. So what I think ain't be right. I love the King and Wildfire—all horses. Really, I love Nag-r best of all. He's so faithful. Why, s because he loves you that he nags you. Wildfire's no horse for a woman. He's wild. I don't think he's actually any sterner than the King; only he's a desert allion and has killed many horses. His spirit would break the King. It's in the king to outrun a horse; it's in Wildfire to kill him. What a shame ever to let those eat horses race!"

"They never will, Lucy, dear. And now I see if the sage is clear, for you must go."

Lamar's eye swept the gray expanse. A few miles out he saw a funnel-shaped mist cloud rising behind a bunch of dark morses, and further on toward the ranch ore puffs of dust and moving black specks.

"Lucy, something's wrong," he said quietly. "Take your glass. Look there!"

"Oh, dear, I'm afraid dad has put the eyes on my trail," rejoined Lucy, as she adjusted the glass and leveled it. Instantly she cried, "Three riders and

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three led horses—unsaddled. I don't know the riders. Jim! I see Sarchedon and Bullet, if ever I saw them in my life."

"Rustlers! I knew it before you looked," said Jim, with compressed lips. "Give me the glass." He looked, and while he held the glass leveled he spoke: "Yes, Sarch and Bullet—there's Two-Face. The three unsaddled horses I don't know. They're dark bays—rustlers' horses. That second bunch I can't make out so well for dust, but it's the same kind of a bunch—three riders—three led horses. Lucy, there's the King. Cordts has got him!"

"Oh, Jim, it will ruin dad!" cried Lucy, wringing her hands.

Lamar appeared suddenly to become obsessed by a strange excitement.

"Why, Jim, we're safe hidden here," said Lucy, in surprise.

"Girl! Don't you think me afraid? It's only that I'm"—His face grew tense, his eyes burned, his hands trembled. "What a chance for me! Lucy, listen. Cordts and his men—picked men, probably—sneaked up in the sage to the ranch and run off bareback on the racers. They've had their horses hidden, and then changed saddles. They're traveling light. There's not a long gun among them. I've got my rifle. I can stop that bunch—kill some of them, or maybe all—get the horses back. If I only had more shells for my rifle! I've only ten in the magazine. I'm so poor I can't buy shells for my rifle."

"Dear Jim, don't risk it, then," said Lucy, trembling.

"I will risk it!" he cried. "It's the chance of my life. Dearest, think—think what it'd mean to Bostil if I killed Cordts and got back the King! Think what it'd mean for me! Cordts is the bane of the uplands. He's a murderer, a stealer of women. Bostil can't sleep for fear of him. I will risk it. I can do it. Little girl, watch, and you'll have something to tell your father!"

As the rustlers approached, Lamar, peering from his covert, felt himself grow colder and grimmer. Presently he knew that the two groups were too far apart for them both to pass near him at the same time. He formed a resolve to let the first party go by. It was Cordts he wanted—and the King.

Lamar lay low while moments passed. The breeze brought the sharp sound of ironshod hoofs. Lamar heard also a coarse laugh—gruff voices—the jingle of spurs. There came a silence then—then the piercing whistle of a frightened horse.

Lamar raised himself to see that the rustlers had halted within pistol-shot. The rider on Two-Face was in the lead and the cunning mare had given the alarm. Jim thought what a fool he had been to imagine that he could ambush rustlers when they had Two-Face. She had squared away, head high, ears up, and she looked straight at the hiding place.

It appeared as if all the rustlers pulled guns at the same instant, and a hail of bullets pattered around Lamar. Leaping up, he shot once—twice—three times. Riderless horses leaped, wildly plunged and sheered off into the sage.

Lamar shifted his gaze to Cordt and his followers. At sound of the shots the rustlers had halted, now scarcely a quarter of a mile distant.

"Are y'you all right, Jim?" whispered Lucy.

Lamar turned, to see the girl standing with eyes tight shut.

"Yes, I'm all right, but I'm stumped

now. Cordts heard the shots from my rifle. He and his men won't ride any closer. There, they've started again—they've left the trail!"

"Jim, they're cutting across to head off Sarch. He's leading. If they ever catch the other racers it'll be too late for you."

"Too late?"

"They'll be able to change mounts—you can't catch them then."

"Lucy!"

"Get up on Wildfire—go after Cordts!" cried the girl breathlessly.

"Great Scott, I hadn't thought of that! Lucy, it's Wildfire against the King. That race will be run! Climb up on Nagger. Girl, you're going with me. You'll be safer trailing after me than hiding here. If they turn on us, I can drop them all."

He had to lift her upon Nagger; but once in the saddle, when the huge black began to show how he wanted to run, her father's blood began to throb and burn in the girl, and she looked down upon her lover with a darkening fire in her eyes.

"Girl, it'll be the race we've dreamed of! It's for your father. It's Wildfire against the King!"

"I'll stay with you—as long as Nagger lasts," she said.

Nagger had his nose even with Wildfire's flank. Lucy rode with both hands at strong tension on the bridle. Her face was pale, her eyes were gleaming darker, and wisps of her bound hair whipped in the wind. Lamar's one pride, after what he felt for his horses, was in Lucy, and in the fact that she could ride them. She was a sweetheart for a rider!

Lucy was close behind on the thundering Nagger, and he had no fear for her, only a wild joy in her, that she was a girl capable of riding this race with him. So, as the sage flashed by, and the wind bit sweet, and the quick, rhythmic music of Wildfire's hoofs rang in his ears, Lamar began to live the sweetest thing in a rider's career—the glory of the one running race wherein he staked pride in his horse, love of a girl, and life.

Wildfire was not really running yet; he had not lengthened out of his gallop. He had himself in control, as if the spirit in him awaited the call of his master. As for the speed of the moment, it was enough for Lamar to see the space between him and Cordts gradually grow less and less. He wanted to revel in that ride while he could. He saw, and was somehow glad, that Cordts was holding in the King.

As he lived it to the full, the miles sped by. He gained on Dusty Ben and Plume; the King slowly cut out ahead; and the first part of the race neared an end, whatever that was to be.

Nagger shot forward, once more with his great black head at Wildfire's flank.

Then Lamar began to return the fire of the rustlers, aiming carefully and high, so as to be sure not to hit one of the racers. As he gained upon them, the bullets from their revolvers skipped uncomfortably close past Wildfire's legs.

Lamar, warming to the fight, shot four times before he remembered how careful he must be of his ammunition. He must get closer!

Soon the rustlers pulled Ben and Plume, half lifting them in the air, and, leaping off the breaking horses, they dashed into the sage, one on each side of the trail. The move startled Lamar; he might have pulled Wildfire in time, but Lucy could never stop Nagger, in such short distance. Lamar's quick decision was that it would be better to risk shots as they sped on. He yelled to Lucy to

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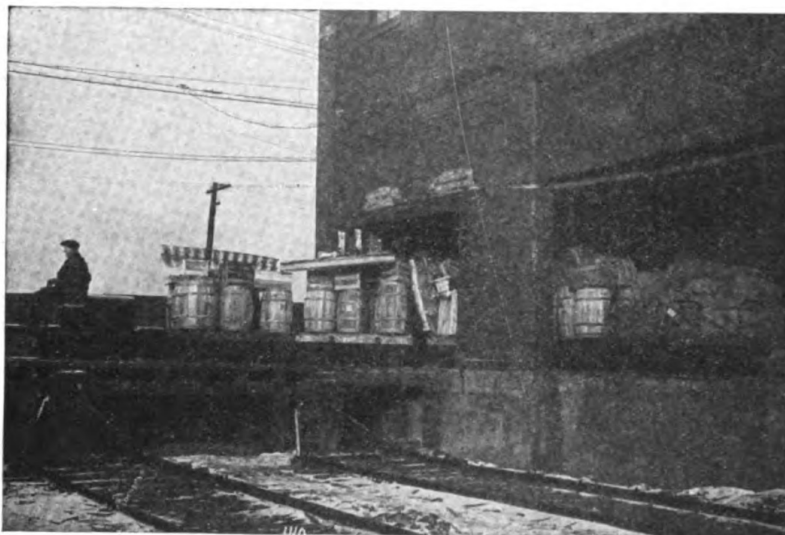
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hug the saddle, and watched for the hiding rustlers.

He saw spouts of red—puffs of smoke—then a dark form behind a sage-brush. Firing, he thought he heard a cry. Then, whirling to the other side, he felt the wind of bullets near his face—saw another dark form—and fired as he rode by.

Over his shoulder he saw Lucy hunched low in her saddle, and the big black running as if the peril had spurred him. Lamar sent out a wild and exulting cry. Ben and Plume were now off the trail, speeding in line and they would not stop soon; and out in front, perhaps a hundred yards, ran the Sage King in beautiful action. Cordts fitted the horse. If the King were greater than Wildfire, Cordts was the rider to bring it out.

"Jim! Jim!" suddenly pealed in Lamar's ears. He turned with a tightening round his heart. "Nagger! He was hit! He was hit!" screamed Lucy.

The great black was off his stride. "Pull him! Pull him! Get off! Hide in the sage!" yelled Lamar.

Lucy made no move to comply with his order. Her face was white. Was she weakening? He saw no change of her poise in the saddle; but her right arm hung limp. She had been hit!

"Lucy, hang on! Hang on!" he cried, and began to pull the red stallion.

To pull him out of that stride took all Lamar's strength, and then he only pulled him enough to let Nagger come up abreast. Lamar circled Lucy with his arm and lifted her out of her saddle.

"Jim, I'm not hurt much. If I hadn't seen Nagger was hit, I'd never squealed."

"Oh, Lucy!" Lamar choked with the release of his fear and the rush of pride and passion.

"Don't pull Wildfire! He'll catch the King yet!"

Lamar swung the girl behind him. The way she wrapped her uninjured arm about him and clung showed the stuff of which Lucy Bostil was made. Wildfire snorted as if in fierce anger that added weight had been given him, as if he knew it was no fault of his that Sage King had increased the lead.

Lamar bent forward and now called to the stallion—called to him with the wild call of the upland rider to his horse. It was the call that let Wildfire know he was free to choose his going and his pace—free to run—free to run down a rival—free to kill.

And the wild stallion responded. He did not break; he wore into a run that had slow increase. The demon's spirit in him seemed to gather mighty forces, so that every magnificent stride was a little lower, a little longer, a little faster, till the horse had attained a terrible celerity. He was almost flying; and the white space narrowed down between him and the Sage King.

At last Sage King broke strangely, slowed in a few jumps, and, plunging down, threw Cordts over his head. The rustler leaped up and began to run, seeking cover.

Wildfire thundered on beyond the prostrate King. Then, with terrible muscular convulsion, as of internal collapse, he, too, broke and pounded slower, slower—to a stop.

Lamar slipped down and lifted Lucy from the saddle. Wildfire was white except where he was red, and that red was not now his glossy, flaming skin. He groaned and began to sag. On one knee and then the other he knelt, gave a long heave, and lay at length.

Lamar darted back in pursuit of
Rock Island Magazine for May, 1920

Cordts. He described the rustler running along the edge of a canyon. Lamar realized that he must be quick; but his rifle wavered because of his terrible eagerness. He was shaken by the intensity of the moment. With tragic earnestness he fought for coolness, for control.

Cordts reached a corner of the cliff, where he had to go slowly, to cling to the rock. It was then that Lamar felt himself again chilled through and through with that strange, grim power. He pulled the trigger. Cordt paused as if to rest. He leaned against the face of the cliff, his hands up, and he kept that posture for a long moment. Then his hands began to slip. Slowly he swayed out over the canyon. His dark face flashed. Headlong he fell, to vanish below the rim.

Lamar hurriedly ran back and saw that the King was a beaten, broken horse, but he would live to run another race. Up the trail Lucy was kneeling beside Wildfire, and before Lamar got there he heard her sobbing. As if he were being dragged to execution, the rider went on, and then he was looking down upon his horse and crying:

"Wildfire! Wildfire!"

Choked, blinded, killed on his feet, Wildfire heard the voice of his master.

"Jim! Oh, Jim!" moaned Lucy.

"He beat the King! And he carried double!" whispered Lamar.

While they knelt there, the crippled Nagger came limping up the trail, followed by Dusty Ben and Plume.

Again the rider called to his horse, with a cry now piercing, thrilling; but this time Wildfire did not respond.

The Westering sun glanced brightly over the rippling sage, which rolled away from the ford like a gray sea. Bostil sat on his porch, a stricken man. He had faced the blue haze of the west, where, some hours before, all that he loved, had vanished. His riders were grouped near him, silent, awed by his face, awaiting orders that did not come.

From behind a ridge puffed up a thin cloud of dust. Bostil saw it, and gave a start. Above the sage appeared a bobbing black dot—the head of a horse.

"Sarch!" exclaimed Bostil.

With spurs clinking, his riders ran and trooped behind him.

"There's Bullet!" cried one.

"An' Two-Face!" added another.

"Saddled an' riderless!"

Then all were tensely quiet, watching the racers come trotting in single file down the ridge. Sarchedon's shrill neigh, like a whistle-blast, pealed in from the sage. From fields and corrals clamored the answer, attended by the clattering of hundreds of hoofs.

Sarchedon and his followers broke from trot to canter—canter to gallop—and soon were cracking their iron shoes on the stony road. Then, like a swarm of bees, the riders surrounded the racers and led them up to Bostil.

On Sarchedon's neck showed a dry, dust-caked stain of reddish tinge. Bostil's right-hand man, the hawk-eyed rider, grav as the same from long service, carefully examined the stain.

"Wall, the rustler that was up on Sarch got plugged, an' in fallin' foward he spilled some blood on the hoss' neck."

"Who shot him?" demanded Bostil.

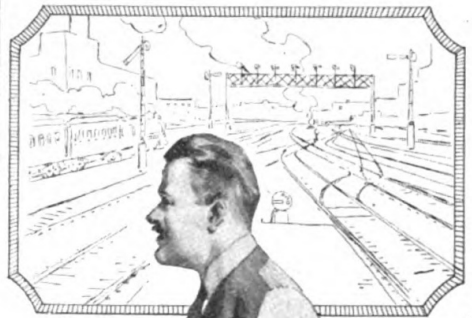
"I reckon there's only one rider on the sage that could ever hev got close enough to shoot a rustler up on Sarch."

Bostil wheeled to face the west. His brow was lowering; his hands were clenched. Riders led away the tired racers and returned to engage with the others in whispered speculation.

The afternoon wore on; the sun lost

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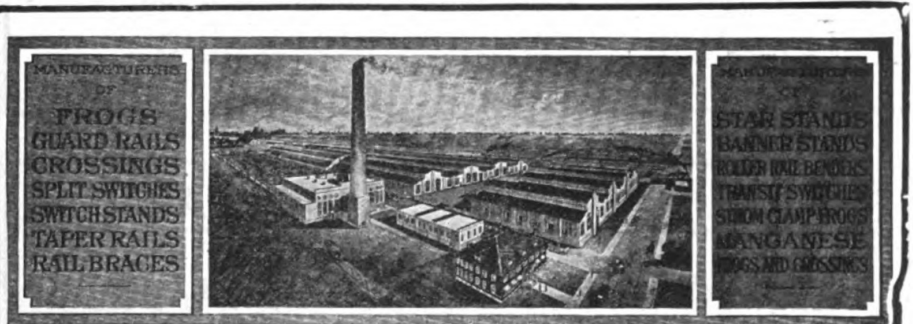
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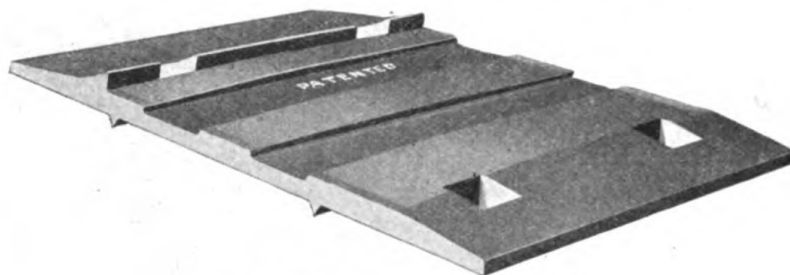
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its brightness and burned low and red. Again dust clouds, now like reddened smoke, puffed over the ridge. Four horses, two carrying riders, appeared above the sage.

"Is that—a gray horse—or am I blind?" asked Bostil unsteadily.

The old rider shaded the hawk-eyes with his hands.

"Gray he is—gray as the sage, Bostil—an' so help me if he ain't the King!"

Bostil stared, rubbed his eyes as if his sight were dimmed and stared again.

"Do I see Lucy?"

"Shore—shore!" replied the old rider. "I seen her long ago. Why, sir, I can see that gold hair of hers a mile across the sage. She's up on Ben."

The light of joy on Bostil's face slowly shaded, and the change was one that silenced his riders. Abruptly he left them to enter the house.

When he came forth again, brought out by the stamp of hoofs on the stones, his riders were escorting Lucy and Lamar into the courtyard. A wan smile flitted across Lucy's haggard face as she saw her father, and she held out one arm to him. The other was bound in a bloody scarf.

Cursing deep, like the muttering of thunder, Bostil ran out.

"Lucy! For heaven's sake; you're not bad hurt?"

"Only a little, dad," she said, and slipped down into his arms.

He kissed her pale face, and carrying her to the door, roared for the women of his household.

When he reappeared the crowd of riders scattered from around Lamar. Bostil looked at the King. The horse was caked with dusty lather, scratched and disheveled, weary and broken, yet somehow he was still beautiful. He raised his drooping head and reached for his master with a look as soft and dark and eloquent as a woman's.

No rider there but felt Bostil's grief. He loved the King. He believed the King had been beaten; and his rider's glory and pride were battling with love. Mighty as that was in Bostil, it did not at once overcome his hatred of defeat.

Slowly the gaze of the rancher moved from the King to tired Ben and Plume, over the bleeding Nagger, at last to rest on the white-faced Lamar. But Bostil was not looking for Lamar. His hard eyes veered to and fro. Among those horses there was not the horse he sought.

"Where's the red stallion?" he asked.

Lamar raised eyes dark with pain, yet they flashed as he looked straight into Bostil's face.

"Wildfire's dead."

"Shot?"

"No."

"What killed him?" Bostil's voice had a vibrating ring.

"The King, sir; killed him on his feet."

Bostil's lean jaw bulged and quivered. His hand shook a little as he laid it on the King's tangled mane.

"Jim—what the—" he said, brokenly, with voice strangely softened.

"Mr. Bostil, we've had some fighting and running. Lucy was hit—so was Nagger. And the King killed Wildfire on his feet. But I got Cordts and three of his men—maybe four. I've no more to say, sir."

Bostil put his arm round the young man's shoulder.

"Lamar, you've said enough. If I don't know how you feel about the loss of that grand horse no rider on earth knows. But let me say I reckon I never knew your real worth. You can lead my riders.

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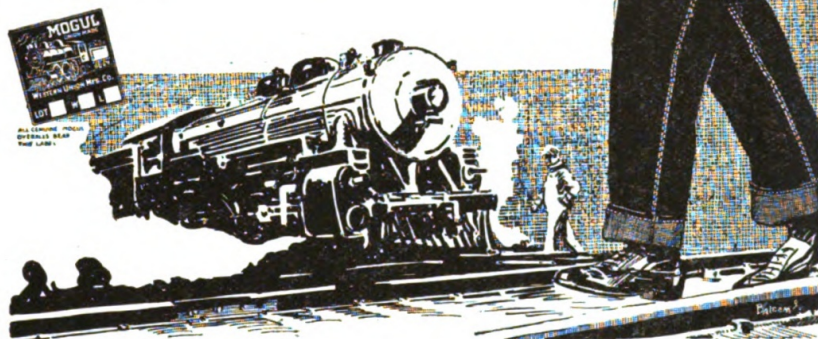
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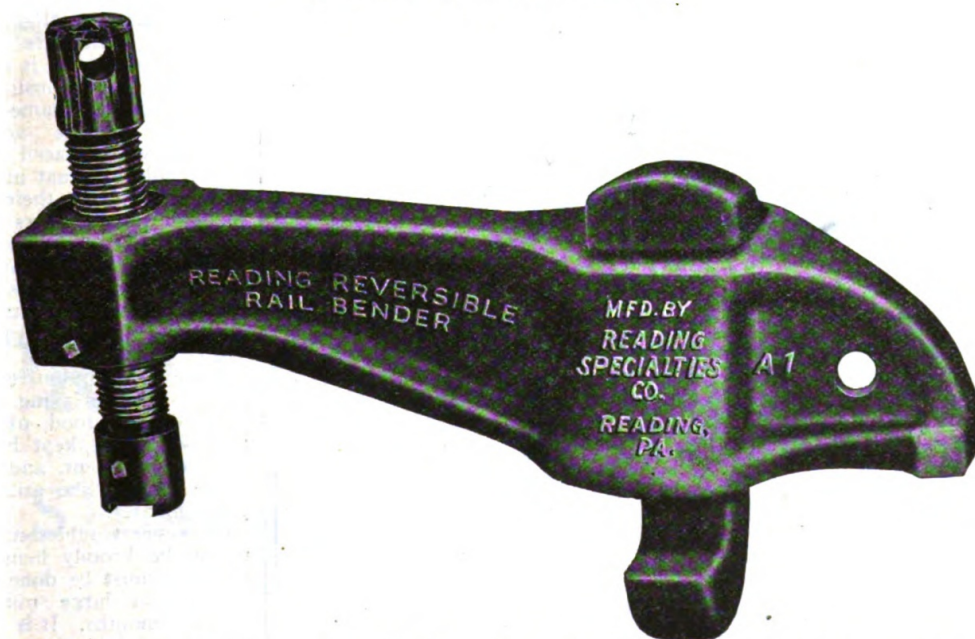
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Broodiness Check to Heavy Egg Yield

(Continued from page 19)

case. A hen removed from the nest on the first day of her inclination to set is very much easier to discourage than when she has been permitted to indulge her fancy for a week or more.

EASY TO DISCOURAGE AT FIRST

She is rather indifferent about the matter at first, and can be diverted with little effort; whereas, at the end of a week the notion is a confirmed habit—a firm resolve, lodged crosswise in her mind and clinched on the inside, from which it is a tedious job to break her. Everyone who has raised chickens has probably observed the tenacity and stubbornness of a sitting hen. Her will power is almost unconquerable.

There are many ways of discouraging broodiness, but, remembering that the real reason for so doing is to induce further egg production, any practice or method that subjects the hen to cruelty or privation will only defeat the idea, and should not be tolerated.

The old-fashioned ideas of inflicting some form of punishment on the unoffending biddy because she responded to a natural impulse were all wrong. Aside from humane reasons, to half starve or ill treat fowls by keeping them from feed or water, only invites further loss in eggs, since these customs are sure to bring about the very condition that should be avoided—the reversion of the egg organs to a dormant state.

SLATTED BOTTOM COOP IS BEST

Where birds are kept in small flocks, a good plan is to build a coop with a slatted bottom at the end of the roosting compartment, having it well ventilated and easy of access. An ordinary packing case may be converted into a broody-hen coop: Remove the bottom and replace it with slats; mount the box on legs that will keep it about six inches off the floor; then construct a simple wire-netting covered frame for a lid.

As the "clucks" are taken from the nests they are placed in this coop. They are unable to squat in a comfortable position, due to their legs protruding through the openings between the slats; currents of air under them are disconcerting; they have no sense of privacy nor security; hence two or three days of this harmless pillory usually disgusts them with the idea of wanting to hatch a brood of chicks, and when released they are only too anxious to rejoin their companions in the laying house.

It is understood, of course, that food and water are kept before them during their confinement, and that they are not to be treated like prisoners, but as hospital inmates.

However troublesome it may be to remove the broody hens every day, positively it must be done if eggs are to be secured in large numbers during the summer months. It is part of the general scheme of intensive, progressive poultry culture—equally as important as artificial incubation and brooding.

In Mexico it is the custom to select one presidential candidate and bury the rest. But we can't afford to do that here—we don't want our country depopulated.—*Nashville Tennessean.*

Rock Island Magazine for May, 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

CINCINNATI, OHIO
DEADWOOD, S. D.
KANSAS CITY, MO.

MINNEAPOLIS, MINN.
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ST. LOUIS, MO.
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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.

Granted Pass to Walk the Rails

A "stroll" from Topeka to Chicago and return will be made in the near future by Kirby McKill, of Tonganoxie, who has made a practice of walking from his home to Topeka, Leavenworth and Kansas City. He will start on his long trip May 1, with three pairs of shoes which he has tested by "short walks" of ten or twenty miles.

McKill has a pass from the Santa Fe permitting him to walk "any place on the tracks" of that system, but forbidding him to ride on freight, passenger trains or engines.

Death Finally Calls Agent N. O. Faison

Nicholas O. Faison was born Nov. 20, 1882, at Dendron, Va., and died at St. Luke's Hospital in Denver, March 23, 1920.

Until about the year 1908, or until he came to Colorado, he lived with his parents, brothers and sisters, at the home of his birth. At that time, through failing health, he came to Colorado and went into the employ of the D. & R. G. Railroad. For a time he was employed in one of the large retail stores of Denver. In April, 1913, Mr. Faison became agent for the Rock Island Railroad at Arriba, which position he held at the time of his death.

He leaves to mourn his death, a wife, his seven-year-old daughter, Maxine, and an infant baby boy, besides a mother, six sisters and two brothers.

Nicholas Faison was a member of the Masonic fraternity and an official of the Order of Railway Telegraphers.—*Arriba Record*.

A Sad Romance of La Salle Station

For three days Louis R. Niendorf, a farmer lad, waited at the La Salle Street Station for his bride-to-be. For three days Mr. Niendorf believed she would arrive, although unsentimental police and Rock Island attaches sought to convince him to the contrary.

This La Salle station romance began at De Soto, Ia., where Niendorf lives. Desiring a help-mate to assist him in the vale of sunshine and tears, he inserted an ad in a matrimonial journal for a wife. A letter came to him a few days later, with a photo of a bewitching brunette enclosed.

Niendorf wired twenty dollars to the young woman, who said she lived in Chicago. She wrote back that she did not receive the money. He wrote asking her to meet him when he alighted from a Rock Island train. But no brunette met the Iowa chap, and no blonde or Titian haired lass either, for that matter. So he settled down on one of the hard benches in the waiting room, maintaining his earnest vigil, mingling somewhat timidly with the crowds and comparing the faces of various women with the photograph.

Upon investigation by the police it was learned that no woman of the name given Niendorf lived at the address in Chicago stated in the letter. The police told the Iowan he had been duped.

"No I ain't," replied Mr. Niendorf. "A girl with a face like that wouldn't fool no man."

"That's not my job!" Very well, don't do it. Perhaps you're right—I'm not sure that you were hired to do that work. Besides, you wouldn't be able to quit at five o'clock, and that's the time when your day's duties are over. Everybody should, of course, look out for himself first—what's the use of trying to shoulder the other fellow's burdens? As for the good of the business, what's that to any of us, so long as we get our weekly pay envelopes? All this is sound philosophy, no doubt of it. Of course, though, when opportunity comes walking around you won't attract her very much. She'll probably crook her finger at the quiet fellow whose philosophy of work is just the opposite of yours.—*The Pace Student*.

Freight House at Enid Destroyed by Fire

The Rock Island freight house at Enid, Okla., was totally destroyed by fire on the night of April 5. The blaze was of unknown origin and destroyed a quantity of records, blanks and tariffs. Flames from the freight house spread to the Stephenson elevator, owned by J. H. Shaw, and destroyed it, along with a car of coal, one of lumber and one of merchandise.

A temporary freight house and office on wheels has been established at Enid and steps will be taken immediately to build a new structure. Newspaper dispatches placed the loss at \$215,000.

The Meditations of Hambone

FUH GOODNESS SAKE! AH
SUTNY IS PROUD DE GOOD
LAWD AIN' MADE A MULE
SO IT DAT HAHD T' TELL
ONE END OB 'IM FUM
T'OTHEH!!!



O'Brien Leaves Dining Car Department

On April 1 J. J. O'Brien, chief clerk of the dining-car department, left the service after seventeen years with the Rock Island. He has made very desirable connections with the Federal Baking Company, headquarters at Davenport. His many friends in the department have expressed their high esteem of him by presenting him with a handsomely engraved watch.

Mr. L. E. Coleman, dining-car accountant for the past eleven years, will succeed Mr. O'Brien as chief clerk.

Rock Island Crop Report Number Two

Dated Chicago, April 16, 1920.

General Conditions: Generally throughout the North and West there were heavy snows, with rain, during the past two weeks, which supplied needed moisture in most sections, but retarded farm work. In Oklahoma a freeze on April 3d and 4th did considerable damage to crops. In Arkansas, Louisiana and Texas, farm work is getting into full swing, and prospects are bright for very good crops. The snow was helpful to the wheat crop. In the Southern states corn planting has started, but no headway has been made with this crop in the North.

Those desiring complete report by states as issued on the first and fifteenth of each month should make request of the freight traffic department, Rock Island Lines, La Salle Station, Chicago.

Thrift Habit Not a Lost Virtue

The last year has given ample evidence that the railroad men of New England have both realized and taken advantage of the benefits accruing from regular saving and investment in government securities. That the executives are not behind the workers in this realization is freshly shown by a recent communication by E. J. Pearson, president of the New York, New Haven & Hartford Railroad. Mr. Pearson's communication was issued to the employees of the New Haven, the New England Steamship Company, the Nantucket Steamship Company and the Hartford & New Haven Transportation Company.

"Every man owes it to himself and his family to save money," said Mr. Pearson. "The habit of thrift formed during the period of the war was of wonderful benefit to the American people, and if continued during these days of reconstruction will do more, perhaps, than any other thing to restore conditions to a normal basis. There are many ways of saving and all are good. Investment of your savings in Thrift Stamps and War Savings Stamps issued by the Treasury Department of the United States will not only bring as good a return as any other method, but will also be of assistance to the Government.

"I wish to take the opportunity at this time to give my hearty endorsement to the thrift and savings campaign being carried on by the savings division of the Treasury Department, and to strongly urge employees to invest their savings in this way."