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Rock Island Magazine

EDITED BY H·E·REMINGTON



APRIL 1920

Overland

TRADE MARK REG

ALL roads are good roads to Overland 4. The extraordinary new *Triplex* Springs absorb the usual rough-road jolts and jars.

This car's immense popularity is the result of its remarkable performance and service. Highest quality materials and finish insure comfort, light weight and lasting economy.



WILLYS-OVERLAND, INC., TOLEDO, OHIO

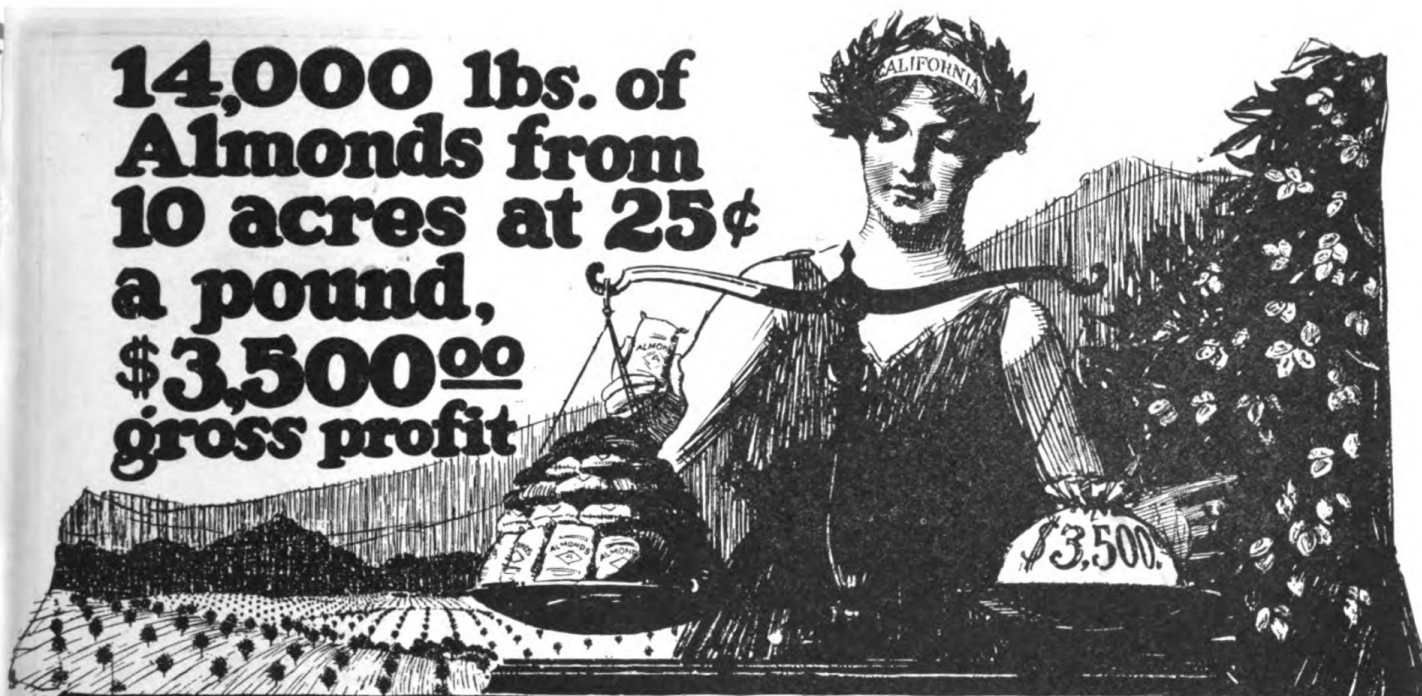
Sedans, Coupes, Touring Cars and Roadsters

Willys-Overland Limited, Toronto, Canada

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Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

**14,000 lbs. of
Almonds from
10 acres at 25¢
a pound,
\$3,500⁰⁰
gross profit**



**\$2,500 to \$3,000 a year
net Income for Life**

Why don't more of you R.I. men—you conductors, brakemen, engineers, firemen, yard and shop men, telegraph operators, ticket and freight agents, and office men—follow the lead of your Rock Island brothers, so many of whom are investing a part of their savings in these big income producing almond orchards at Paso Robles, California? We cannot begin to enumerate here the many remarkable features

of this wonderful investment opportunity; but you can take it from Major Paul Hevener, who, before joining our association as Assistant Sales Manager, was Superintendent of Insurance of the Rock Island Lines, that this opportunity offers you the surest, safest plan that you ever heard of for securing



**THE R. I. FAMILY
at Paso Robles'**

C. A. Morse, Chief Engr.; E. A. Fleming, Asst. to Pres.; J. R. Pickering, Supt. Trans.; F. J. Shubert, Gen'l Frt. Agt.; A. T. Hawk, Bldg. Engr.; A. W. Towsley, Gen'l Supervisor Trans.; C. T. Ames, Supt. Terminals; J. G. Bloom, Supt.; H. E. Remington, Ed. R. I. Mag.; F. M. McKinney, Dis. Trenton, Mo.; W. C. Maier, Off. Asst. Gen'l Mgr.; El Reno; A. B. Gilbert, El Reno, Okla.; J. E. Turner, Chief Clk.; Supt. Term.; J. B. Mackie, Off. Supt. Trans.; A. E. Owen, Chief Clerk, Pres.; H. A. Ford, Telegrapher, Chgo.; C. E. Murray, Cust. Chgo.; I. Nelson, Off. Gen. Mgr., Chgo.; W. L. Johnson, Silvis, Ill.; E. Lof Hanson, Silvis, Ill.; T. B. Willard, Sec'y to Gen. Mgr., Chgo.; H. R. Fertig, Trans. Ins.; C. W. Brott, Sec'y to Asst. of Pres.; J. T. McKennan, Agt. Minn.; R. C. Sattley, Val. Engr.; J. M. Beattie, Off. Supt. Trans.; J. A. Victor, Chf. Ins. Clk., Chgo.; E. G. Berdan, Stationmaster, Chgo.; R. L. Showers, Dis. Fairbury, Neb.; Frank H. Frey, Supv. Wage Agreem'ts, Chgo.; E. R. Orr, Off. Pres.; W. W. Cameron, Trmtr., Fairbury, Neb.; 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, Kans.; 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. Jansen, Iowa Falls, Ia.; T. H. Wilhelm, Gen'l Frt. Agt., Fort Worth, Texas; R. R. Seeds, Div. Sta. Wpvh., Colo. Spgs., Colo.; W. A. Melton, Agt., Clayton, Mo.; John McGilp, Cabinet Maker, Chicago; A. G. Darrall, Loco. Engr., Eldon, Mo.

FINANCIAL INDEPENDENCE

Major Hevener knows California like you know railroading. He made a special trip of investigation to Paso Robles. He was so enthusiastic over what he saw—so thoroughly convinced of the tremendous money making possibilities of almond growing that he bought two tracts and he is urging his Rock Island friends to buy.

He tells you that this is an absolutely square, safe, conservative and profitable investment—that there are no red lights ahead—that you can pull the throttle open and run along on a smooth, even track with no up-grade pulls and without the slightest fear of running into a blind switch. Your interests are safeguarded by one of the largest Trust Companies on the Pacific Coast.

Read What This "R. I." Conductor Says

Rock Island Conductor R. E. Libby of Fort Worth, Texas, was in Paso Robles in February. Here is a part of a letter he wrote to a railroad friend:

"Acre after acre of beautiful almond trees in full bloom; a price of 70¢ per lb. for almonds; men preparing and setting out new orchards. Not a foot of land but what will be set out in trees. All of the land good for orchards. It is the surest investment for a man for protection in old age."

You do not need to go to California or know the first thing about almond growing in order to take advantage of this opportunity. We plant 700 trees to a 10-acre tract—and bring the whole orchard into full bearing for you. A moderate payment down and monthly payments as low as \$25.00 pays half the cost of a 10-acre orchard; we take the other half out of the crops.

FREE Illustrated Book

It tells the whole story. We will mail it to you at once and Major Hevener will give your inquiry his personal attention. Write or mail the coupon sure—now—TODAY.

☒ Personal Attention of
Mr. Paul Hevener

Associated Almond
Growers of Paso Robles,
Lytton Bldg., Chicago

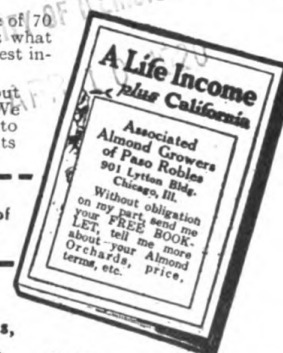
Name

Address

City

Original from

State



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



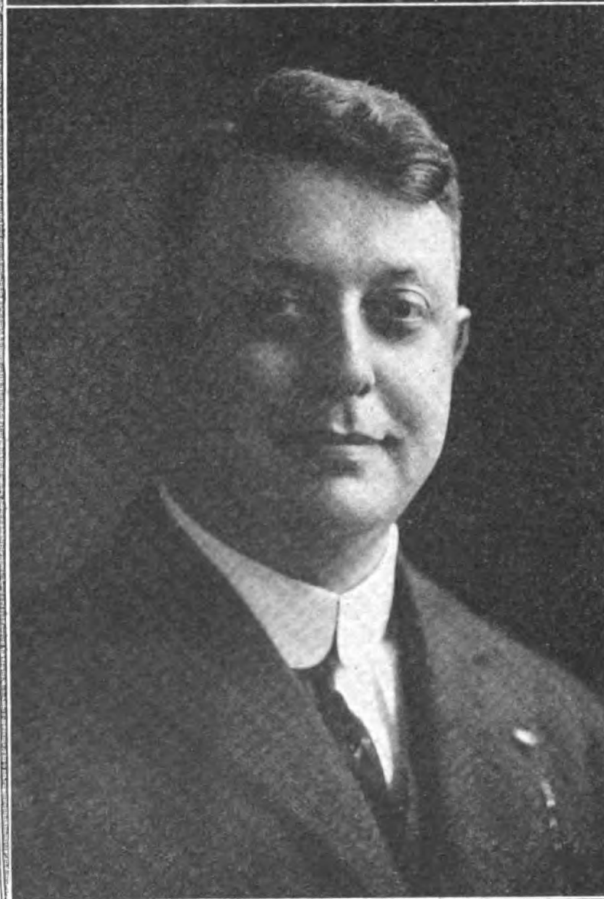
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Charles Hayden, Chairman of the Board

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UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN
Photo by Marceau.



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UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN
James E. Gorman, President

Photo by de Guelbre.



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 Original from
 (Upper left) L. W. Frick, Vice-President of Construction, Maintenance and Capital Expenditures.
 (Upper right) T. H. Beacom, Vice-President and General Manager.
 (Lower left) S. H. Johnson, Vice-President and Freight Traffic Manager.
 (Lower right) L. M. Allen, Vice-President and Passenger Traffic Manager.



Photos by de Gueldre.

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 (Upper left) M. L. Bell, Vice-President and General Counsel.
 (Upper right) F. O. Reed, Vice-President and General Purchasing Agent.
 (Lower left) Frank Nay, Vice-President and Comptroller.
 (Lower right) Carl Nyquist, Secretary and Treasurer.

Original from
 UNIVERSITY OF ILLINOIS AT
 URBANA-CHAMPAIGN

Rail Chief Tells Story of His Success

Mr. Gorman's Address the Feature of Railway Club Dinner; Officials on Program

THE Sixteenth Annual Dinner of the Rock Island Railway Club held at the Hotel LaSalle, Chicago, on the evening of March 11th, turned out to be a sort of celebration of the return of the Rock Island railway to its owners, and the Railway Club had as its guests, Mr. J. E. Gorman, who has just been re-elected president, and all of the new vice-presidents of the company.

The dinner was attended by nearly two hundred Rock Island people and the speech making was entirely impromptu in character. After the dinner, the comment heard on every hand was that it was too bad that all of the employees of the Rock Island System could not have been present.

President Gorman was called upon to talk to those present and while he said that he was not accustomed to making speeches to large gatherings, he nevertheless, delivered a short talk which reached the hearts and heads of his hearers as perhaps no other talk had done during the whole history of the Club.

The members of the Club present and their guests profited by a very sincere expression from Mr. Gorman of the factors which he thought had been responsible for the measure of success which he had obtained and in his remarks there was a lesson for every member of our Rock Island family.

Interviewers, correspondents and reporters have often tried to get such an expression from Mr. Gorman but always without success and the members of our Rock Island family can congratulate themselves at this time on learning from Mr. Gorman himself the important factors which can be adopted by us all with but little effort other than the exercise of the will-power to follow in his footsteps.

"I am not accustomed to speaking to a large gathering like this, although most of my time is spent talking across the table to a man," declared Mr. Gorman. "Having had such talks with some of you, I believe you probably felt I had you at a disadvantage; but now each and every one of you have me at a disadvantage.

"Looking over this gathering my attention was attracted by the large proportion of young men here this evening, and upon inquiry your president informed me they were chief clerks or principal clerks in the different offices; and, as just twenty-five years ago tomorrow I re-entered the railroad business as chief clerk in a freight office, it seems to me I can do no better than give to you young men the benefit of some of my own experience.

"Quite often I have tried to figure out how it came about that I am a railroad president. Measuring my own ability with that of other men, I could not discover in myself any greater talent than that possessed by many others, but I

Our Creed

FOUNDED ON THE ROCK OF
ROCK ISLAND.

By L. C. Fritch.

1. We believe in the Rock Island, *first, last and always.*
2. We believe in the Rock Island as the *best Railway in the West.*
3. We believe in the Rock Island organization as the *best* of any railway in the Country.
4. We believe in Rock Island *service as unsurpassed* in the land in which we live.
5. We believe in and have implicit confidence in Rock Island's future prosperity.
6. We will do our utmost to promote at all times and in all places, the best interests of Rock Island, for in so doing all are mutually benefited.
7. We will advertise and herald the advantages of the Rock Island on every possible occasion.
8. We will in our thoughts by day and dreams by night, plan for the glory of the Rock Island.
9. Our faith is in the Rock Island.

knew that always mine was a helpful attitude toward everyone else in the service of my company; it mattered not what he wanted my help on, it was given cheerfully and completely. And whenever I was dealing with some one 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 to that man as to be sure to secure that business. The result is I enjoyed the good will of practically everybody, and my belief is that that good will toward me is what put me in the top place.

"I remember a visit shortly after I came to the Rock Island road from a gentleman formerly high in the Rock Island official family. We were not personally acquainted, but it seems he was relied on by the then owners of this railroad to look up the men they were thinking of employing as officials. He said that in looking up the records of various men he invariably found some one or more persons with a grievance against the candidate, and he called on me to let me know that he had inquired in all directions about me and failed to find any man anywhere who had aught to say against me. I mention

it to you not with the idea of handing myself a bouquet, but to show you what I believe to be the very best course for any young man in this business to pursue.

"I realize, of course, every man here cannot become president, vice-president, or even the head of the department in which he is employed, but if he does pursue the course I advocate and even though he fails to pick one of these desirable plums, still he will be well repaid, for his program will carry him a long way on the road to that which I regard as the most desirable thing in life—namely, a contented mind, which he will have out of the consciousness of having made his best try.

"If a way could be found to induce all of our men to do that there would be no occasion for the question, 'Is Rock Island common good to buy?' because if that effort were made, Rock Island common would pay its owners the highest dividends possible under the present law.

"My ambition and my hope is to see the Rock Island a great success and I am certain of its success if all of us will work together willingly, helping each other every way we can. We should have our patrons learn we are both willing and anxious to serve and then actually doing 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.

"I am asking for the support of you men, and, in turn, I am promising each and every one of you my support whenever needed."

Mr. Gorman's brief address, was a heart-to-heart talk from one railroad man to a group of railroad men. He dug up the grass roots of the human element in business, which is the most sizeable factor of all.

Newspaper reporters, magazine writers, and others, who are always on the lookout for material for stories have tried to glean from the president of the Rock Island his recipe for success. They never have succeeded in so doing, but Mr. Gorman, when face to face with Rock Island men, most of them young in years, and ambitious, gave what was to most of them the most inspiring speech they have ever heard.

Carl Nyquist, president of the Rock Island Railway Club, presided at the dinner and presented the speakers, all of whom delivered pertinent remarks. The speeches were good to listen too, because each man delivered his message well and tersely. Each one brought out the theory that by pulling together, in all departments of the Rock Island, a great and common good can be accomplished.

(Continued on page 48.)

The Life Story of James E. Gorman

By Sanford Jarrell

Rock Island Officers Gain Success as Result of Hard Work

ALL executives of the United States are an exceedingly democratic lot of men. Almost without exception the president, vice-president, general managers, and other officials of the carriers started out years ago in the most humble capacities. They began their respective careers with no backing whatever and only an infinite capacity for hard work, combined with ambition and keen intelligence, to put them where they are today.

In 1877, James E. Gorman, a 13-year-old boy, applied for a job in the Chicago yards of the Chicago, Burlington & Quincy Railroad. In reply to the usual questions, he said he was not afraid of work and wanted to learn all about the railroad business. His job was to take car numbers for the princely emolument of fifteen dollars a month. For four years he worked for the Burlington, getting his first insight into the traffic end of transportation and gradually accumulating a knowledge that became valuable to him in later years.

Mr. Gorman, whose name has been linked with the Rock Island Lines for quite some years, is essentially a product of Chicago. He was born on the "West Side" on December 3, 1863, and as a school boy he was very popular with his comrades and made many friends with whom he has been closely associated all of his life. Mr. Gorman's boyhood associations have never lessened with the years. Many of the boys who were Mr. Gorman's friends in his youth have also risen to positions of leadership and responsibility in Chicago and elsewhere.

In 1881, four years after entering the whirl of the transportation world, Mr. Gorman entered the service of the Chicago, Rock Island & Pacific Railroad as a clerk, furthering his knowledge of traffic conditions and living on a slender income. He also at one time studied stenography. For one year, 1884-85, he served as a clerk for the Chicago Lumber Company.

Probably few railroad officials in the United States have had more varied traffic experience than Mr. Gorman. Leaving the Chicago Lumber Company in 1885, he spent two years in the general freight office of the Chicago & Northwestern, and in 1887 became chief clerk to the general freight agent of the Chicago, Santa Fe & California Railroad, now known as the Santa Fe system. From 1889 to 1890 he was tariff clerk in the freight department of the Illinois Central, returning to Santa Fe in 1890 as freight clerk and chief clerk.

PROMOTION WITH SANTA FE.

When the Santa Fe went into the hands of receivers in 1893, Mr. Gorman resigned to become traffic manager of Joy, Morton & Company, returning to the reorganized Atchison, Topeka & Santa Fe Railway in 1895 as chief clerk to the traffic manager. In September of that year he was promoted to assistant general freight agent. From 1899 to 1904 Mr. Gorman was general freight agent of the road and assistant freight traffic manager,

The outstanding trait in Mr. Gorman's career is the fact that when he starts out to do anything, it is accomplished. This trait he admires in others. The chap who is lackadaisical about his work and his company, and whose one aim in life is to be the first one out the door when the clock strikes five, does not get a great deal of encouragement from him. Mr. Gorman never has had any patience with the fellow who "cannot take a message to Garcia."

1904-05. He was appointed freight traffic manager in 1905.

In 1909, Mr. Gorman was elected vice-president in charge of traffic of the Rock Island Lines and since that year has taken an active part in the affairs of this system. From 1915 to 1917, during the period of the Rock Island receivership, he was chief executive officer, and on June 22, 1917, was elected president. When the railroads were taken over by the government in 1918, Mr. Gorman became federal manager.

Checking cars in a railroad yard in the dead of winter is not the most inspirational job in the world, yet that did not serve to discourage "Jim" Gorman when he worked throughout the short days and long nights of the wintry "seventies." In the torrid heat of summer, the job offered little that would tend to add to the gayety of nations. On fifteen dollars a month he had to feed and clothe himself and even with the low prices prevalent in those glorious days, he never could have waxed rich on that pay.

TOOK DELIGHT IN WORK.

Instead of being contented with such a small sum, with its slow increases from time to time as he matured, and doing his work in a "I don't care as long as I get the money" fashion, the young Chicagoan made use of his time in learning transportation. He took a delight in his work; in serving the company for whom he labored. He heeded the advice of other men, more skilled in the inner mechanism of transcontinental transportation, and when he was told something, he did not easily forget it.

Mr. Gorman worked for several railroads and learned to know the finer and the weaker points in all of them. He understands traffic from all angles, but greater by far than this is his understanding of human nature. His friends, in every walk of life, will vouch for this.

It is easier, Mr. Gorman believes, to make friends for the individual and the company, than it is to make enemies. It is also a more profitable way to do business. The human element in business, Mr. Gorman believes, is the foundation of success.

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is lackadaisical about his work and his company and whose one aim in life is to be the first one out the door when the clock strikes five, does not get a great deal of encouragement from him. Mr. Gorman never has had any patience with the fellow who "cannot take a message to Garcia."

Mr. Gorman is a "yes" man instead of a "no" man. When a problem, no matter how intricate, has to be solved, he does not postpone action indefinitely but "carries on" at once. He will not allow himself to be defeated on any undertaking he sets his hand to do.

Handicapped by a lack of higher education, by being one of nine children with parents in quite moderate circumstances, Mr. Gorman's success in the railroad world has been due to his natural ability, his genuine aptitude for hard work and long hours, and, to sum it up in a modern word, to his "stick-to-itiveness." If the word, "impossible," is in his vocabulary, he has kept it discreetly in the dim background of the years.

A DEMAND FOR BIG MEN.

It is easier to obtain an education now than it was in Mr. Gorman's boyhood. The average American youth does not have to educate himself by burning the midnight oil during spare hours, like many of the present day rail chiefs did in the halcyon days of yore. The working day is shorter, the pay is far greater and the opportunity for advancement is practically unlimited. The business world is clamoring for men capable of filling executive positions at high salaries, despite the general industrial unrest, which always follows in the wake of war. The New World is in an era of prosperity that eclipses anything in history.

No captain of industry, large manufacturer, railroad president nor banker of the present time was born with a silver spoon in his mouth, so to speak. The mere possession of inherited wealth will not get a man anywhere in this day and age. The globe moves around at too fast a clip. The future executives are the chaps who are now plodding along in more humble capacities, learning their various lines of endeavor, saving as much as is consistent with good living and building the foundation for future success on a firm, rock-bottomed basis.

And to the young fellow who thinks his lot is a bit too hard, that the world has treated him unfairly, let him remember that forty-two years ago James E. Gorman, president of one of the greatest railroad systems in the world, was checking cars in a Chicago railroad yard for fifteen dollars a month.

M. L. BELL.

M. L. Bell, vice-president and general counsel of the Rock Island Lines, was born January 11, 1880, at Pine Bluff, Ark. He graduated from the University of Arkansas in 1898 and the University of Chicago in 1903. He entered railroad work on June 27, 1904, as private secretary to the chairman of the executive committee of the Rock Island and has since

been continuously in the service of the road. On January 1, 1905, he was appointed assistant attorney at Chicago, and November 1, 1906, local attorney. Mr. Bell was promoted to assistant general attorney, August 1, 1909, and on April 1, 1910, became general attorney. In September, 1915, Mr. Bell became general solicitor under the receiver and upon the reorganization of the road was appointed general counsel.

When the government took over the railroads, Mr. Bell was retained with the company to look after corporate matters, becoming vice-president and general counsel. He was elected to this position by the board of directors on February 27, 1920, effective March 1, the day the roads were returned to their owners.

L. C. FRITCH.

L. C. Fritch, vice-president in charge of construction, maintenance and capital expenditures, obtained an engineering education at the University of Cincinnati. In 1890 he entered railroad service as assistant engineer of the Ohio & Mississippi Railway, and two years later became division engineer. In 1893 Mr. Fritch was promoted to chief engineer of that system.

Mr. Fritch was appointed a division superintendent of the Baltimore & Ohio Railroad in 1899 and in 1902 entered the service of the Illinois Central as assistant to general manager. In 1906 he was appointed assistant to president and in 1908 consulting engineer of that road. In 1909 Mr. Fritch became chief engineer of the Chicago, Great Western.

For two years, 1914-1915, he was assistant to the president of the Canadian Northern Railway and from 1915 to 1917 was general manager. Mr. Fritch was appointed general manager of the Seaboard Air Line Railway in 1917, coming to the Rock Island in 1918 as corporate vice-president. He also served as vice-president of the Minneapolis & St. Louis Railroad Company during the period of federal control.

Mr. Fritch was re-elected vice-president of the Rock Island Lines at a meeting of the board of directors in New York on February 27. He is past president of the American Railway Engineering Association and a member of the American Society of Civil Engineers and the Western Society of Civil Engineers.

THOMAS H. BEACOM.

Thomas H. Beacom, vice-president and general manager, was born November 3, 1866, in Jones County, Iowa, and has been a practical railroad man since his sixteenth year. In 1882 he began as a timekeeper on a construction gang on the Chicago, Milwaukee & St. Paul Railroad, and from that time until 1902 held the following jobs with that system: Check clerk, ticket clerk, brakeman, conductor, and general yardmaster. From August, 1902, to February, 1904, he was trainmaster of the Iowa and Illinois Divisions of the Rock Island Lines, and subsequently served as superintendent, Oklahoma, St. Louis, Kansas, Panhandle, and Missouri Divisions.

In December, 1909, Mr. Beacom was appointed general superintendent of the third district and in May, 1912, became assistant general manager at El Reno. From January, 1914, to December, 1915, he was general manager of the third district, and when that was merged with the second district on January 1, 1916, Mr. Beacom became general manager of the second district, El Reno. In July, 1918, he was appointed general manager of the system, with headquarters in Chicago.

On March 1, 1920, Mr. Beacom became vice-president and general manager, to which position he had been elected by the board of directors on February 27.

FRANK NAY.

Frank Nay, vice-president and comptroller, is a native of Columbus, Ohio. He was born in that city on April 19, 1861, and graduated from the Greenville, Ill., High School June 11, 1878. From 1878 to 1883 Mr. Nay taught school and entered railway service in April, 1883, as statistical clerk, general auditor's office, Missouri Pacific. From April, 1884, to April, 1887, he was employed as clerk in Texas & St. Louis Railway's accounting department. In April, 1887, he was appointed traveling auditor and January, 1889, chief clerk in the general auditor's office, same road. From April, 1899, to April, 1902, Mr. Nay was auditor of the Minneapolis & St. Louis Railroad, and for another year was auditor of that road and the Iowa Central.

From April, 1903, to November, 1904, Mr. Nay was assistant comptroller of the Rock Island, and from November, 1904, to December, 1909, general auditor. He became comptroller in that year and remained in that capacity until May, 1919, when he became vice-president and comptroller of the corporate Rock Island. He assumed that same position on March 1, 1920, when federal control of the carriers ended.

F. D. REED.

Frank D. Reed, vice-president and general purchasing agent, was born on April 22, 1868, at Fort Dodge, Iowa, and received his education in the Chicago public schools. In September, 1884, he entered railway service as wheel inspector on the Pennsylvania and served with that road in the following capacities: Clerk and timekeeper, chief clerk car department, assistant chief motive power clerk, and chief motive power clerk.

From April, 1904, until February, 1906, Mr. Reed was chief motive power clerk of the Rock Island at Chicago, and in



W. J. Leahy, assistant passenger traffic manager of the Rock Island Lines.

February, 1906, became general storekeeper at Silvis. In May, 1910, he was appointed assistant to vice-president of purchasing department and on June, 1911, was appointed purchasing agent.

Mr. Reed was elected vice-president and general purchasing agent, effective March 1, 1920, at the meeting of the board of directors a few days before.

S. H. JOHNSON.

S. H. Johnson, vice-president and freight traffic manager of the system, was born on February 2, 1872, at Bunker Hill, Ill., and received a high school education (Continued on page 49.)

Chairman Charles Hayden Is Prominent in Financial World

CHARLES Hayden, chairman of the board of directors of the Chicago, Rock Island & Pacific Railway Company, is one of the most prominent bankers and financiers in the country. His part in the affairs of the Rock Island will be an important one in the years to come and the railroad is fortunate in having such a man as chairman.

Mr. Hayden was born in Boston, Mass., July 9, 1870, the son of Joseph W. and Emma A. Hayden, and received his education at the Massachusetts Institute of Technology. He is senior member of the firm of Hayden, Stone & Company, Bankers, of New York and Boston. This firm was founded in 1872.

The chairman of the Rock Island Lines is a man of big affairs. His ability, business integrity and knowledge of finance has been recognized everywhere and he is the guiding hand in many large and successful enterprises. Among them are the American Pneumatic Service Company, of which he is a director and member of the executive committee; Lamson Store Service Company, director National Surety Company

of New York and Continental Zinc Company; president Alaska Gold Mines Company and Alaska Gastineau Company; director Boston & Worcester Electric Companies, Butler Mill, Pierce Oil Corporation, Utah Power & Light, Utah Securities Corporation; trustee, Equitable Trust Company of New York; director, Twin City Rapid Transit Company, Nevada Consolidated Copper Company, Utah Copper Company, Chino Copper Company, Nevada Northern Railway, Bingham & Garfield Railway, Duquesne Light Company, Philadelphia Company, Ray & Gila Valley Railway.

Mr. Hayden served in the Massachusetts state militia fourteen years, rising from rank of private to paymaster-general of the state. He is a member of several clubs and business men's organizations in New York, Boston and elsewhere.

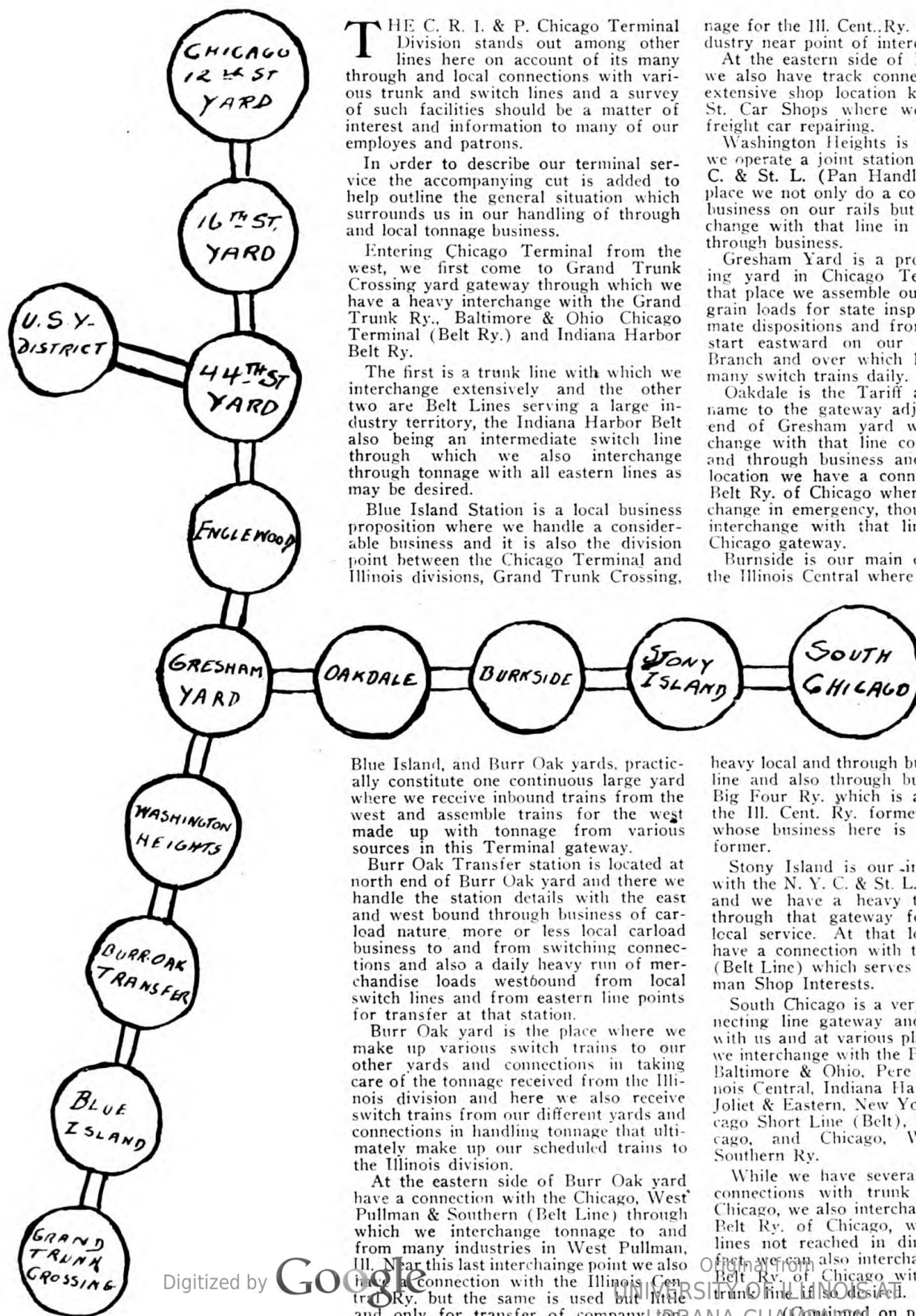
During the period of federal control of the carriers, Mr. Hayden was president of the Rock Island Company, and on February 27, 1920, at a meeting of the board of directors of the system, was elected chairman of the board.

Rock Island Magazine for April, 1920.

Our Freight Connections at Chicago

A Summary of Excellent Terminal Facilities

By J. W. Lawhead



THE C. R. I. & P. Chicago Terminal Division stands out among other lines here on account of its many through and local connections with various trunk and switch lines and a survey of such facilities should be a matter of interest and information to many of our employees and patrons.

In order to describe our terminal service the accompanying cut is added to help outline the general situation which surrounds us in our handling of through and local tonnage business.

Entering Chicago Terminal from the west, we first come to Grand Trunk Crossing yard gateway through which we have a heavy interchange with the Grand Trunk Ry., Baltimore & Ohio Chicago Terminal (Belt Ry.) and Indiana Harbor Belt Ry.

The first is a trunk line with which we interchange extensively and the other two are Belt Lines serving a large industry territory, the Indiana Harbor Belt also being an intermediate switch line through which we also interchange through tonnage with all eastern lines as may be desired.

Blue Island Station is a local business proposition where we handle a considerable business and it is also the division point between the Chicago Terminal and Illinois divisions, Grand Trunk Crossing,

nage for the Ill. Cent. Ry. with a local industry near point of interchange.

At the eastern side of Burr Oak yard we also have track connection with our extensive shop location known as 124th St. Car Shops where we do extensive freight car repairing.

Washington Heights is next and there we operate a joint station with the P. C. C. & St. L. (Pan Handle) and at that place we not only do a considerable local business on our rails but a heavy interchange with that line in both local and through business.

Gresham Yard is a prominent switching yard in Chicago Terminal and at that place we assemble our local inbound grain loads for state inspection and ultimate dispositions and from that yard we start eastward on our South Chicago Branch and over which line we operate many switch trains daily.

Oakdale is the Tariff and C. & E. I. name to the gateway adjoining the east end of Gresham yard where we interchange with that line considerable local and through business and at that same location we have a connection with the Belt Ry. of Chicago where we can interchange in emergency, though our regular interchange with that line is at South Chicago gateway.

Burnside is our main connection with the Illinois Central where we interchange

Blue Island, and Burr Oak yards, practically constitute one continuous large yard where we receive inbound trains from the west and assemble trains for the west made up with tonnage from various sources in this Terminal gateway.

Burr Oak Transfer station is located at north end of Burr Oak yard and there we handle the station details with the east and west bound through business of carload nature, more or less local carload business to and from switching connections and also a daily heavy run of merchandise loads westbound from local switch lines and from eastern line points for transfer at that station.

Burr Oak yard is the place where we make up various switch trains to our other yards and connections in taking care of the tonnage received from the Illinois division and here we also receive switch trains from our different yards and connections in handling tonnage that ultimately make up our scheduled trains to the Illinois division.

At the eastern side of Burr Oak yard have a connection with the Chicago, West Pullman & Southern (Belt Line) through which we interchange tonnage to and from many industries in West Pullman, Ill. Near this last interchange point we also have a connection with the Illinois Central Ry. but the same is used but little and only for transfer of company ton-

heavy local and through business with that line and also through business with the Big Four Ry. which is a tenant line of the Ill. Cent. Ry. former line here and whose business here is handled by the former.

Stony Island is our interchange point with the N. Y. C. & St. L. (Nickel Plate), and we have a heavy tonnage moving through that gateway for through and local service. At that location we also have a connection with the Pullman Ry. (Belt Line) which serves mainly the Pullman Shop Interests.

South Chicago is a very extensive connecting line gateway and local terminal with us and at various places in its yards we interchange with the Pennsylvania Co., Baltimore & Ohio, Pere Marquette, Illinois Central, Indiana Harbor Belt, Elgin, Joliet & Eastern, New York Central, Chicago Short Line (Belt), Belt Ry. of Chicago, and Chicago, West Pullman & Southern Ry.

While we have several direct through connections with trunk lines at South Chicago, we also interchange, through the Belt Ry. of Chicago, with other trunk lines not reached in direct transfer, in fact we can also interchange through the Belt Ry. of Chicago with every eastern trunk line if so desired.

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Payroll for November, 1861, Was a Mighty Slim Affair

GEORGE H. Crosby, former vice-president, secretary and treasurer of the Rock Island Lines, has in his possession the payroll of the system for November, 1861. In all departments the road employed 1,131 persons — all men. Some very interesting figures are portrayed in this ancient roll.

At that time the Rock Island extended from Chicago to Peoria and Rock Island. Little did the owners of the road at that period imagine that within fifty years the line would cover fourteen great states and employ 45,000 persons.

Henry Farnum, president of the Rock Island, drew the princely emolument of \$416.66 for the month of November, 1861. His salary was the second largest on the road. John F. Tracy, general superintendent, drew down \$500 a month. William H. Whitman, assistant superintendent, was doubtless living in barbaric splendor on \$166.66.

Francis Bradley, auditor, made \$250 a month, and W. L. St. John, general freight and ticket agent, drew a monthly stipend of \$208.33. It must be remembered that a dollar in 1861 and a dollar in 1920, while resembling each other in metallic appearance, are really two different pieces of coin. In 1861 a housewife could go out with a market basket and a silver dollar and return with the basket full and with a pocketbook of change. Today—well, we all know how far a simoleon will go.

The head of the financial department of the old Rock Island system was Cashier F. D. Sherman, and the payroll shows that his pay was \$125 a month, with a \$50 clerk to assist him. The passenger (ticket) department consisted of a bookkeeper and one clerk. The freight department was far more extensive. The bookkeeper was assisted by two clerks. They averaged from \$50 to \$66.50 per thirty days.

Master Mechanic Jacob Ranney was rewarded by a check for \$125 whenever the "ghost walked." His shop foreman, in charge of blacksmiths, boilermakers, etc., made from \$60 to \$65 a month. Machinists were paid by the day, and the scale ranged from 87 cents to \$1.62, and machinist apprentices drew down various sums. The highest paid apprentice made \$24 a month and the lowest \$16.

The average pay of blacksmiths was \$1.50 a day, and their helpers received \$1. Boilermakers varied from \$1 to \$1.62 a day and one patternmaker was employed at \$1.75. Two tinsmiths were on the payroll at \$1 and \$1.37.

The highest paid of the 46 engineers on the system drew \$70 a month, and the lowest, \$35. Forty-three firemen were paid \$1.12 a day, and four received \$25 a month. Twenty-eight engine wipers waxed rich on \$28 a month.

Day and night shop watchmen were enabled to plank down three squares a day for themselves and family on \$25 and \$30 stipends. The frugal switchmen—and there were only a few of them—obtained \$30 vouchers monthly and unlike the well known and justly famous C. A. Blevins, Blue Island poultry king, could not look with proprietary interest on broad acres dotted with White Leghorns.

D. F. Wilson was master car repairer and opposite his name appears the magic

figures, \$100. Car repair foremen, seven in number, serenely lived on \$35, \$38, and \$45, while the repairers themselves drew down fat checks each month for \$36, unless they worked by the day, perchance, when the cashier noted sums of \$1 to \$1.37 opposite their monickers.

Three car painters sufficed for the system at \$40 a month. The car oiler at \$30 worried not one bit about the trivial cost of living. Trainmaster Lorn, of Chicago, was very efficient and complacent on \$66.66. Nobody knows what he did with the odd penny, because he did not have to pay war tax on Coca-Cola in those days. The depot master at the Chicago passenger station contentedly thrived on \$41.66 and the policeman derived \$21.45 from the Rock Island, and also a sum of money from other roads. The Chicago freight agent made \$100 a month and his clerks \$40. Seventeen laborers at the station made 75 cents a day. Other laborers in Chicago yards made 37

cents a day from the Rock Island and a similar sum from another line.

The agent at the Blue Island station lived off the fat of the land on \$33.33 a month. Following were the salaries of the other station agents: Bremen, \$33.33; Mokena, \$33.33; Joliet, \$66.66; Minooka, \$30; Morris, \$60; Seneca, \$25; Ottawa, \$35; Utica, \$30; LaSalle, \$66.66; Trenton, \$40; Bureau, \$75; Henry, \$60; Lacon, \$30; Chillicothe, \$75; Mossville, \$30; Peoria, \$83.33; Sheffield, \$56.66; Geneseo, \$83.33; Oakley, \$10; Colona, \$45; Moline, \$60; and Rock Island, \$66.66. The telegraph operator at Joliet had a \$40 salary and elsewhere the pay was \$25. The train service mail manager at Chicago was given \$100 for his monthly services. There were eight passenger conductors at \$83.33, \$60, and \$50, and six freight conductors at \$60, \$50, and \$40. Brakemen averaged \$30 a month. Bridge foremen drew down \$45 a month and bridge carpenters, \$1.37 a day. The civil engineer of the road made \$83.33.

The payroll shows three roadmasters at \$45 a month. B. C. Cook, attorney of the Rock Island, received \$100 a month, and the first item on the list is that of the office porter at Chicago, a dollar a day chap.

Meritorious Service

Crossing Policeman H. M. Clark, Cedar Rapids, Ia., commended for reporting brake beam down on passing train.

Conductor C. W. Cooke, Shawnee, Okla., commended for firing engine after regular fireman had been taken ill.

Mr. J. P. DeMoss, Denton, Mo., commended for flagging train and advising crew of hot box blazing.

Conductor George Smith and Fireman A. Johnson, Minnesota Division, commended for taking charge of locomotive when engineer was taken ill.

Conductor J. H. Holloway, Eldorado, Ark., commended for reporting discovery of bottom rod dragging on passing train.

Fireman A. L. Head, El Reno, Okla., commended for efforts when firebox door broke, which enabled engineer to complete the trip without delay.

Engineer W. C. Post, Estherville, Ia., awarded ten merit marks for pulling down coal to avoid delay to train while rest of crew were at supper.

Fireman W. L. Parker, Pratt, Kan., commended for discovering broken arch bar on train while deadheading.

Switch Foreman A. G. Bloyd, Switchman P. Keenan and J. F. Jacobs and Trucker D. Kirby, Fairbury, Neb., commended for transferring car of stock after original car was made bad order.

Conductor L. Madison, Cedar Rapids, Ia., commended for prompt investigation when hog was killed at West Liberty, thus avoiding claim.

Brakeman E. Trotter, Manly, Ia., awarded ten merit marks for volunteering to shovel down coal when coal chute at Cambridge was found out of coal.

Carman O. D. Lewis, of the Minnesota Division, commended for reporting discovery of draft tumber down, wiring ahead to Cambridge and assisting in repairing same with only twenty minutes delay.

Section Foreman A. H. Buck, Sunbury, Ia., awarded ten merit marks for unusual

interest displayed in putting carload of important freight in shape to move.

Conductor A. Lynott, Cedar Rapids, Ia., awarded ten merit marks for unusual interest displayed in putting carload of freight in shape to move.

Conductor A. Mahan and Engineer B. F. Lake, Minnesota Division, commended for towing in two dead trains, aggregating 2540 tons, Farmington to Inver Grove.

Engineer L. J. Needham, Germania, Ia., commended for saving failure of engine 1559 at Garner, Ia., and taking train to destination.

Conductor F. H. Vail, Engineer A. L. Fletcher, Fireman E. E. Emerson and Train Porter P. H. Franklin, all of Pratt, Kan., commended for prompt action in assisting to chain up car following derailment and getting it ready to move.

Conductor F. W. Paris, Manly, Ia., awarded ten merit marks for voluntarily rendering valuable assistance in thawing out frozen passenger cars.

Conductor Thomas W. Rich, Engineer John S. Bell, Fireman Wm. L. Hill, Brakemen J. O. Vincent, R. O. Carson and John Shepherd, Des Moines Valley Division, awarded ten merit marks each for assistance given in rerailling engine and safe-guarding damaged car of hogs to prevent their escape.

Conductor F. E. Moody, Engineer Van Beer, Fireman B. L. Faber and Brakemen A. A. Morgan and Elias Thomas, Des Moines Valley Division, awarded ten merit marks each for coaling engine.

Brakeman Archie Johnson and Pumper Marshall Payne, Des Moines Valley Division, awarded ten merit marks each for firing engine after regular fireman had hurt his back.

Brakeman James A. Starbuck, Des Moines Valley Division, awarded ten merit marks for reporting discovery of brake beam down.

Section Foreman Otis Halterman, Des Moines Valley Division, awarded ten merit marks for reporting discovery of

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The Sport-Madness of 1920

By W. O. McGeehan

Sporting Editor of the New York Tribune

(Written for the Rock Island Magazine)

IT is a sport-mad world in this year of grace, 1920. You may hurt your own head trying to find out how it got that way. Some will tell you that it is one of the blessings of Prohibition and that people are now seeking the stimulation which came ready made and in bottles in watching or engaging in athletic sports. Others declare that it is an aftermath of the war. But the sport-madness which reached a high fever last year promises to break the thermometer entirely in the current year.

There is nothing alarming in this sort of madness and there is no need seeking a cure for it. Even those who ordinarily "view with alarm" a disposition on the part of their neighbors to enjoy themselves have not yet started a search for an antitoxin for the sport germ.

The sporting revival really started last year. In England they prepared for it and met it with open arms. In fact, Parliament very gravely discussed the encouragement of sports as a cure for labor unrest and for various other social ills. Our own Congress might very well have discussed the curative powers of sports on our national neurasthenia but our Solons probably were themselves suffering from the popular ailment.

BASEBALL MEN UNPREPARED.

The baseball magnates, who never have been blessed with half the intellect with which the generous Creator endowed a goose, were totally unprepared for the wave of prosperity that hit and almost overwhelmed them last year. They were dubious about the conditions that might come after the war and they proceeded to retrench and cut their playing schedules. In mid-season they found their parks turning them away but it was too late to lengthen out the schedule. The best that they could do was to add a few games to the world's series.

The race track magnates also were caught unprepared for the following that came to the sport of kings and book-makers. New war-made millionaires came into the game and the "oral" betting was higher and wilder than it had ever been in the old days of the open book. Harry M. Stevens, the race track caterer, the man who parlayed a bag of peanuts into several million dollars, declared that last season at the race tracks of the East was the most remarkable in the history of that game.

One retired confidence man, who is now leading a comparatively uneventful life, went to the race track one day last summer and wept copiously. When ques-

tioned as to the cause of his grief, he sobbed, "I turned square too soon. All that money hanging around to be taken away and me retired."

The crowds at some of the major sporting events of last year indicate only slightly the interest in sports. At the Yale-Princeton football game in the Yale Bowl every seat was taken and the crowd totaled something like 70,000. At the Yale-Harvard game, at Cambridge, over 50,000 were packed into Soldiers' Field. The Army-Navy game drew something like 50,000 to the Polo Grounds. These crowds were impressive in themselves, but the fact was that all of these enclosures were too small to accommodate the persons who would have come to the games had there been room.

John Foster, who handled the distribution of tickets for the Army-Navy game, told me that if the Polo Grounds could have seated a quarter million people he could have disposed of that num-

ber of tickets at a premium. The graduate managers of the college teams declare that the attendance at the big intercollegiate games had to be limited by the size of the playing fields to about 20 per cent of those who wanted to attend.

At the world's series games I am quite confident that they could have drawn several hundred thousand every afternoon if the grounds had been big enough. Applicants for seats were discouraged. Persons who had tickets for the first few games had to be refused tickets to the other games in order that the greatest number of baseball fans possible might see some of the games.

BIG FIGHT A "BLOOMER."

One of the biggest sporting events of last year, however, was something of a financial "bloomer." This was the Willard-Dempsey fight at Toledo on July 4, 1919. The promoter, Tex Rickard, had

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Traffic Men Named In Many Localities

WITH the return of the railroads on March 1 to their owners, numerous changes in the traffic personnel of the Rock Island were effected. Under the direction of L. M. Allen, vice-president and passenger traffic manager, and S. H. Johnson, vice-president and freight traffic manager, numerous appointments were made.

Among the appointments:

George F. Ramsbacher, general agent, with headquarters at Room 544 Widener Building, Philadelphia, Pa.

Jas. G. Doolittle, general agent, with headquarters in the Walker Bank Building, Salt Lake City, Utah.

G. W. Teare, general agent, with headquarters at Room 308 Hippodrome Building, Cleveland, Ohio.

E. R. Hines, general agent, with headquarters in Old South Building, Boston, Mass.

F. W. Thompson, general agent, with headquarters at Room 575 Monadnock Building, San Francisco, Calif.

Benj. F. Coons, general agent, with headquarters in the Van Nuys Building, Los Angeles, Calif.

E. A. Groves, general agent, with headquarters at Room 403 Queen & Crescent Building, New Orleans, La.

M. T. McCraney, general agent, freight department, with headquarters in the Jenkins Arcade Building, Pittsburgh, Pa.

George W. Williams, general agent, freight department, with headquarters at Room 209 Majestic Building, Detroit, Mich.

S. L. Parrott, general agent, freight department, and L. C. Ivory, ass't general agent, freight department, with headquarters at 280 Broadway, New York, N. Y.

C. H. Caswell, general agent, freight department, and J. A. Roach, ass't general agent, freight department, with headquarters at Room 812 La Salle Street Station, Chicago, Ill.

C. C. Gardner, general agent, passenger department, headquarters room 209 Majestic Building, Detroit, Michigan.

K. E. Palmer, general agent, passenger department, headquarters 280 Broadway, New York City.

H. M. Brown, general agent, passenger department, headquarters in the Jenkins Arcade Building, Pittsburgh, Pa.

V. M. Cluis, general agent, with headquarters in the Peters Building, Atlanta, Ga.

Geo. F. Cave, general agent, with headquarters at 1214 Fourth Avenue, Seattle, Wash.

Homes Without Books

Sign of the Intellectual Slump

By H. Addington Bruce

(Copyright, 1919)

WILLIAM HARRIS ARNOLD, communicating through the Atlantic Monthly, announces the unpleasant discovery that there are fewer book stores in the United States than there were half a century ago. He is inclined to put on publishers much of the blame for this regrettable fact.

They do not, in Mr. Arnold's opinion, co-operate as they might in promoting the business of the bookseller. Especially does he think they err in refusing to allow the return of unsold books.

Yet one should not, after all, condemn the publishers for this. Shopworn books are not a first-class asset to any publisher. Neither, for that matter, are they a first-class asset to a bookseller. And if people handle books on counters, yet allow them to remain unbought, it is not surprising that booksellers become discouraged and quit business.

The fact is that the book-buying population itself has been on the decline. Hence the book stores have suffered, as every store must suffer when the demand for its wares falls off.

And that book buying is not what it used to be, despite the claims for various "best sellers," is apparent to anybody whose memory goes back even a scant twenty-five or thirty years.

When I was a boy there were comparatively few bookless homes. Nearly every home I then knew, whether in city or in country district, boasted a book collection small or large. Today I feel safe in saying that bookless homes are in the majority.

Certainly they are in the majority when

one includes homes where the "library" of other days is left with no modern additions, is left unread, mayhap is transferred to the ignominy of the garret. Again and again of recent years I have unexpectedly come upon these garret collections. Downstairs I would see only a novel or two, perhaps not even that. Upstairs, remote, untouched, dust covered, my gaze would be caught by substantial volumes testifying to the book loving fervor of a generation that had gone.

Now, bookless homes are at once a symptom and a cause. They are a symptom of intellectual torpidity. They are a cause of unrest, nerve strain and unhappiness.

For the mind requires food no less than the body. It needs to be exercised equally with the body. And only through the reading and rereading of good books can the mind gain all the food and all the exercise that it ought to have.

It is not enough to take books from a public library or to borrow books from friends. At least, a few books of real worth must be constantly available. Otherwise semi-starvation and flabbiness of the intellect are an almost certain result.

Publisher friends tell me that there are signs of a renewal of activity in home library making. They speak glowingly of the book business of the past twelve months. They are far more optimistic than was their wont.

I sincerely trust their optimism is justified. The fewer bookless homes we have the brighter our prospects for the future will be.

Aishton is President of American Railway Association

R. H. AISHTON, veteran railroad man and former president of the Chicago & Northwestern, has been asked by the advisory committee of the American Railway Association to retain the presidency of that organization, and has consented to do so. It is understood that the headquarters of the association will be Chicago instead of in New York.

This is said to be the first time in history that the American Railway Association has had as president a man who is not an official of some railroad or group of roads. Mr. Aishton was elected president of the association on its reorganization under government control a year ago. He has expressed a wish that his continuance as president be considered merely of a temporary nature. How long he will retain the office will depend upon future conditions and Mr. Aishton's willingness to serve in his present position.

When the railroads' war board was organized in April, 1917, Mr. Aishton, then president of the Northwestern, a position he had held for about a year—was made chairman of the executive committee of

the central department. The railroads of the country were at that time divided into three sections corresponding to the divisions of the war department.

Mr. Aishton's committee was assigned the work of co-ordinating the operation of the railways in its department. As chairman he was active in bringing about the needed co-operation and in winning the good will of the public toward the railroads in their efforts to handle the suddenly increased amount of business.

When the railroad administration was organized Mr. Aishton accepted the directorship of the Western region, afterward divided into three regions, of which he became director of the Northwestern. This included the Chicago terminals.

Mr. Aishton originally entered the railroad service in the engineering department of the Chicago & Northwestern. This was in 1878. After seventeen years' experience in the engineering work he was made, successively, an assistant superintendent, a division superintendent, general superintendent, assistant general manager, general manager and vice president in charge of operation and maintenance.

nance. In May, 1916, he was elected president.

With the return of the railroads to private control, on March 1, Mr. Aishton did not resume his duties as head of the Northwestern, nor is he now actively connected with any other road.

The Interstate Commerce Commission, under the new railroad legislation, is given large powers over the distribution of freight cars and other details of operation, and it will be necessary to ascertain the sentiment of the commission toward these matters.

Having become familiar with such problems while serving as regional director for the government, Mr. Aishton is considered in a good position to make recommendations as to what functions performed during the war by the administration should now be performed by the American Railway Association. At the request of all parties concerned he already has taken the lead in reorganizing the commission on car service and having it transferred from the railroad administration to the A. R. A.

Many other important operating problems remain to be solved, and in their proper solution both the Interstate Commerce Commission and the railroad corporation with sufficient rank, prestige, experience and ability to adjust these matters.

Gen. W. W. Atterbury, vice-president of the Pennsylvania railroad, is chairman of the advisory committee of the association, J. E. Fairbanks, of New York, is general secretary of the association and J. A. McIlrath, of Chicago, assistant general secretary.

General Hines Appointed by Secretary of War

The Secretary of War has delegated to Brig.-Gen. Frank T. Hines, chief of the transportation service, control of the inland waterways transportation system which were transferred to the jurisdiction of the War Department under the transportation act. Gen. Hines says that the same service will be maintained for the present and that he will utilize the existing organization and personnel in administering the work. A delegation of senators and representatives from the Mississippi Valley and other sections interested in waterway traffic called on Secretary Baker to request that present facilities be maintained and extended and that railway corporations be prevented from strangling water competition.

Preparations for Foreign Trade Convention

Interest in the seventh national foreign trade convention to be held at San Francisco May 12-15 is being expressed every day throughout the country, according to the National Foreign Trade Council, by the appointment of delegates on behalf of local chambers of commerce as well as various trade organizations. Steps are also being taken by such national associations as the American Manufacturers' Export Association, the National Automobile Chamber of Commerce, the Chamber of Commerce of the United States, as well as the Associated Advertising Clubs of the World, to provide for adequate representation at San Francisco. Information regarding the convention is being furnished by O. K. Davis, secretary, National Foreign Trade Council, 1 Hanover Square, New York City.

Rock Island Magazine for April, 1920.

Scrambled Currency

The recent visit of the Kolchak gunboat at Nome, Alaska, developed an amusing instance of Bolshevik financial methods.

The vessel remained in port several days and the sailors, who were plentifully supplied with money, were naturally anxious to exchange some of it for the comforts of civilization, but, unfortunately, the money was of paper and of as many varieties as there are insects on a dog's back.

It included the old imperial government, the Kerenski government, the Kolchak administration, the Bolshevik regime and a score of so-called provincial governments.

Finally a number of citizens bought batches of it for curios at about 1 per cent of face value and the owners were thus enabled to secure smoking tobacco. —*Union Pacific Family Bulletin.*

Richest Man in World Lives in Nebraska

Answering an editorial in the Norfolk, Neb., *Daily News*, Edward J. Meyers, the village blacksmith of Pierce, Neb., was stirred to pen the following letter to the editor of that paper:

"I wonder if you knew that one of the richest men in the world was fourteen miles north of Norfolk, right here in Pierce, Neb.? That man is the writer. I am just a common plug blacksmith but oh—how rich! I go to my labors each morning, work until noon, go to dinner, return at 1 p. m., and work until 6 o'clock. I enjoy the greatest of all blessings, good health. Rockefeller would give all he possesses in money or holdings for my stomach, but he can't have it.

"Each day sees something accomplished, and every job of work I turn out I feel that I have done my customer a service worthy of my hire.

"I have a most wonderful little wife. She has stuck to me twenty-two years now, so I know she must be a dandy to accomplish that. I have a little home, a beautiful little daughter, a son grown to maturity, and now in life's game for himself. Rich? Why, man alive, who can possibly be richer? Then, to add to all the above riches, I take down my old shotgun in season and ramble through fields, woods and tangle in search of the elusive cotton-tail, teal and mallard with my faithful old pointer at heel (now past eleven years old), and he is as happy as I when on the hunt. Then, when I get back, oh—how good everything does taste. Then, when night has spread its mantle over this good old universe, I settle down in a good, old easy chair, enjoy a smoke and then roll into bed to be embraced by 'Morpheus' and never hear a sound until the beautiful break of another day. Rich, did you say? Well, I guess! \$'s, no, not many. You inquired about riches; not material wealth.

"The height of my ambition is to so live that I may have no regrets for having lived, when the time comes for me to shuffle off this mortal coil, and I hope by that time to have accumulated just enough \$'s that myself and mine may not be objects of charity.

"This, then, is my idea of a rich man. If any one enjoys life more than I do he is to be envied for his riches.

"With kindest regards,
"EDWARD J. MEYERS."

Fear Hinders Success

Lack of Confidence Handicap to Many

By Orison Swett Marden

(Copyright, 1919)

"THE time to get business," said the president of a large industrial concern, "is when the timid and hesitating are afraid they can't get it. The big thing is to get rid of the idea in people's minds that the bottom is going to drop out of things. It is not going to do anything of the kind. Courage is what we need, courage to take hold when weaklings are holding back. Obstacles? Of course, there are obstacles. But overcoming obstacles develops strength, energy and resourcefulness. Business is just what we make it, and we are going to make it better than it ever was before.

"Afraid to branch out" would make a fitting epitaph for thousands of people who have made a botch of their lives. They didn't dare to strike out for themselves; they hadn't the courage to attempt the thing they felt they could do best and postponed doing it until the habit of putting off had become stronger than the determination to get ahead.

Multitudes of people could put things through if they once started out, but they are over-cautious, afraid to begin. There is something which steps in when they are about to launch out and whispers, "Caution! Prudence! Many good men have failed in the very thing you are attempting. You had better go slow." They shrink from the responsibility, which terrifies them, and so they go on plodding along in mediocrity, carrying out others' programs when they should be making their own, being underlings instead of masters, discontented and dissatisfied with what they are doing.

Many a man succeeds in establishing a business by sheer force of character, by his boldness, or self-faith. The world makes way for the determined man, the man with an iron will and a bold self-confidence. Assurance itself is a great power. We naturally give way to the show of power wherever it appears.

Young people often tell me that they have such serious lacks in their mental make-up that they never expect to make much of a success in life.

Now to begin with, my friends, this conviction that you are never going to amount to much will be an impassable bar across your life path until you remove it. You can never get beyond this bar. "He can't who thinks he can't," is just as true as "He can who thinks he can." As we think, so we are.

The first step to failure is the first doubt of yourself. If you would succeed up to the limit of your possibilities, hold constantly to the belief that you are success organized, and that you will reach your goal, no matter what opposes.

It is worth everything to you to have people believe in you, to have faith in your ability to do the thing you undertake, to bank on you. Your own attitude will have more than anything else to do with establishing this condition. The world believes in the man who dares, the man who trusts himself.

No matter what discouragements confront us, what difficulties oppose us, what obstructions stand in our way, if we hold fast to our courage we can face toward the front and push on to victory.

Changes of Organization Announced in Circular

CIRCULAR No. 1, issued by Vice Presidents L. C. Fritch and T. H. Beacom, follows:

"The following changes in organization are hereby made effective March 1, 1920:

"The General Mechanical Superintendent will have charge of and be responsible for all matters pertaining to equipment and appurtenances, including the maintenance of locomotives, cars, power plants, shop machinery and tools and other appurtenances.

"He shall report to and receive instructions from the Vice-President in charge of construction and maintenance.

"In matters affecting the Transportation Department, such as the operation of roundhouses, running repairs to locomotives, freight and passenger equipment, the allocation and use of locomotives, freight and passenger equipment, he shall observe instructions of the Vice-President and General Manager.

"The Chief Engineer shall have charge of and be responsible for all matters pertaining to construction, maintenance of way and structures, the physical valuation of the company's property, including in the latter all charges to Capital Account.

"He shall report to and receive instructions from the Vice-President of Construction and Maintenance.

"In matters affecting the Transportation Department, such as carrying out of work which affects the movement of trains, use of locomotives and equipment, he shall consult with and observe the instructions of the Vice-President and General Manager.

GENERAL SUPERVISOR OF FUEL ECONOMY.

"He will have charge of all matters pertaining to the economical use of fuel, reporting to Vice-President and General Manager. He will also consult with the General Mechanical Superintendent."

Veterans of the Rail

Retired on Pension

At a meeting of the Board of Pensions held December 19, 1919, the following applications for pension were approved:

- No. 453—John F. Bayne, conductor, Missouri Division; address, Trenton, Mo. Age, September 12, 1919, 52 years. Length of continuous service, 26 years, 11 months. Monthly pension, \$33.20. Pension effective, September 1, 1918.
- No. 454—Walter L. Hammill, engineer, Cedar Rapids Division; address, Hammill Hotel, Great Falls, Mont. Age, January 4, 1919, 52 years. Length of continuous service, 26 years, 3 months. Monthly pension, \$40.05. Pension effective, January 1, 1918.
- No. 455—Henry A. Hatfield, section laborer, Nebraska Division; address, Beileville, Kans. Age, April 6, 1919, 71 years. Length of continuous service (to date attained 70 years), 28 years, 1 month. Monthly pension, \$20.00. Pension effective, January 1, 1920.
- No. 456—Frederick K. Spike, engineer, Illinois Division; address, 4733 Calumet avenue, Chicago, Ill. Age, December 18, 1919, 70 years. Length of continuous service, 41 years. Monthly pension, \$71.75. Pension effective, January 1, 1920.
- No. 457—William A. Kibby, operator, Iowa Division; address, Adair, Ia. Age September 21, 1919, 70 years. Length of continuous service, 42 years, 3 months. Monthly pension, \$30.15. Pension effective, November 1, 1919.
- No. 458—Hervey D. Barrett, B. & B. carpenter, Kansas Division; address, 1388 N. Tyler St., Topeka, Kans. Age, February 22, 1919, 71 years. Length of continuous service (to date attained 70 years), 19 years, 7 months. Monthly pension, \$20.00. Pension effective, January 1, 1920.
- No. 459—Dennis Hynes, section foreman, D. M. V. Division; address, Pella, Ia. Age, November 11, 1919, 71 years. Length of continuous service (to date attained 70 years), 39 years, 11 months. Monthly pension, \$24.70. Pension effective, January 1, 1920.
- No. 460—John Hart, crossing flagman, Chicago Terminal Division; address, 10327 Throop St., Chicago, Ill. Age, March 10, 1919, 70 years. Length of continuous service, 34 years, 9 months. Monthly pension, \$20.00. Pension effective, January 1, 1920.
- No. 461—James Thomas, brakeman, Illinois Division; address, 5804 Princeton Ave., Chicago. Age, January 18, 1919, 64 years. Length of continuous service, 27 years, 5 months. Monthly pension, \$26.15. Pension effective, June 1, 1919.
- No. 462—Ellsworth C. Ingraham, cashier, Muscatine, Ia. Age, July 21, 1919, 58 years. Length of continuous service, 32 years. Monthly pension, \$27.35. Pension effective, November 30, 1919. (Mr. Ingraham passed away November 16, 1919.)
- No. 463—Herman J. Garland, agent, Iowa Division; address, Harlan, Ia. Age, November 17, 1919, 70 years. Length of continuous service, 44 years, 4 months. Monthly pension, \$34.80. Still in service. Pension effective first of month following date of retirement from service.
- No. 464—Thomas Behan, station master, Davenport, Ia; address, 624 Federal St., Davenport, Ia. Age, November 4, 1919, 70 years. Length of continuous service, 37 years, 8 months. Monthly pension, \$24.60. Still in service. Pension effective first of month following retirement from service.

IN MEMORIAM.

- No. 147—W. H. Simmers, locomotive painter, Cedar Rapids, Ia. Died October 23, 1919. Pension effective, April 1, 1912, \$20.00 per month. Pension ceased, October 31, 1919. Total pension received, \$1,820.00.
- No. 236—George P. Smith, fireman, Cedar Rapids Division. Died November 8, 1919. Pension effective, February 1, 1914, \$20.00 per month. Pension ceased, November 30, 1919. Total pension received, \$1,400.00.
- No. 247—Patrick W. Hynes, car repairer, Cedar Rapids, Ia. Died November 8, 1919. Pension effective, June 1, 1914, \$20.00 per month. Pension ceased, November 30, 1919. Total pension received, \$1,320.00.
- No. 443—Wm. W. Newhall, conductor, Missouri Division. Died October 18, 1919. Pension effective, June 1, 1919, \$64.50 per month. Pension ceased, October 31, 1919. Total pension received, \$322.50.

H. B. Barrett, B. & B. carpenter, Kansas Division, was born on a farm near Brattleboro, Vermont, February 22, 1848, and lived on the farm until he was fifteen years and nine months old, when he entered the Army in November, 1863, and served during the war in the Second Vermont Infantry, until July 25, 1865, when he commenced to learn his trade as a carpenter, at which trade he followed until 1876, when he entered the service of the Estey Organ Company. He had charge of all building and repairing until March, 1885, when he moved to Topeka, and entered the service of the Santa Fe as a

passenger coach carpenter and worked there until April 1887, when he entered the service of the Rock Island as a cabinet workman under G. J. Bishop, general foreman.

After about two and one-half years he was given a job as house carpenter foreman and continued as such until 1895, when he went into the grocery business on account of reduction of forces, afterward re-entering the Rock Island as foreman, July, 1898, and continued as such for some time. He was then given a position as depot carpenter and remained as such until December 31, 1919, when he was

retired from service after serving under G. J. Bishop, F. L. Park and B. C. Ware, general foreman.

James Thomas, brakeman, Illinois division, was born at Hennepin, Putnam County, Illinois, January 18, 1855. He entered the service of the Rock Island in December, 1891, and served continuously until May 7, 1919, when he was retired account incapacitated, and was granted a pension, effective June 1, 1919.

Ambrose Jordan Piper, Engineer, Iowa Division, was born in Woodford County, Illinois, in 1861, and came to Chicago in 1879. He entered the service of the Rock Island in 1880 as freight brakeman, and subsequently was passenger brakeman and then baggage man.

Milton G. Mitchell, conductor, Minnesota Division, was born in Jackson, Mich., August 3, 1849; came west in fall of 1860, settled on a farm 15 miles south of Waterloo in 1865. After the war worked in flour mills at Waterloo and LaPorte City until 1871. Went to work as brakeman on construction train for B. C. R. & N. April, 1872, and has remained with the B. C. R. & N. and C. R. I. & P. until August 7, 1919, when he was retired account age limit attained and pensioned, effective September 1, 1919.

Following is a portion of a letter received from Superintendent Haldeman regarding Mr. Mitchell:

"One point of interest which might be mentioned and which would be appreciated by Mr. Mitchell and all of his acquaintances is the self-assumed duty of taking care of the beautiful lawn at Waverly station. Mr. Mitchell had an old lawn mower and with this he kept the lawn at that station looking very beautiful and besides he indulged his taste for floral culture and had a fine floral display decorating the lawn during the growing season."

Martin L. Mitchell, engineer, Iowa Division, was born July 29, 1861, in Boone County, Iowa. He entered the service of the Rock Island at Davenport, Ia., November 13, 1878, age 17 years. He served as machinist helper and did odd round-house jobs and for about two years did extra firing. Was promoted to hostler and served in that capacity five years, and four months. During that time he also worked as extra engineer part of the time. On June 22, 1887, he was given an engine in the switching service at Davenport, remaining in that service until February, 1912, when he was forced to give up work on account of ill health.

E. C. Ingraham, cashier, Muscatine, Iowa, passed away prior to his application for pension being approved. Mr. Ingraham, before taking up his railroad work, attended the Kirksville, Mo., Normal and graduated with second honors of his class about 1882 or 1884. He was also a graduate of a business college of St. Joseph, Mo. After teaching school several years, he took up telegraphy, about 1885. He entered the service of the Rock Island in August, 1887, serving in the capacity of night operator, agent and cashier, which latter position he held until his death on November 16, 1919.

"Liberals," as the word is beginning to be used, also means people who believe congress should make lawful light wines and 2.50 beer.—Springfield Republican.

Rock Island Magazine for April, 1920.

Ten Years' Work of the Pension System

By D. C. Rees

TEN years ago the board of directors inaugurated the pension system on the Rock Island. Former President H. U. Mudge, in announcing the inauguration of the department, said:

"The company feels that a time has arrived when some provision should be made for employees, who, after long years of faithful service, have reached an age when they are unequal to the further performance of their duties. With this object in view, the company has, after a careful study of the question, determined upon a plan of super-annuation. The system adopted calls for no contributions from the employees themselves. The company hopes by thus voluntarily establishing a system under which an income will be assured to those, who after years of continuous service are by age or infirmity no longer able to perform their duties, and without which they might be left entirely without means of support, to build up among them a feeling of permanency in their employment, an enlarged interest in the company's welfare, and a desire to remain in and devote their best efforts to the company's service."

The tenth annual report of the pension department, issued by the secretary, pension board, discloses some very interesting facts from which the following is taken: 726 applications for pension have been received.

464 of these applications have been approved, 258 the board has not allowed and four are still under investigation.

Of those approved 238 were account the maximum age limit attained and 226 account the applicants physically incapacitated.

The board did not allow the 258 applications as the investigation of the same showed clearly that they did not come within the confines of the pension system. The details of the cases not allowed are as follows:

Ninety-six applications were rejected account broken records and continuous service, thereby being less than minimum period required to be eligible to pension.

Forty-six applications were rejected account applicants out of service prior to the inauguration of the pension system, which is not retroactive prior to January 1, 1909.

Twelve applications were rejected account applicants not incapacitated and had not attained the age limit, 70 years.

Twenty-seven applications were presented and later withdrawn upon request of the applicant.

Thirty applications were canceled due to death of applicant before investigation was completed.

Three applications were rejected account applicants refusing to submit application forms G-125 or G-144 prior to August 1, 1911, thereby acknowledging they did not care to be considered eligible to pension.

One application was rejected account applicant not considered a bona-fide employee.

Forty-three applications were rejected account applicants had attained the age limit of 70 years and had not been in the service the required period of twenty continuous years.

\$739,605.49 has been paid out for pensions.

One hundred sixty-four pensioners have

passed away, having enjoyed an average total pension of \$983.90 for an average of three years and three months. The 21 pensioners who died in 1919 received an average total pension of \$1,737.71 and enjoyed it for an average of five years and five months.

\$35.31 was the average amount granted per month to each pensioner for the ten-year period.

\$39.51 was the average actual amount paid per month to each pensioner.

Sixty-six years and four months was the average age at which an employee was retired and pensioned.

Those retired on pension had an average length of service of 33 years and 6 months.

Of the 464 pensioned:

27 were general and minor officers,
16 were general office clerks and attendants,

1 was a traveling agent,
4 were division and shop office clerks,
20 were station agents,
5 were telegraphers and towermen,
5 were station masters,
7 were station clerks,
13 were other station employees,
3 were B. & B. and W. S. foremen,
9 were other B. & B. and W. S. employees,

37 were section foremen and tie inspectors,

32 were section laborers,
38 were crossing flagmen,
1 was a yard master,
2 were yard foremen,
8 were switchmen,
2 were switch tenders and yard clerks,

33 were conductors,
8 were brakemen,
9 were express service employees,

88 were engineers,
6 were firemen,
3 were hostlers,

7 were shop foremen,
10 were machinists,
1 was a blacksmith,

6 were car carpenters,
8 were painters and upholsterers,
1 was an air brakeman,

6 were car inspectors,
6 were car repairers,
1 was a tin and coppersmith,

4 were machinists's helpers,
2 were blacksmith's helpers,
33 were other shop and stores employees,

1 was a batteryman, and
1 was a watchman.

Of the 58 applications approved in 1919:
2 were less than \$20.00 (due to joint pension participated in by other companies),

15 were for \$20.00,
11 were from \$20.01 to \$30.00,
9 were from \$30.01 to \$40.00,
5 were from \$40.01 to \$50.00,
5 were from \$50.01 to \$60.00,
4 were from \$60.01 to \$70.00,
4 were from \$70.01 to \$80.00,
1 was from \$80.01 to \$90.00,
1 was from \$100.1 to \$110.00,
1 was from \$140.01 to \$150.00.

The general average of total employees in service (1919) was 43,981.5, while the per cent of employees pensioned to the general average of total employees in service was 0.01055.

We need to give new power to the voice of conscience, new vitality to the human affection; to soften and elevate passion; guide enthusiasm in a right direction; and speak out in the high language of men to a nation of men.



Rock Island men retired on pension.

Top Row.

Left—James Thomas.
Center—E. C. Ingraham.
Right—A. J. Piper.

Lower.

Left—M. L. Mitchell.
Right—H. B. Barrett.

Silvis Reclamation Work for the Year 1919

By C. H. Rost

THE word "scrap" does not imply much to those not closely connected with the handling of same, as when referred to it is usually thought of as something broken, worn-out, discarded, a fragment of little or no value. Yet, by gathering up the many items of scrap in our shops, roundhouses, repair yards, and along the right-of-way, during the year 1919, we were able to turn into the Treasury of this company approximately \$1,500,000.00.

Most of this scrap, except wheels and brass, or rather that termed "miscellaneous scrap," all passes through the general

dock located at Silvis in connection with the general store. This dock is of modern construction, 1,500 ft. long and is equipped with three gantry type electric cranes, two ten-ton and one four-ton, with magnets, which handle the mass of scrap shipped in, dumping same in sorting bins arranged, where scrap sorters pick out the items that can be reclaimed for further use, the balance sorted into fifty-two classes of salable scrap for the market.

To indicate the volume of business handled over the Silvis dock, in 1919, the figures following will show:

Tons handled—In	58,500
Tons handled—Out	38,432
Total tons handled.....	96,932
Saving on material reclaimed	\$473,623.90
Saving per ton of scrap handled	8.10

Scrap should be picked up regularly and not allowed to accumulate and become buried, as while a small piece of metal, such as a washer, a nut, or a bolt, all rusted, appears of no value, yet but few are needed to make a pound; a pound represents approximately one cent, and if it was all gathered up in our shops, roundhouses, yards, and along our eight thousand miles of railroad, there is no doubt but what our tonnage would be greatly increased, thereby increasing our income from this source. By keeping the scrap cleaned up and moving at all times, it avoids congestion at the general dock, as with even receipts it is possible to move it promptly, avoiding delays to equipment.

Let us all in 1920 make an extra effort to increase our scrap sales and our profits on reclamation by keeping the railroad clean of the broken, worn-out and discarded items, as well as items that can be reclaimed, repaired and returned for further service.

By all means, do not let good material go to the scrap dock, as this causes extra handling and expense, which should be avoided if all concerned follow it up closely.

✱ ✱

Calkins Announces Traffic Men for Milwaukee

R. M. Calkins, vice-president in charge of traffic of the Chicago, Milwaukee & St. Paul railway, has completed the roster of officers of that department, the full list being as follows:

Traffic manager—H. E. Pierpont, Chicago.

Freight department—Assistant traffic manager—J. R. Veitch, Seattle.

General freight agent—C. A. Lahey, Chicago.

First assistant general freight agent—T. W. Proctor, Chicago.

Assistant general freight agent—E. B. Finegan, Chicago.

Assistant general freight agent—A. A. Wilson, Chicago.

Assistant general freight agent—E. W. Soergel, Chicago.

Assistant general freight agent—J. M. Davis, Milwaukee.

Assistant general freight agent—C. L. Kennedy, Minneapolis.

Chief of tariff bureau—R. C. Sanders, Chicago.

Oriental freight agent—G. F. Stip, Chicago.

Export and import agent—F. J. Calkins, Seattle.

Passenger department—General passenger agent—George B. Haynes, Chicago.

Assistant general passenger agent—W. B. Dixon, Chicago.

Assistant general passenger agent—W. J. Cannon, Chicago.

Assistant general passenger agent—A. P. Chapman, Jr., Seattle.

Assistant general passenger agent—Joseph Caldwell, Chicago.

Superintendent sleeping and dining cars—J. W. Getty, Chicago.

General baggage agent—W. D. Carrick, Milwaukee.



Top—View of portion of scrap dock at Silvis, showing three Gantry cranes in operation.
Middle—Section of reclamation building.
Bottom—Section of reclamation building.

Political Activity is Increasing Daily

The voters of the United States, both men and women, are watching with increasing interest the pre-convention fight among the candidates of the two great political parties. A presidential year always quickens the pulse of the fellows who like to see action and this year promises to be no exception.

The Republican national convention will be held in Chicago in June, closely followed by the meeting of the Democrats in San Francisco. According to the most reliable sources of information, no man will be nominated on the first ballot in either party.

While no official statement has yet appeared from the White House, it is generally supposed that President Wilson will not be a candidate for a third term. The fact that A. Mitchell Palmer, Attorney-General of the United States and a member of the President's official family, is an out-and-out candidate, makes this belief plausible. James W. Gerard, former Ambassador to Germany, has announced his candidacy. The hat of William G. McAdoo, former Secretary of the Treasury and the first Director-General of Railroads, is not literally in the ring, but he has strong support among Democrats in all parts of the country and will likely be a factor at the convention.

Nebraska politicians are booming Senator Hitchcock, minority leader of the Senate, and in Oklahoma Senator Robert Owen has been assured the support of the delegates from that state for the nomination. James O. Monroe, a Chicago lawyer, has entered the primary fight in South Dakota. Miss Lucy Page Gaston, of Chicago, an anti-cigarette reformer, has also been entered in South Dakota on a platform, it is said, to abolish tobacco.

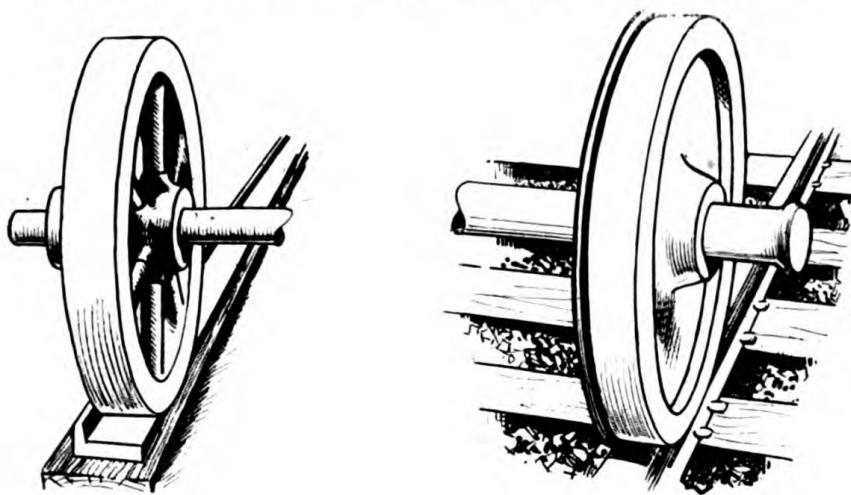
Herbert Hoover is being boomed by men in both parties. Senator James Reed, of Missouri, while not a candidate, has been entered in the North Carolina primaries by friends. Governor Edwards, of New Jersey, an anti-prohibition advocate, was entered in the race in Illinois, California and elsewhere by enthusiastic admirers, but he ordered the petitions withdrawn.

On the Republican side, any number of active candidates are in the field. Gov. Frank O. Lowden, of Illinois, was one of the first to step into the arena. Maj. Gen. Leonard Wood is also an active contender, as is Senator Warren G. Harding, of Ohio, who made the keynote speech at the 1916 convention.

Senator Hiram Johnson, of California, who was Col. Roosevelt's running mate on the Progressive ticket in 1912, is stumping the country on behalf of his candidacy. Senator Miles Poindexter, of Washington, is another Pacific Coast contender. The name of Senator Borah, of Idaho, has been mentioned, but he is not an active candidate.

In the East, Governor Coolidge, of Massachusetts, has been prominently mentioned, but he absolutely denies any ambition along presidential lines. The names of Charles E. Hughes, William Howard Taft, Nicholas Murray Butler, and others are placed in the limelight occasionally. Gov. Henry J. Allen, of Kansas, is assured, it is said, of the Kansas vote on the first ballot, although he is not a candidate and is supporting another man for the honor.

The First and Most Important Safety Device Ever Installed on a Railroad



It is so simple and commonplace—this first and most important safety device—that perhaps not one railroad man in a thousand ever gave it the least thought.

The first rails (or plates as they were then and are yet called in England), were constructed with a flange to hold the cars on the track. This style of construction at once caused trouble. The wheels climbed over the flange; the friction that developed required extra power and caused excessive wear; and snow, ice and dirt becoming embedded in the angle formed by the flange with the surface of the rail caused frequent derailments.

The pioneer railroad builders were about at their wits' end when a coal miner made a suggestion which solved the first serious problem in the history of railroads. He said: "Why not make the rail with a flat top and put the flange on the wheel?"

That was about one hundred years ago, and from that day to this we have been adding safety devices to cars, engines, tracks and structures. And the personal injury record has been steadily climbing—at least until recently.

What is the explanation? Simply this: The most unsafe and unreliable piece of machinery in the world is the man. If any machine slipped, acted up or failed to give satisfactory results one-tenth as often as the average man, it would be thrown into the scrap heap and never heard of again.

Did it ever occur to you that the safe man on a railroad is a man of strong character. He is the man who has a deep and abiding sense of duty, whose word is his bond. You can trust the safe man, make him your companion, your friend, and he won't disappoint you. But look out for the fellow whose sense of duty is so dull that he violates rules which he is paid and pledged to observe and cares so little for his fellow employees that he subjects them to serious risks in order to save himself a little effort. The road he works for can't trust that kind of man and neither can you. He lacks character.

Why is it that violations of Rule G had become of rare occurrence even before the advent of prohibition. Because the better class of men would not stand for that kind of thing. The persistent rule violator and chance taker is just as dangerous on a railroad as a drunken man, and when you careful men make up your minds that that class of fellows has been injuring and killing good men long enough and treat them just as you treat the drunk, then railroad work will become one of the safest employments in the world. Not fewer safety devices; but more safe men.

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UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Opening of Hulbert Railroad Y. M. C. A. is a Big Affair

"O H BOY! You sure can get some eating in this Hulbert town now," exclaimed a husky fireman as he joined a group of his associates sitting in the reading room of the new Hulbert R. R. Y. M. C. A., one morning last September. "It is some joint," was the rejoinder. Blowing a toothpick from his mouth as he produced his Bull Durham and proceeded to roll his own he drawled with some emphasis, "You said it, it's some eats. Believe me."

To those of us who heard this dialogue, and especially to those who had been running into Hulbert before the coming of the new R. R. Y. M. C. A., it spoke volumes, and we tell it now as background to this story of the formal opening of this second R. R. Y. M. C. A. to be established on the Rock Island Lines, opened for business several months ago, but only formally opened on January 12th.

From the time of the arrival of the local from Memphis in the early afternoon, bringing the car of Superintendent A. E. Walker and a number of official guests, until the departure of the special back to Memphis at midnight, the program was continuous. Inspection of the building, orchestral music, refreshments, games of pocket billiards, at which the ladies took a hand; a banquet to the out-of-town guests, addresses, remarks, good wishes and farewells as Number 43 pulled out for the west and again as the special moved east, filled an historic day for Hulbert, and added a page to the ever-growing volume of the record of friendly relations that is being written by the lives of Rock Island officials and men of the rank and file.

An assembly filling the spacious reading room and overflowing into the lobby, gathered for the evening program which opened with some lively singing of popular songs under the leadership of T. C. Straw, Secretary of the Haileyville R. R. Y. M. C. A. In the absence of Mr. T. H. Beacom, the chairman of the evening, Mr. F. M. M. Richardson, Regional secretary, Central western region, read a letter from Mr. Beacom written to Secretary S. E. Hawkins, in which he said:

"No one, I believe, is better able than I to appreciate the full worth of the Railroad Y. M. C. A., and the good that organization can do toward promoting comfort and pleasure of the right sort for our men. I was at Haileyville before the opening of the Y. M. C. A. at that point and again after it was opened, so I feel I am in a position to know the benefits that will be derived by the men and the railroad after the opening of the Association at Hulbert.

"Mr. Walker and the Arkansas Division people with the Y. M. C. A. are to be congratulated upon bringing the Y. M. C. A. to the men at Hulbert, and the men upon being so fortunate as to secure the services and benefits of the association. I am sure, Mr. Hawkins, that after you have been at Hulbert for a short while you will come to know and appreciate our men, as I do, and I know they in turn will appreciate more and more the many advantages you will bring them.

"Through you I want to urge all of the men in and around Hulbert to become members of the Y. M. C. A. that they may derive all of the benefits which will

result from this affiliation. I want them to know and feel that the association is theirs—for their daily use and benefit and that the railroad will feel fully repaid for the expenditure necessary to erect the facility, if it results in more comforts and better conditions, as I am sure it will, at Hulbert, where, for the past number of years, such advantages as you will afford have been denied to them."

Although Mr. Beacom was prevented from attending, he arranged to have a representative present in the person of Mr. A. D. Aikin, division freight agent and president of the St. Louis Traffic Club. Mr. Aikin referred to the Y. M. C. A. as a "Rock Island Service Station," claiming that the railroads have come to recognize that in the men they have a great investment, and are beginning to realize that upon them lie certain responsibilities to provide advantages for the physical and moral welfare of employees. As an example of this social progress of the railroad companies, and especially of the Rock Island, he called attention to the splendidly appointed building in which the evening's program was being held.

The chairman of the Arkansas state committee of the Y. M. C. A., Mr. J. B. Dickinson, of Little Rock, spoke in a very happy mood. He congratulated the men of the Arkansas Division on securing one of the twenty-three new R. R. Y. M. C. A. buildings approved by the United States Railroad Administration for construction in 1919, thus bringing them into relation with the more than three hundred branches of the R. R. Y. M. C. A. throughout the country.

Perhaps the happiest man present was Superintendent A. E. Walker, of the Arkansas Division, who has worked in season and out of season to bring a R. R. Y. M. C. A. to Hulbert. Mr. Walker paid tribute to Mr. Beacom for his general interest in securing an Association for Hulbert and expressed his regret at the latter's absence on the happy occasion of the opening of the building which they had

waited for and worked for so long. But let Superintendent Walker tell, in his own words, of the ups and downs of his endeavor leading to the final triumph of the undertaking.

"We started in 1915 and put it in our budget," said Mr. Walker. "Mr. Beacom O. K'd it, but it was scratched out in 1916. It was again put in the budget, O. K'd by Mr. Beacom, and again scratched off. In 1917 the same item was inserted in the budget and again the same thing happened. Mr. H. L. Reed came to us about that time and had a great deal to do in getting the Y. M. C. A. started. When we put it on the 1918 budget, we got word that it would be impossible to get a Y. M. C. A. at Hulbert. At this point the Arkansas Division got busy and circulated a petition. To whom it went, I do not know. In a very short time, the regional director authorized a Y. M. C. A. at Hulbert, October 11, 1918."

Referring to the absence of any facilities for proper rest, Mr. Walker said, "I was surprised at times that our men stayed with us at Hulbert, knowing as I did the conditions which existed. From time to time they stayed without any place to eat or sleep. I often sat in my office and wondered what held our men at Hulbert unless it was perhaps loyalty to the Arkansas Division staff officers. Yet there were times in those days when the men did not really care to speak to us or return a smile when we saw them. But now it is different. We always get a smile now and a wave of the hand."

Mr. Walker was followed on the program by A. C. Reese, fireman, who responded for the men.

"This place," said Mr. Reese, "represents to the men who run into Hulbert what the Statue of Liberty stands for to home-coming Americans. To tell you that all of the men appreciate it wouldn't express it. Speaking for the men, I want to thank everybody for helping in every way they could. Everybody has done his best to make this a shining spot on the Rock Island System and there is no reason why we should not continue to keep it so.

"You noticed that Mr. Walker said that it was loyalty that kept the men working here at Hulbert under the conditions that

(Continued on page 58.)



Original from
UNIVERSITY OF ILLINOIS AT
The Railroad Y. M. C. A. at Hulbert, Ark., which was opened recently.
URBANA-CHAMPAIGN
Rock Island Magazine for April, 1920.

General Yardmaster Urges Organization and Discipline

By Harry Stone

THE subject of Organization and Discipline is worthy of a great deal of consideration. A bad organization will soon demoralize the service and Discipline improperly applied will disrupt the best organization in the world. To build up a good organization the head of the department must be a student of human nature, and must temper discipline with justice and must first be one whom his men have confidence in; one whom they will know is ever ready to defend and advise them when they do wrong as quick as he would discipline them. A mistake from the mind can be corrected and overlooked but one from the heart, never.

The head of the department must show this by his habits and treatment of the men under him for one can not ask another to forego some habit that he himself is guilty of.

The railroad game has grown too big for it to be a one man's game. It is one that the head of every department must, if he wishes to make a success of his department, have the support not only of his men, but the support of every department he comes in contact with.

When I started in train service, I was fortunate in being assigned to one of the best conductors on the "Alton" road. One who did not feel that he was a natural born conductor, but one who had learned his work in the best of schools, "Experience." He had a great deal of patience with a "Student," he took pains to explain my work to me; so that in a short while I was able to be of some assistance to him.

I will never forget his words to me on my first trip, "My boy, if you intend to be a railroad man try and make yourself of use to your conductor and the best brakeman on the division." I tried to follow his instructions and was rewarded by him as he recommended me for promotion. I have always felt that I owe him a great deal.

Later when I was placed in charge of the yard, the superintendent called me in his office, and gave me the following advice, "your success or failure will depend a great deal on yourself; you will have to build up your organization not only in your yard force but your office force; try and make friends of the mechanical and road department and trainmen, as they have as important a duty to perform in this work as you have, for the mechanical department can help you out with power when your yard is blocked; the road department can help you in case of derailments and the trainmen can help you in many ways. All of these can make or break you and if you fail the company is the loser." His advice was timely and good and I feel safe in saying that in the different yards of which I have had charge that all of the departments worked in harmony.

In starting a young man to work, I make it a point to see him personally. I explain to him his work and what his promotion will be if he makes good and advise him to understudy the next desk so as to be ready to accept promotion

when offered. It has had wonderful success for me and the students.

In administering discipline, I have on several occasions asked the committee to try their own men, putting up the evidence to them and have found they have straightened the matter out very successfully. A head of a department to have a good organization must make the men feel free to come to him with their grievance, either real or fancied. If it is a real grievance he should make an honest attempt to correct it. If a fancied grievance, explain to the man where he is wrong. I had the pleasure several years ago to attend a banquet where a prominent railroad official was making an address. When he was through he was asked what he considered the most important feature of his work. His answer was, "The Making of a Man," he explained this by saying, "if I succeed in making a good man then my organization is bettered and my worries are over, but



Harry Stone, General Yardmaster, Valley Junction, Iowa.

if I find a man who can not stand good treatment then I get rid of him and try to make a man in his place."

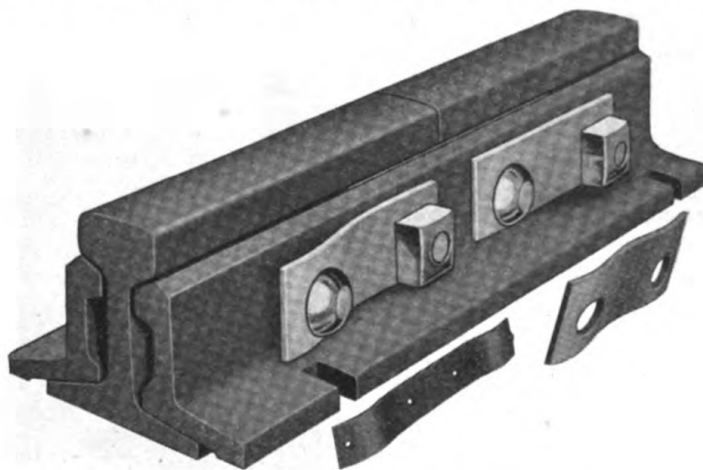
The writer agrees with him, for if you make a man you can depend on you have strengthened your organization and discipline will not be needed.

Palmer Rail Joint Spring and Bonding Strip

M R. A. T. PALMER, of Chicago, is the inventor of the Palmer Rail Joint Spring. It is manufactured and sold by the Verona Tool Works, of Pittsburgh and Chicago. This invention has been tried out by several of the leading railroads.

The peculiar feature of this invention

In connection with the springs, Mr. Palmer has produced a bonding strip which is very simple. It is a short strip of thin spring steel, in form similar to the rail joint spring. It is placed on top of the angle bar, under the rail ball at joining of rail ends. The powerful tension of the joint springs unites these two



The Palmer rail joint spring and bonding strip.

is that the springs keep an automatically tight joint, which needs very little attention after installation. In the peculiar construction of these springs you get such a large resistance that it can be measured out to cover a long period of duration. Fully one-half of the power of the spring is held in reserve, guarding against fatigue of the metal, and at the same time furnishing a sufficient tension on the angle bars to guarantee a perfect bonding of the rail ends.

members in close relation, thereby forming a perfect contact between the abutting rails. The bonding strip has other features which the inventor claims; that it reduces wave motion to a minimum, making a separate unit of each rail, being shorter than the angle bars insures a closer union of the members than is possible with the top surface of the angle bar. Placed between the rail ball and angle bar it acts as a shock absorber, reducing the wheel blow to a minimum.

WHAT THE WORLD IS DOING

An uprising in Thibet was the cause of considerable concern in Peking last month. Rebel forces, however, in a clash with government troops were put to rout and the trouble ended.

A severe dust and sand storm swept over the Dakotas, Nebraska, Kansas and



Underwood & Underwood Photo.

Gen. von Luetwitz, German military leader in the Kapp revolt against the Ebert government at Berlin.

Oklahoma on March 18, doing considerable damage to the wheat. In its eastward course the storm touched Western Missouri and was followed by rain there

Under the leadership of Doctor Kapp and General von Luetwitz, the government of President Ebert, at Berlin, was overthrown for a few days in March. Some bloodshed resulted, but the mass of the people were not in sympathy with the movement, and the Ebert administration was restored. Later, however, the entire country was thrown in turmoil, closely resembling the French Revolution of the pre-Napoleonic era.

A man wrote to a New York hotel recently and asked for a package of collars, size forty, which he had left in his room. A circus magnate immediately got busy and decided that a chap wearing a forty collar would be a wonderful attraction to his show. To his disgust and regret, however, he learned that the party in question was a Frenchman, who figured the size of his neckwear by centimeters.

Peru and Bolivia are at "outs." The Peruvian embassy in La Paz, Bolivia, was recently attacked by an infuriated mob and only the courageous intercession of the American minister prevented more serious trouble. For years Bolivia has wanted an outlet to the sea and the dispute between these two nations extends back to the time of the Latin-American independence from Spain. The State Department at Washington is trying

ing to mend affairs to avoid an open break of relations between the two Southern powers. Chile is also interested in a little of the disputed territory.

The linking of North and South America in close commercial union and friendship by great air lines within a few years has been predicted by aircraft manufacturers. At the New York Air Show the feasibility of such a plan was discussed.

Professors and instructors at Cornell University have been given a twenty-five per cent increase in salaries, the first raise in pay in more than twenty years. Several other colleges have done likewise, because the situation is becoming serious. It is predicted that unless something is done along these respects there will be fewer and fewer educators in the country as the years roll on.

Viscount Bryce, former Ambassador from Great Britain, cabled the following message to the American people: "We are doing all we can to save Armenia, but the European nations are exhausted by the war and feel unable to assume further responsibilities. Unless America joins to help in bearing the burden we see no hope of delivering the subject races."

The Chamberlain Hotel, at Old Point Comfort, Va., one of the most famous hostleries in the United States, was destroyed by fire on March 6, along with two large army warehouses and several other buildings. Several persons lost their lives. The damage was estimated at \$2,500,000.

Ben Mahomet, a shiek of Arabia and brother of the Amir of Hedjaz, has come to America in search for Sari, a young Turkish girl who disappeared about the time of the armistice. The girl was his



Underwood & Underwood Photo.

Basilridge Colby, the new Secretary of State.

brother's fiancée and the daughter of one of the richest men in Turkey, who died from grief over her disappearance, leaving her \$100,000,000. Ben Mahomet expects to find the girl somewhere in America, as she was last seen talking to an American sailor in Constantinople when the first U. S. warship docked there after hostilities ceased.

State Senator Jesse Block, of West Virginia, was bathing in the placid Pacific when he received a wire from colleagues in the state legislature saying that his vote was necessary in order to win that state for suffrage. He threw on his clothes over the bathing suit, caught the first eastbound train, was given a special from Chicago to Cincinnati and arrived in Charleston just in time to cast the decisive vote. Thus West Virginia ratified the amendment.

Germany at the present time does not intend to send the entente the list of allied citizens accused by Germany of misdeeds against her forces during the war, according to a statement by the Berlin foreign office. The Germans are opposing the allied demand for extradition of certain of her citizens.

Harvey A. Norman, a Kansas ex-service man, lost his mind waiting for his pay check from the war risk bureau, according to the Kansas department of health. He is confined in the state hospital for the insane, after waiting for months for a government check for more than \$600, which finally arrived too late to soothe his troubled brain.

Proposals that Great Britain cede colonies in the West Indies to the United States for cancellation of some of her debts to this nation find little favor in London financial circles. The proposal was originally made by former Secretary McAdoo.

Japan is being stirred up over the proposed granting of suffrage for women. The Japanese parliament has been debating pro and con for months. A large number of Jap women have taken up the cudgel in favor of universal suffrage, and the question is in doubt at the present time.

The French government, in a recent presentation in the chamber of deputies, proposed amicable settlement of all labor disputes. While admitting the right of workers to strike, it demands that all means for a settlement of disputes be exhausted before cessation of work.

Prince Joachim Albrecht, of Prussia, a cousin of the ex-Kaiser, showed his family bad taste and ill breeding a while ago when he started a row with members of the French mission in a Berlin cafe when they failed to salute "Deutschland Uber Alles," played by the orchestra. The prince hurled pies and candles, a la Charlie Chaplin, at the French gentlemen and ladies.

Gabriel D'Annunzio, dictator-general of Fiume and self-appointed and self-inflicted papa of the Dalmatian Coast (some times termed by diplomats as the Damnation Coast), is now writing poetry, according to cabled dispatches from the stormy Adriatic, of which Fiume is the capital. D'Annunzio, perhaps the most famous poet of modern times and

a daring aviator during the war, has been too busy until recently to write.

Staten Island, a part of New York City, threatens secession from the metropolis. Poor lighting and transportation facilities are given as the cause, and it is charged that the municipal government is partially responsible.

Poland was disturbed early in March by the concentration of large numbers of red troops on her western frontier. The Bolsheviks attacked the Poles at one place and were repulsed with heavy losses.

Chairman Steenerson, of the House postoffice committee, has written newspaper publishers calling attention to the committee's request that they reduce consumption of newsprint paper ten per cent because of the acute paper shortage. The publishers are requested to furnish information as to the amount of paper consumed by them in the four months ending March 1, 1920, and for the same period of the previous year.

The first presidential primary, that of New Hampshire, was held on March 9 and resulted in eight G. O. P. delegates were instructed for Maj. Gen. Leonard Wood, who was born in that state. The Democratic delegates go to the national convention uninstructed. The Minnesota primaries, a few days later, were favorable to Wood, and Virginia, in state convention of the Republican party, favored Governor Lowden, of Illinois.

The wealthiest woman in the world is Mrs. Yone Suniki, of Japan, who owns 98 per cent of the Suniki & Company, which controls the steel industry of Nippon. The concern has a fleet of sixty steamships with offices at London and Glasgow. It is estimated that during the war the profits of the company exceeded \$200,000,000. The Japanese woman also dominates the sugar market in Japan and has a world monopoly in crude camphor.

One hundred and forty-one parcels of real estate, comprising the Henry Astor estate in New York, were sold at public auction for \$5,159,075. One speculator bought a plot of ground on West Forty-fifth street during the sale and sold it a few minutes later at a profit of \$65,000.

General Ludendorff, former head of the German military system, accompanied by a large staff, has passed through Finnish territory on his way to Russia.

United States Consul General Harris has ordered all American vice consuls to rendezvous at Vladivostok, but the officials will not be withdrawn unless the social revolutionists join the soviet. Other governments are planning to leave.

For the first time in the history of Argentina two women seek seats in the chamber of deputies. The political campaign of the men candidates has been marked by street clashes in Buenos Aires resulting in the loss of several lives and many wounded.

R. D. Holloway, of Newport News, Va., president of the Vassar-Abbott Company, who was arrested on Friday night on charges in connection with the recent failure of the Colonial State Bank

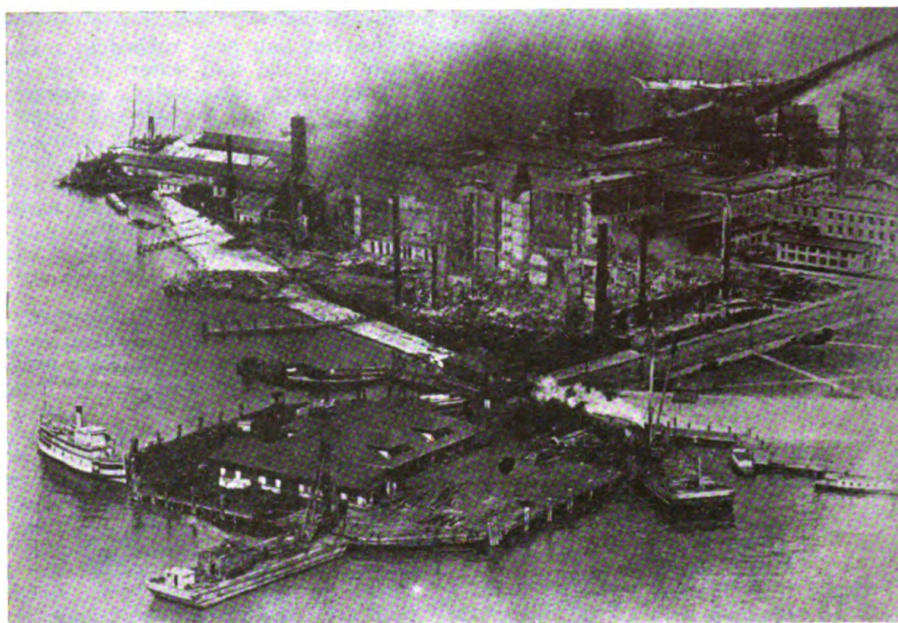
A RECORD OF CURRENT EVENTS

of the city, shot and killed himself after he had been released on bail.

Following the Portuguese government's announcement that any public service strikers who did not return to work within forty-eight hours would be im-

ballots in a telegram to F. B. Owing, chairman of the Democratic state committee of California, requesting that he be kept out of the California primary.

Opinion is expressed by London financial experts that the rise in sterling is



Underwood & Underwood Photo.
The ruins of the famous Chamberlain Hotel, at Old Point Comfort, Va., which was destroyed by fire recently.

mediately dismissed, the cabinet resigned after the defeat of the government on a vote of confidence in the chamber.

William G. McAdoo again made plain his intention not to permit his name to be entered on presidential preferential

due to the decision to repay the Anglo-French loan and a resultant freer disposition of American houses to purchase sterling bills. The opinion is expressed in discussing an impending shipment of gold to New York.

The arrival of 35,000 anti-Bolsheviks in the Trans-Baiklia is overtaxing the resources of the district. Reports of the atrocities of the troops of General Semenov, head of the anti-Soviet troops in Eastern Siberia, is said to have cost him the support of all races, including the Japanese, and no reputable Russian is willing to take his place.

Maturing obligations of the Canadian government in the United States have been met through the sale of government bonds amounting to \$5,000,000 to a syndicate of Toronto and Chicago bond dealers. It is understood that the securities will be offered in the United States on a 7 per cent basis.

Labor organizations in New York, connected with the Central Federated Union, having a combined membership of 350,000, were urged at a meeting to break all existing wage agreements and demand more pay unless immediate relief was provided from high rents. It was also voted to instruct laborers to refuse to pay rents which they considered exorbitant.

The Sinn Fein riots in Ireland are getting more serious daily and are causing the British government grave concern.



photo copyright by Underwood & Underwood.
Gaby Deslys, famous dancer of two continents, who died in Paris last month.

(Continued on page 58.)

Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

HOW TO MAKE TOAST THAT WILL PLEASE EVEN FINICKY APPETITES.

TOAST is an invariably agreeable breakfast food, and can be prepared in so many ways that it need never weary the appetite. To make it most tempting cut the bread in medium thin slices, trim off the crust, then cut diagonally in half across. Brown slowly over a very hot flame. Or better still, brown on an electric toaster at the table itself.

Crisp toast is a general favorite, and if it is served with some creamed fish this should be poured over it at the last moment, otherwise it will soak in the bread and make it soggy.

CREAM TOAST.

- 2 cupfuls of hot milk
- 1 cupful of cream.
- 1 tablespoonful of butter
- 1 tablespoonful of flour
- 1 egg

Toast points.

Scald the milk and melt the butter in it. Mix the flour with a little milk gradually until smooth and thin enough to pour into the rest of the hot milk without forming lumps. Cook a few moments, stirring constantly and season with salt and a dash of paprika. Beat the egg well, and as soon as the milk is removed from the fire beat in. The toast should be buttered, and a moment before serving pour the cream mixture over it.

FRENCH TOAST.

- 2 cupfuls of milk.
- 1 egg
- Salt
- Toast

Slice the bread into fairly thick slices and dip into the egg and milk beaten together. Fry in butter on both sides and serve hot, either with a sprinkling of powdered sugar, maple syrup or jelly.

CANNED TOMATO TOAST.

- ½ can tomatoes
- ¼ cupful of cold water
- ¾ cupful of hot milk
- 2 hard-boiled eggs
- 1 tablespoonful of butter
- 4 tablespoonfuls of flour
- 1 teaspoonful of sugar
- ½ teaspoonful of soda.
- ½ teaspoonful of salt

Let the tomato simmer for about 15 minutes, then strain. Add the soda, salt and sugar and cook to boiling point. Add a little cold water to the flour and rub to a smooth paste. Cook for about five minutes, then slowly add the hot milk and butter and tomato mixture. Pour over toast points and garnish with sliced hard-boiled eggs.

Here is a basic sauce for creamed toast. To this can be added any minced meat, fish or vegetables and then served with toast:

- 1 cupful of milk
- ¼ cupful of cold water
- 3 tablespoonfuls of flour
- 1 tablespoonful of butter
- ½ teaspoonful of salt.

Scald the milk and add to it the flour

which has first been rubbed to a smooth paste with the cold water. Cook for 15 minutes over hot water, stirring frequently, then add the salt and butter and serve with or without the addition of another ingredient, like meat or fish.

MEAT TOAST.

- ¾ cupful of any chopped meat
- 2 tablespoonfuls of milk
- 1 tablespoonful of butter
- 2 eggs

Salt, pepper.

Boil the milk and butter together, then add the chopped meat, seasoning and eggs beaten light. Stir while cooking until the mixture thickens, then pour over buttered toast.

UNUSUALLY DELICIOUS WAYS TO ADD FIGS TO THE DIET.

During the war period figs and dates were almost prohibitive in price because so few were on the market. But figs are now obtainable in abundance, and as they are a most wholesome dried fruit they should be served frequently. Certainly they are usually more acceptable at the table than the lowly prune, although, having somewhat less flavor than the prune, it is necessary to add some additional seasoning when cooking them.

Figs may be served plain, stewed, baked or in pudding form. This fig custard is excellent for the children's lunch:

STEWED FIGS.

Wash the dried figs, then cover with cold water and let soak overnight. In the morning stew gently in the same water in which they have soaked until tender. Then add a half-cupful of sugar and the juice of half a lemon, and continue to simmer until a thick syrup is formed. A stick of cinnamon may be cooked with the figs and then removed before the sugar is added.

FIG CUSTARD.

- 2 eggs
- 3 tablespoonfuls of butter
- 2 tablespoonfuls of cornstarch
- 3 cupfuls of top milk
- 1 cupful of sugar
- 1 cupful of chopped figs
- 1 teaspoonful of vanilla.

Cook the beaten eggs and milk in a double boiler to form a custard. Then place in a glass serving dish a layer of the chopped figs, then a layer of the custard and put in a cool place to chill. Serve with whipped cream.

BAKED FIGS.

Wash dried figs thoroughly, then place in a buttered baking dish and cover with water. Bake, covered, for 15 minutes, or until tender, and flavor with lemon juice, cinnamon, nutmeg or almond flavoring. If desired, thicken the juice of the figs by adding to it a few tablespoonfuls of apple sauce or mashed bananas.

FIG BETTY.

- 1 cupful of chopped figs
- 1 cupful of milk
- 1½ cupfuls of breadcrumbs
- 1 tablespoonful of sugar
- ½ lemon
- 1 tablespoonful of butter

Mix the figs, breadcrumbs, sugar, grated lemon rind and melted butter, then the milk, and mix all together thoroughly. Pour into a buttered pudding dish and steam for about two hours.

Fig paste makes an excellent filling for layer cake or for pies.

FIG FILLING.

- 1 pound of dried figs
- 1 cupful of cold water
- 2 cupfuls of sugar

Pour boiling water over the figs and let stand until soft. Then remove from water and cut into small pieces with a sharp kitchen scissors, and discard all the hard parts. Chop well by running through a meat chopper, then add sugar and water and cook until thick and clear.

If desired this may be served by itself as a dessert. When partly cool pour into jelly glasses and chill. Serve with whipped cream and chopped walnuts.

UNUSUAL PIES WITH ODDLY DELICIOUS FILLINGS.

Here are a number of assorted fillings for pies. Some are rich enough in their nutritive value to supply the substantial part of a simple meal. The custard varieties can be used either as filling for pies or baked separately as a dessert for the small children who, of course, should not be given pie crust on account of its difficulty of digestion.

BUTTERSCOTCH PIE.

- 1 cupful of brown sugar
- 1 cupful of milk
- 1 egg
- 3 tablespoonfuls of flour
- 2 tablespoonfuls of butter
- 3 tablespoonfuls of water
- 1 tablespoonful of powdered sugar
- 1 teaspoonful of vanilla
- ¼ teaspoonful of salt

Cook together slowly the yolk of egg with brown sugar, flour, milk, water, butter and a flavoring until thick, stirring constantly. When it reaches the boiling point pour into baked pie crust. Make a meringue of beaten white of egg and powdered sugar and spread on top. Bake until brown.

POTATO CUSTARD PIE FILLING.

- 2 cupfuls of mashed sweet potato
- 1 cupful of top milk
- 1 cupful of sugar
- ½ cupful of butter
- 4 eggs
- Dash of nutmeg

Cream together the sugar and butter and mix with potatoes and flavoring. Beat yolks of eggs light, gradually add milk and mix with other ingredients. Finally fold in the stiffly beaten whites. Pour into a lined pie plate and bake quickly.

ALMOND PIE.

- ½ cupful of blanched almonds
- ½ cupful of powdered macaroons
- ½ cupful of powdered sugar
- ½ cupful of orange juice
- 2 eggs
- 2 tablespoonfuls of melted butter
- Dash of cinnamon

Chop the almonds fine, and add one egg, then the sugar, melted butter, orange juice and cinnamon. Chop or pound in a mortar for about five minutes, and finally add egg and macaroons, which have been powdered by pounding in a mortar or rolling with a rolling pin on a board. Mix this well and place in a baked pie crust. Bake quickly.

RAISIN PIE.

- 1 cupful of raisins
- ¼ cupful of chopped citron
- 1 cupful of sugar
- 1 tablespoonful of melted butter
- ½ teaspoonful of salt

(Continued on page 56.)

Beauty Hints

By *Lucrezia Bori*

The Famous Spanish Prima Dona

HOW TO GET MANY GYMNASIUM BENEFITS IN YOUR OWN HOME.

EVERY woman who wants to make the most of her physical charm should possess her own private gymnasium. No, this is not an extravagant thought, because exercise is beauty's greatest ally, and a gymnasium need not be a large room expensively equipped. In fact, even the woman who must call one room "home" may have within that room the means of taking her proper indoor exercises. Even flat irons may be turned into camouflaged dumb-bells if they aren't too heavy to be lifted in the various exercises designed for rounding out or reducing your arms.

The edge of a bureau may be the means of holding down your toes while you learn to lift your body from the waist up without your heels leaving the floor. This exercise keeps the waist and hips slender and flattens the abdomen.

A broom stick carried horizontally across your back and run through the crook of each arm will help to make your shoulders flat and give you a correct carriage if you walk up and down your "gym" with the broom stick in this position.

A bath mat is just the thing on which to take the pushing-up exercises. The pushing-up exercise is performed by supporting the body on the hands and the toes with the back held straight. In this position your face will be toward the floor.

Dip down until your chest touches the floor, then raise your body until your arms are straight. You will not be able to do this many times at first without fatigue, but eventually you will be able to go through this exercise ten times or more.

There are a number of comparatively inexpensive gym equipments with which a woman may outfit her room. Two handles joined by spiral springs that may be pulled according to the strength of the exerciser will give action to both arm and leg muscles, and bring into play the abdominal muscles by pulling one of the hands upward while holding the other as far down as the opposite hand can reach.

The exercise of "chinning," which is a fine test of strength, may be moderately taken up by a woman in her own room. In a gymnasium, "chinning" is done from a rod or pole at arm's length above the head. This is too strenuous for the woman unused to much physical exercise. Unless you are unusually strong you will find yourself unable to begin with full weight chinning, but you may secure the benefits of this splendid exercise in a more moderate form by the following method:

Find a place about your room where with the aid of a door casing, bedstead or other furniture you can place a broomstick handle. It is quite easy to have the broom part cut off, or it may be used with this homely attachment intact. Any short bar will do. Place the handle or bar at such height that you can just reach it with your outstretched hands when you are sitting on the floor. From this position you can chin easily, because part of

your weight may be supported by your feet.

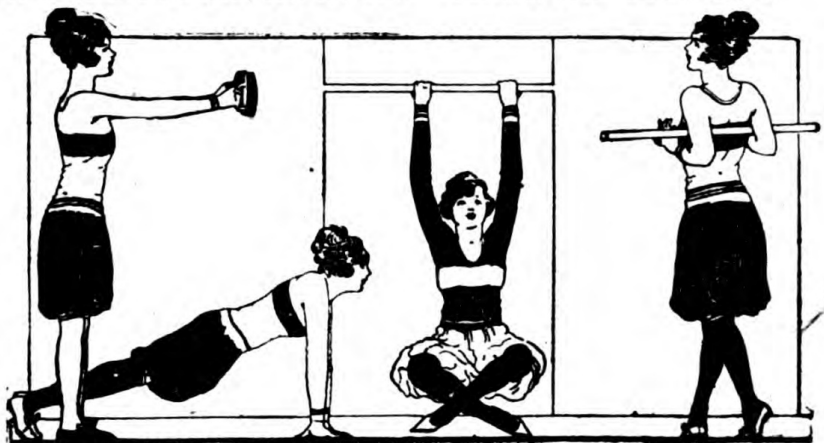
Chinning means lifting your weight until your chin touches the bar and letting yourself down again slowly to the position from which you started.

Physical culture is the duty of every woman, and if entered into by acquiring various equipment gradually it may be made exceedingly interesting as well as wonderfully beautifying.

WHAT FLOWERS MEAN.

To get to a girl's heart by the quickest possible route take the flower path, young man! Or, in other words, tell her with flowers.

Send her a box of candy and she may sniff over a chocolate covered almond, rave over a bonbon, and eagerly consume a piece of candied fruit, but does she wax



Keep this in mind.

sentimental over the contents of a candy box?

Send her a box of violets with a spray or two of lilies of the valley or a pale pink rose and you, the donor, travel with her in her flight of tender sentiment around the capitol, controlled and operated by President Daniel Cupid.

Maybe you are not aware that around Mr. Cupid's capitol is a garden in which every manner of flower grows. And in the heart of each plant and flower he inserts a love message. Like another well-known garden, though, the serpent has crawled in and where it has touched jealousy and hate and lamentation and fear have taken root, and such suggestion is carried on the petals of some, as related in the language of flowers.

Of course, no wise young man would include any of these latter in his bombardment on the adored one's heart. He would send red tulips to declare his love openly. And a bit of mignonette to tell her her qualities surpass her charms; violets out of courtesy to her modesty, and his faithfulness, and so on.

Here is the language of flowers:

Alyssum, Sweet—Worth beyond beauty.
Amaryllis—Pride, timidity, splendid beauty.
Anemone (zephyr)—Sickness; expectation.

Apple (blossom)—Preference; fame speaks him great and good.

Arbor Vitae—Unchanging friendship; live for me.

Asphodel—My regrets follow you to the grave.

Aster (China)—Variety; afterthought. Azalea—Temperance.

Bachelor's Buttons—Celibacy.

Begonia—Deformity.

Belladonna—Silence; hush.

Bell Flower—Constancy.

Bittersweet (nightshade)—Truth.

Bluebell—Constancy; sorrowful regret.

Bramble—Lowliness; envy; remorse.

Bridal Rose—Happy love.

Bud of White Rose—Heart ignorance of love.

Bulrush—Indiscretion; docility.

Burr—Rudeness; you weary me.

Buttercup—Ingratitude; childishness.

Butterfly Weep—Let me go.

Camelia Japonica (red)—Unpretending; excellence.

Camelia (white)—Perfected loveliness. Candytuft—Indifference.

Canterbury Bell—Acknowledgment.

Carnation (deep red)—Alas! for my poor heart.

Carnation (striped)—Refusal.

Cherry Tree (black)—Deception.

Cherry Tree (white)—Good education.

Chestnut Tree—Do me justice.

China Astor (single)—I will think of it. Chrysanthemum (white)—Truth.

Chrysanthemum (yellow)—Slighted love.

Clematis—Mental beauty.

Clematis (evergreen)—Poverty.

Clover (four leaved)—Be mine.

Clover (red)—Industry.

Clover (white)—Think of me.

Cockscomb (amaranth)—Foppery, affectation, singularity.

Columbine—Folly.

Convolvulus—Bonds.

Cowslip—Pensiveness, winning grace.

Crab (blossom)—Ill nature.

Crocus—Abuse not.

Cyclamen—Diffidence.

Daffodil—Regard.

Dahlia—Instability.

Daisy—Innocence.

Daisy (wild)—I will think of it.

Daisy (garden)—I share your sentiments.

Daisy (parti-colored)—Beauty.

Damask Rose—Brilliant complexion.

Dandelion—Rustic oracle.

Dogwood—Durability.

Dragon Plant—Snare.

Eglantine (sweet brier)—Poetry, I wound to heal.

Evergreen Clematis—Poverty.

Everflowing Candytuft—Indifference.

(Continued on page 55.)

Of Interest To Women

SUMMING up the style features as presented in the new models of this season we have some breadth over the hips, tighter waists and bodices, straight lines, long-waisted effects, short skirts, little collar lines on suits and high neck lines on dresses. Sleeves are short, some in three-quarter length, and many in kimono style. Skirts are plaited, plain, draped, puffed and extended over the hips. Straight and draped tunics are shown, also apron effects, flounces and ruffles. Plaitings are much in vogue; sometimes entire bodices are plaited and skirts are covered with plaited flounces or narrow plaited ruchings.

A new idea in trimmings takes the form of brilliant colored embroideries.

Puffings, flowers and ribbons, patent leather, suede and colored leather combined with black, all serve to decorate the new models.

For evening wear lace and net and taffeta are used.

A quaint and effective dress of taffeta has a triple flounced skirt, each flounce edged with puffing of taffeta. The waist is fitted and cut with points below the waist line.

Plaid materials are much in evidence, used alone or in combination with plain fabrics.

One-piece styles lend themselves nicely to bordered materials and embroidery. A new feature on these models is the outstanding pockets and side belts.

Some new skirt models show pinafore fronts; they are smart with short, loose coats of the "blazer" style.

Separate vests and "vested" coats are shown, but many of the coats have open fronts showing a pretty blouse.

The spring lingerie blouse is beautiful in its hand work of tucking, drawn work or fine insertion. In the best of these models the lines of the trimmings follow the thread of the material.

For wear with street suits the blouses should be worn inside of the skirt, but for dressy wear one sees some models in chemise style and with peplums.

Some new blouses show sleeves very wide at the arms and narrow at the elbow.

Quite a few dresses have bodice and upper part of the skirt cut in one.

Cascade side effects are popular.

High collars are shown, some cut in one with vest sections.

Coats, both those separate and those for suits are shorter.

Materials of a serge-like weave are used for suits, dresses and coats.

Among the thin fabrics for dresses and blouses are ratines, and voiles, organdies and cotton tussah.

Knitted materials in silk and wool are used for dresses of every description.

White will be much in vogue for dresses and blouses. White Chinese crepe, Georgette, silk, organdie and lawn are the materials employed.

One sees blouses with outstanding pocket sections, high collars and novel sleeve ideas. Some models are fastened in front close to the neck with high collars turned back to show a facing of contrasting color.

Afternoon and evening dresses show a touch of bright blue.

Skirts on cloth dresses are from one

and one-half yard to two yards in width. Thin dresses and dancing frocks should have not less than two widths of 36 or 40-inch material.

Skirts for young women are extremely short. Those for women of mature years are more conservative and long.

An attractive dress of black taffeta has a trimming of fine taffeta plaiting.

A narrow belt of copper colored ribbon

makes a pretty simple decoration for a dress of blue serge.

Insertions of fine tucking trim a dress of figured voile in blue tones.

Some effective and pleasing combinations are: Black satin and tan duvetyn, or black satin with old blue knitted cloth.

Brown cloth with brown plaid tricolette.

Blue cloth for an Eton suit with vest of blue satin embroidered in black.

Georgette crepe and ecru lace.

White linen for a blouse trimmed with blue embroidery.

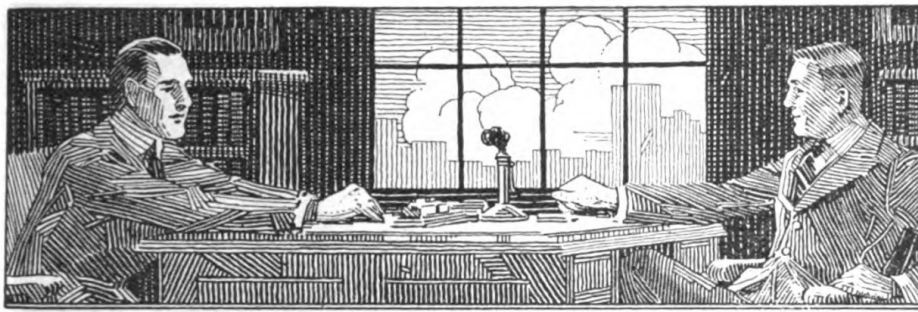
Red cloth embroidered in blue on a dark blue dress of serge.

(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 10 cents in silver or stamps for our Up-to-date Spring and Summer 1920 Catalog, containing 550 designs of Ladies' Misses' and Children's Patterns. A concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various simple stitches) and valuable hints to the home dressmaker.

Rock Island Magazine for April, 1920.



As It Was Told To Me

C. J. Brister has been made assistant to the vice-president of the New York Central with headquarters in Chicago, and L. W. Landman is appointed passenger traffic manager, same headquarters.

Louis W. Hill has been elected chairman of the board of the Great Northern road, with Ralph Budd president, and Vice-president George R. Martin, E. T. Nichols, E. C. Lindley, W. P. Kenney and C. O. Jenks.

The Wichita Falls & Southern Railroad has just been taken over by the Wichita Falls, Ranger & Fort Worth Railroad. For several years this line has been operated under lease by the Missouri, Kansas & Texas Railroad.

Among the changes on the Union Pacific: R. R. Robertson, to be assistant freight traffic manager, and George R. Bierman, general agent passenger department, both with headquarters in the Garland building, Chicago.

J. R. Koontz, general freight agent of the Santa Fe Railway, at Topeka, Kan., has been appointed assistant freight traffic manager of that system, at Topeka. He is one of the most widely known traffic officials in the Southwest and had been general freight agent since 1904. R. G. Merrick, assistant general freight agent at Topeka, is his successor.

The board of directors of the Delaware, Lackawanna & Western Railroad Company voted to resume the pre-war management of the road when the government relinquished control March 1. W. H. Truesdale was re-elected president; E. M. Rine was made vice-president in charge of operation; P. J. Flynn, vice-president in charge of traffic, and W. G. Van de Water, secretary-treasurer.

In September of last year one passenger train in every six on the railways of the United States was late in reaching its final terminal. The number of trains thus delayed amounted to 50,034, according to the *Railway Age*. This means that in that month at least 3,750,000 people were inconvenienced and irritated by these late trains. A movement has been started by the railroads to remedy the trouble.

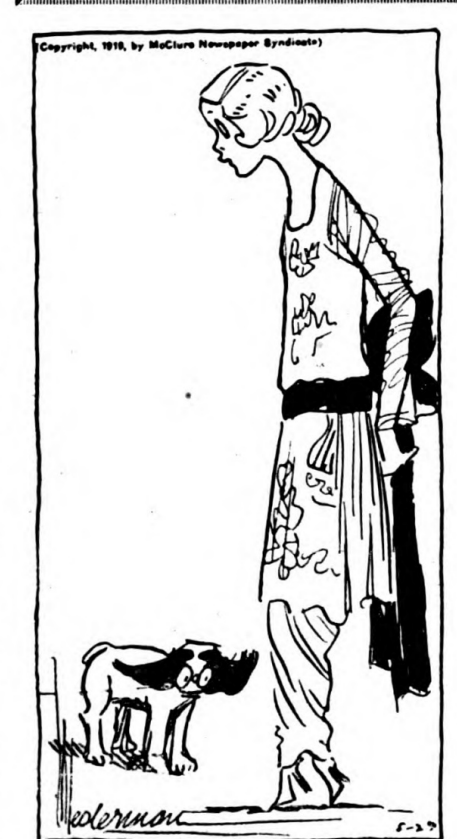
J. F. Jarrell, formerly general publicity agent of the Santa Fe Railway, has been reappointed editor of *The Earth*, the road's agricultural and industrial magazine which was discontinued during government control. Mr. Jarrell was connected with the railroad administration for over a year as assistant manager, agricultural section, resigning to become transportation editor of *The Nation's Business* in August, 1919.

War-time prohibition of tourist travel in the British Isles has recently been removed, and passports may now be vised promptly for travel to the United Kingdom, whereas in the past notice of from three to ten days has been necessary.

Railway executives representing all the railroads entering Kansas City recently held the annual meeting of the Kansas City Terminal Company. W. M. Corbett was elected president of the company. Vice-president L. C. Fritch attended the session as the representative of the Rock Island Lines.

Government railways of Canada, including the recently acquired Grand Trunk lines, will be operated at an estimated loss of \$30,000,000 during the coming year, according to reports current at Ottawa. This loss is said to be provided for in the railway estimates about to be presented to parliament.

The Young Lady Across the Way



The young lady across the way says her mother has been quite ill, but is better now.

E. H. Batchelder has been appointed assistant general passenger agent of the Chicago & Eastern Illinois Railroad at Chicago.

Circular No. 3, from the office of T. H. Beacom, vice-president and general manager of the Rock Island, announces that the open agency station known as Alma, on the Louisiana Division, will hereafter be known as Hilly, La.

Sale of the old Dominion Steamship Company, or the stock of the company now held by several rail lines, is reported from New York. Purchasers of the stock are said to be among those now heavily interested in the Clyde, Mallory and other coastwise lines.

C. L. Hinkle, who has been general superintendent of the Toledo, St. Louis & Western Railroad (Clover Leaf) since 1907, has resigned. He has no plans for the future. During the war he was made a colonel and had charge of railway construction in France, returning a few months ago.

Samuel G. Strickland, formerly general manager and during federal control federal manager of the Chicago & Northwestern, has been appointed a member of the committee of railroad executives, of which C. L. Bardo of the New Haven is president, which will become a part of the new joint board to settle wage demands.

The Whiting Foundry Equipment Company has issued a new crane catalogue, which is attractively arranged and contains much valuable information. Also just off the press is a new list of cupola users. The catalogue, No. 151, and the list, No. 152, will be sent free on request by the company, which maintains headquarters at Harvey, Ill.

Illinois Central loading reports for February indicated a gain of 23 per cent over the corresponding month of last year. Business generally was of good proportion, with coal, miscellaneous freight and lumber showing an average gain of 20 to 23 per cent over a year ago. Shipments of grain held up fairly well, being slightly in excess of last year. The demand for cars was as acute as heretofore, the supply of equipment for shipments requiring box cars as well as coal being short at many points.

The government did not return the railways in as good condition in any respect as they were in when it took them over, according to the contention made by the *Railway Age* in an editorial in a recent issue. The editorial takes issue with the recent statement of Director General Walker D. Hines that the railways were returned in as good condition, and that they were operated as economically, or more economically, under government than they would have been under private operation.

M. J. Gormley, assistant regional director of the northwestern region, United States

Something New and Worth Having

EVERSHARP PENCIL

With a Rock Island Emblem Enameled Thereon



Made in Two Styles
One Size

Tri le Plated with Rock Island Emblem, **\$1.75**

Sterling Silver with Rock Island Emblem, **\$2.75**

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

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

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

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

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

ACTUAL
SIZE

ROCK ISLAND MAGAZINE
LaSalle Station,
Chicago, Illinois.

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

Sterling Silver\$2.75
Triple Plated\$1.75

Name

Address

railroad administration, has been appointed director of the division of transportation, American Petroleum Institute. He assumed his new duties with the end of federal control of railroads. During the war Mr. Gormley was assigned to the headquarters of Gen. Barry in Chicago, in charge of all troop transportation in the central department.

High discount rates and prohibition are said to be checking Canadian tourist travel to the United States. Canadians who leave their homes with \$1,000 in Canadian money find they have only \$800 when they reach the United States, where, in many cities, the discount rate is 20 per cent. Prohibition in California has caused many Canadians to abandon their former winter trips to the southern section of the state. More liberal liquor regulations in Canada influence the northerners to make up their minds to remain at home.

Colonel Roosevelt Left Estate of \$781,082

The official transfer tax appraisal of the estate of the late Colonel Roosevelt, whose death occurred at Sagamore Hill on January 6, 1919, shows that the former President left an estate of \$781,082. State Inheritance Tax Appraiser James N. Gehrig has filed his report. It places the value of the personal estate of the Colonel at \$630,107, and his real property at \$150,975, the latter being the value of the Sagamore Hill home of the Roosevelt family.

After the debts, expenses of administration and other expenses had been deducted, the appraisal shows the estate was worth \$727,713.

The widow, Edith Kermit Roosevelt, has a life interest in the estate to the amount of \$724,763, the balance of the estate being divided between Theodore Roosevelt, Jr., Kermit, Archibald and Mrs. Ethel Derby, each receiving \$737.50, and the income from an estate of \$60,000 left the former President by his father. Mrs. Alice Longworth does not share in the estate of her father, who, in his will, sets forth that at the time of her marriage to Nicholas Longworth she had been ably provided for.

The silverware and furniture which the Colonel owned was valued at \$43,403 in the report. Mrs. Roosevelt, the widow, under the will, is given the power of testamentary disposition. The executors are Mrs. Roosevelt, George Emlen Roosevelt, a relative, and Theodore, the son. The will was dated December 12, 1913. The inheritance tax that goes to the state from the estate is \$8,891.49.

R. T. Middleton Resigns to Go to Kelly Metals

Ray T. Middleton has resigned as general sales manager of the Standard Steel Castings Company of Cleveland to become vice president and director of sales and advertising for Kelly Metals Company of Chicago, Detroit and Los Angeles.

Mr. Middleton's headquarters will be Chicago, where the Kelly Metals Company will, at an early date, establish its principal production plant. The company will continue its present plants in Detroit and Los Angeles and later establish a third branch plant at a point to be selected in the east.

Keep
Your Eyes
and Baby's
Eyes Clean
and
Healthy
by applying

Murine
Night
and
Morning.



If your Eyes' Tired, Itch or Burn—if Sore, Irritated, Inflamed or Granulated, use **MURINE** often.

Wholesome - Cleansing - Healing
Refreshing - Soothing

Write for our free "Eye Care" book.

Murine Eye Remedy Co.
9 East Ohio Street, Chicago

FREE TO ASTHMA SUFFERERS

A New Home Method That Anyone Can Use Without Discomfort or Loss of Time.

We have a new method that controls Asthma and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as occasional or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter what your age or occupation, if you are troubled with Asthma, our method should relieve you promptly.

We especially want to send it to those apparently hopeless cases, where all forms of inhalers, douches, opium preparations, fumes, "patent smokes," etc., have failed. We want to show everyone at our expense, that this new method is designed to end all difficult breathing, all wheezing, and all those terrible paroxysms at once.

This free offer is too important to neglect a single day. Write now and begin the method at once. Send no money. Simply mail coupon below. Do it today.

FREE TRIAL COUPON

FRONTIER ASTHMA CO., Room 10K,
Niagara and Hudson Streets, Buffalo, N. Y.

Send free trial of your method to:

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



These are of standard manufacture and carry the regular factory guarantee. Shipped in original boxes. Complete as out.

Cancelled Government Contracts

Suitable for operating Coffee Grinders, Cream Separators, Bottle Washers, Mail \$5.00 cash or Money order. We will send C.O.D. subject to full examination. Money back guarantee.

MANUFACTURER'S DISCOUNT

CHAS. H. JOHNSTON-Dept. 2-W.E., Pittsburgh, Pa.

MOTORS

LARGE QUANTITIES NEW WASHING MACHINE MOTORS

Mail \$19.75 EACH

YOUR NAME IN GOLD FREE
ON THE NEW 1920 MODEL "LIMITED"



85c POSTPAID For this WONDERFUL BARGAIN in a combination BILLFOLD, PASS and CARD CASE made of GENUINE BLACK LEATHER. Has 7 USEFUL COMPARTMENTS, as follows: Secret pocket at back for CURRENCY; large, full size pocket for COINS; window for your PASS; pocket with 12 monthly calendars; POSTAGE STAMP pocket, and 2 CARD pockets. Measures, folded, 3 1/2 x 4 1/2 inches. Only 85c Postpaid with Your Name in Gold Free



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

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

EXTRA lines of GOLD stamping on any article 25c per line. LODGE EMBLEMS stamped in GOLD 25c each, extra. Satisfaction guaranteed. POSTAGE STAMPS ACCEPTED INTER-AMERICAN SUPPLY CO. Not Inc. Dept. A3 3634 W. Huron St., Chicago, Ill.

REAL PHONOGRAPH FREE

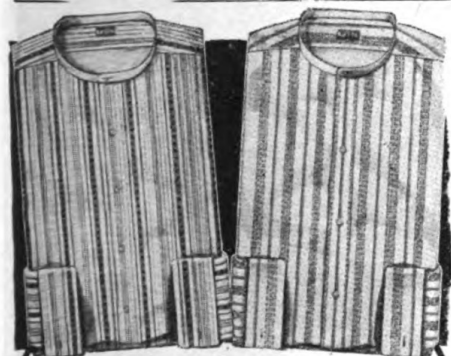


Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm—makes perfect reproductions of all kinds of music. A marvelous machine in every way. Delighted thousands of homes.

SEND NO MONEY

Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$6 you collect and we will send this new improved E. D. L. Phonograph and a selection of 6 records free.

E. D. LIFE, Dept. T-85 CHICAGO



Guaranteed Money-Saving Offer

Send No Money!

Wonderful \$6.00 Value for Only \$3.98! Amazing direct-to-wearer bargain—two beautiful, finest quality Madras dress shirts sent to you on approval. Not a penny until you receive the shirts. Write today for this stunning bargain—only limited supply. Satisfaction guaranteed.

STYLTEX CORDED MADRAS
Two Shirts, \$6.00 Value—Only \$3.98

Made of fine quality Styltex corded Madras. A shirting unexcelled for dressy appearance and wear. All year weight. Cut extra full in coat style. Soft French turn-back cuffs. Pearl buttons securely sewed. Full sleeves. Firmly stitched throughout. The latest striped effects in lavender, black and blue stripes on white backgrounds. State two colors desired.

We Guarantee to return your money in full if you can match these fine shirts anywhere at less than \$3.00 each. **Send No Money**—just name, address and size. Shirts will be sent at once, transportation prepaid. Pay only \$3.98 on arrival—no more. Money back if you don't like it. Write today. Be sure to state neck-band size.

BERNARD HEWITT AND COMPANY
Desk S 844 900 W. Van Buren St., CHICAGO, ILL.

Canada's Population
Nearly Nine Million

The present population of Canada is estimated by the census branch of the Dominion trade and commerce department at 8,835,102. The census branch has based its estimate for the year 1919 on the known increases in population, as shown by the census of 1901 and 1911. Such calculations have in the past proved to be approximately correct. The population of the country in 1901 was 5,371,315 and in 1911 it was 7,206,643.

C. C. Cline Leaves the
Kansas City Journal

C. C. Cline, managing editor of the *Kansas City Journal* and one of the most widely known newspaper men in the Southwest, has announced his resignation, effective on May 1. Mr. Cline, who is also editor of the *Missouri and Kansas Farmer*, will devote all of his time to the active management of his farm in southwestern Missouri.

Mr. Cline's newspaper career covers a long period of years. During that time he has given out assignments to hundreds of reporters, many of whom are very prominent in the literary, journalistic and business world today. He was for many years managing editor of the old *Kansas City Times*, prior to the acquisition of that sheet by Colonel Nelson of the *Kansas City Star*, and later was city editor of the *Journal*.

Newspaperdom will regret the absence of Mr. Cline from editorial work in order to pursue the festive pig around the pasture, and milk the gentle cow and trim the neat apple tree, but there is no doubt that most of them will envy his good fortune in possessing a piece of good farm property. And thus the dean of southwestern news editors departs from the orderly confusion of the city room to live in quietude on the more placid acres of rural Missouri.

Schumacher Again Heads
El Paso & Southwestern

F. M. Schumacher was re-elected president of the El Paso & Southwestern Railroad, effective March 1 on the return of the roads to private control. Other officials announced included A. C. James, vice-president; George Notman, secretary; C. W. Parsons, treasurer; A. E. Sweet, general manager, and L. U. Morris, general superintendent.

Mr. Sweet has been federal manager of the system under government control. For many years he was connected with the Rock Island in various capacities, including that of general manager of the old second district at Topeka. Later he was vice president and general manager of the Denver & Rio Grande Railroad at Denver under the late Henry U. Mudge.

Rich in Blessings
is Station Agent

The station agent isn't a millionaire, and yet he is. He lives in the country, breathes pure air, and has a garden that yields him better vegetables than any city market has to offer.—*Erie Railroad Magazine*.

Groveland
Coal

"Not

a

Clinker

in

a

Carload"

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Sold only by

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Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

This Davis Phonograph



\$39.75

Yes—a machine superior to 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.

SAVES YOU \$60.25

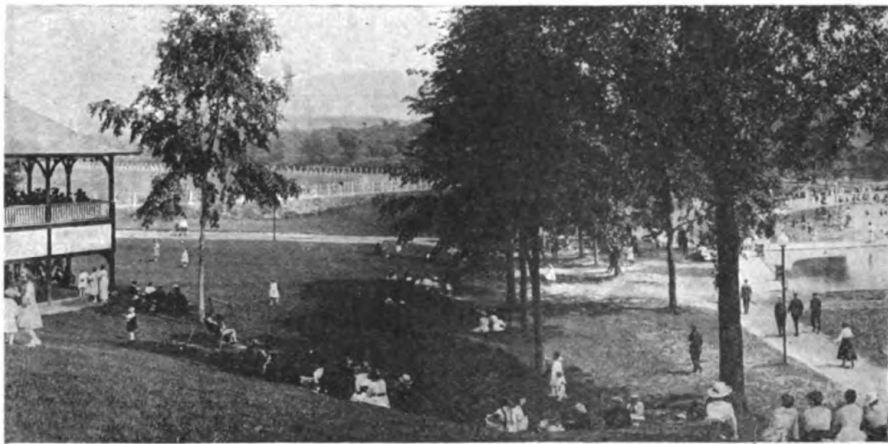
TRIANGLEPHONE CO., Dept. 8117, May & 61st Sts., Chicago
Ship me, exactly as per your offer, one Davis Phonograph, Genuine Black Walnut, Natural Color () Mahogany () Oak (), also five double records (10 selections). I enclose herewith \$2 deposit, and will pay balance (\$37.75) on delivery. I reserve 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.

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

Bank of Commerce & Savings
Michigan Blvd. and Washington St., Chicago
TO WHOM IT MAY CONCERN:
The Trianglephone Company and its members are well known to me. I take pleasure in recommending them to any one who wishes to take advantage of their phonograph offer, as I consider it believe they will do exactly as they advertise. I have in my home a Davis Phonograph. The machine is exactly what they claim it is. Yours respectfully,
President.

Has the Sweetest, Purest, Strongest and Clearest Tone

WE ALL WORK, PLAY, and LIVE TOGETHER



View in Ideal Park, Endicott, N. Y., showing playground. Every known form of outdoor amusements for young and old are found here.

EVERYBODY WELCOME—EVERYWHERE—EVERYTHING FREE

ENDICOTT-JOHNSON

*Shoes for Workers
and
Their Boys and Girls*

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.

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

CHICAGO RAILWAY EQUIPMENT CO., McCormick Bldg., Chicago

Illinois Authorizes Bonds to Finance Equipment

Authorization to issue equipment trust notes aggregating \$35,162,095 have been granted four railroads operating in Illinois by the state public utilities commission at Springfield. The roads were authorized to issue the notes in the following amounts:

New York Central, \$13,673,137; Illinois Central, \$10,103,596; Chicago and Northwestern, \$10,744,675; Lake Erie and Western, \$640,687.

The notes will be used in refunding money to the government for equipment bought by the government while the roads were under federal control.

Telegraph Men Hold Meeting in Topeka

Telegraph officials and manager-wire chiefs from every relay office on the entire Rock Island system attended a recent meeting in Topeka.

The meeting was in charge of George D. Hood, superintendent of telegraph, of Chicago. With him were A. W. Douglas, assistant superintendent of telegraph, Chicago, and F. H. Kahl, traffic supervisor, of Chicago. The manager-wire chiefs in attendance were: A. Hafford, Trenton, Mo.; H. E. McKay, Davenport, Ia.; R. K. Patterson, Chicago; J. C. Stickley, El Reno, Okla.; C. H. Jones, Topeka; W. T. Casey, Kansas City, Mo.; G. W. Marmon, Goodland, Kan.; W. V. Corp, Fairbury, Neb. W. Z. Hamilton, Des Moines, Ia.

Traffic matters and new telegraph office systems as well as general plans under the return of the railroads March 1, were discussed.

Annual Trip of Chicago White Sox

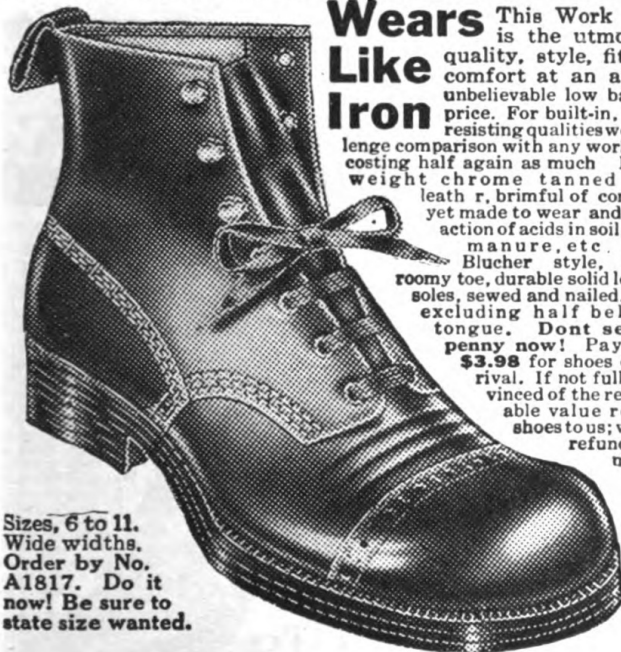
The concourse at La Salle Station, Chicago, was crowded almost to capacity on the evening of March 12 with baseball fans, desirous of seeing the famous Chicago White Sox start on their annual Spring training tour, and wishing them good luck in their 1920 pennant race.

The White Sox for many years have used the Rock Island Lines on their Spring training trip. Several times they have gone to California, also to Mineral Wells, Texas, but this season, Waco, Texas, was selected by the athletes, and the Rock Island was used from Chicago to Fort Worth. Many of the famous players whose faces are familiar to our readers on the baseball field, such as Capt. Gleason, Cicotte, Schalk, Faber, Sullivan, etc., were present on the trip, which was arranged for by the club secretary, Mr. Harry Grabiner, who also accompanied the party. There were about fifty in the party, handled in extra sleepers on the Golden State Limited, and they arrived in Fort Worth on time to the minute after a most enjoyable trip. Many expressions of praise were given to our service generally and especially to our dining car and eating house service.

We hope the trip of the White Sox to the championship post during the coming season will be equally as pleasant and successful as their trip over Rock Island Lines and that they will bring the championship pennant back to Chicago at the close of the season.

DONT SEND A PENNY

Here are four remarkable shoe values at a saving so great that we willingly send your selection—no money in advance! You cannot go wrong with these splendid bargains, as we take all the risk of pleasing you. Style, Quality, Fit and Comfort are positively guaranteed by us. Just pick out the pair you want. **Send no money**—just your name, address and size—and we will at once send you the shoes for examination, try-on and comparison with other makes and prices. If you are not perfectly satisfied, with high quality, style, workmanship and fit of these shoes, return them to us, and you will not be out a penny.



Wears Like Iron This Work Shoe is the utmost in quality, style, fit and comfort at an almost unbelievable low bargain price. For built-in, wear-resisting qualities we challenge comparison with any work shoe costing half again as much. Heavy weight chrome tanned veal leather, brimful of comfort, yet made to wear and resist action of acids in soil, milk, manure, etc. Lace Blucher style, broad roomy toe, durable solid leather soles, sewed and nailed. Dirt excluding half bellows tongue. **Dont send a penny now!** Pay only \$3.98 for shoes on arrival. If not fully convinced of the remarkable value return shoes to us; we will refund your money.

Sizes, 6 to 11. Wide widths. Order by No. A1817. Do it now! Be sure to state size wanted.

Order At Our Risk

Stylish Dress Shoe

You must see these elegant dress shoes to realize the unusual value. They give wonderful wear and are extremely stylish and dressy, too. Made of specially selected fine quality gun metal leather on popular Manhattan toe last. Blucher style. Solid oak leather soles. Reinforced shank on cap; military heel. Best workmanship. You wont pay \$8.00 or \$10.00 for shoes when you can have these at this remarkably low price. Only a limited quantity at this price, so to avoid disappointment it is best to send in your order at once. A bargain like this soon clears out a large stock.



Your Name and Address Only

Send no money—only your name, address and size. Pay our low bargain price, \$4.69, for shoes on arrival. If not a stunning bargain and satisfactory in every way, return them and get your money back. You have nothing to lose—everything to gain—so send your order today. Sizes, 6 to 11—state size and width when ordering. Order by No. A15105.

Four Wonderful Shoe Bargains

Extra-Fine Quality Black Kid Finished Hi-Cut Boots

Here is a very attractive and unusual offer typical of the wonderful shoe values put out by the great Mail Order House of Leonard-Morton & Co. Fashionable Hi-Cut Boots, lace style, of fine quality soft black kid finished leather on the very latest French last and with the new popular 1 1/4-inch walking heel. Light weight flexible leather soles. Just the sort of footwear a woman possesses with a feeling of pride. The kind that adds to a reputation as a stylish dresser. You can only appreciate the high degree of service and the quiet elegance which are combined in this shoe by seeing them on your feet. Wide widths. Sizes, 2 1/2 to 8. Order by No. A1080. Price only \$3.98, payable on arrival of shoes. If not the greatest bargain you ever saw, return to us and we will promptly refund your money.



Women's High Grade Black and Brown Low Heel Oxford

Just the smart Spring and Summer style to give your appearance that final touch of well-dressed elegance; and at a price so low that you should lay in not only one pair, but several pairs in order to benefit fully by the remarkable saving. In these oxfords is to be found a combination of smart style and satisfactory service usually found only in shoes at much higher prices. Extra fine quality dark brown or black, soft, glove fitting, kid finished leather. Light weight flexible leather sole and stylish new 1 1/4-inch walking heel. Send for these shoes at once. Their look, feel and wear will more than satisfy you. Wide widths. Sizes, 2 1/2 to 8. Order Black by No. A158. Order Brown by No. A159. Pay only \$3.98 for shoes on arrival. Examine critically. Try them on. Test their fit and comfort. Compare our low price with others, and if you are not more than delighted with your bargain, return shoes to us and we will cheerfully refund your money. When you send in your order do not fail to mention the size and width of your shoe.



Send Your Order Now!

Dont pass these splendid shoe bargains, which will be sent entirely at our risk without a penny in advance. Right now is your opportunity to strike a blow at the high cost of shoes and make a substantial saving in latest styles and guaranteed quality. Just send your name, address and size and the number of the shoes wanted. Examine them on arrival. Try them on. Look at their stylish appearance. Compare them with shoes selling for much more money. Then decide. If they are not all that you expect, return them to us and we will refund your money.

Leonard-Morton & Co., Dept. 4702 Chicago, Ill.

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Just send your name and address and give size and color. I will send this amazing, money-saving, fashionable summer dress to you. Don't pay one penny until the dress is delivered to your door by the postman.

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Made of a fine ramié linen, handsomely embroidered in the newest design double narrow belt. Two serviceable embroidered pockets. Cut full and roomy. Will wash perfectly. Newest Parisian Summer Model. Size to fit Misses 14, 16 and 18. Ladies 32 to 46. Colors: Rose, Reseda Green, Copenhagen Blue or Tan.

SAVE \$6
Compare the price of this dress with what others ask and you will be convinced that you are saving about one-half. Others get \$12.00 for this same dress. Save \$6.00 by ordering now.

Send Now Just your name and address—no money. I will send this money-saving, fashionable dress to you. When the postman delivers it at your door, pay him \$5.98 only. We pay the delivery charges. If it does not please you in every way, return it and we will cheerfully refund your money. Give size and color. Order by No. 919.

WALTER FIELD CO.
Dept. H190
318 S. Michigan Ave., Chicago
"The Bargain Mail Order House"

Delivery Free

Standard TIRES at 1/2 Off

No Money With Order

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

See These Cut Prices

Size	Tires Tubes	Size	Tires Tubes
30x3 1/2	\$7.80..\$2.75	32x4 1/2	14.00.. 4.50
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32x3 3/4	9.80.. 3.40	34x4 1/2	15.00.. 4.60
31x4	10.85.. 3.90	36x4 1/2	15.50.. 4.90
32x4	11.95.. 4.00	36x4 3/4	16.10.. 5.15
32x4 1/2	12.90.. 4.45	35x5	16.80.. 5.40
33x4	13.80.. 4.80	37x5	17.00.. 5.75

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

ARMOUR RUBBER WORKS
Dept. A117 1146 S. Wabash Ave., Chicago

Elbing Agent Commended By Oil Company Official

J. G. Belford, agent at Elbing, Kan., has been warmly commended by officials of the Kansas Gas & Electric Company, of Eldorado, for his courteous manner of business. Following is the letter sent to P. L. McGue, division freight agent at Wichita:

"I wish to take this opportunity and a few moments of your time to compliment you on your Elbing agent. We have been doing business in the oil field ever since it was discovered, and we have yet to meet an agent of any railway company who is so courteous, anxious to oblige and so considerate of his customers' trials and tribulations as is your agent at that point. We mean this compliment in all sincerity and would not feel that justice had been done if we did not take the time to tell you how we feel about it.

"Yours truly,

"Kansas Gas & Electric Company,
"THEO. SLADE,
"Superintendent."

Mr. McCue sent the following reply to Mr. Slade:

"I wish to assure you that your very nice and complimentary letter in regard to our agent at Elbing is very much appreciated, and I have mailed him a copy of the same.

"Life's highway is, indeed, rough enough and any beautiful thought such as you expressed in your communication is not only appreciated by agent, Elbing, but by the whole Rock Island family.

Federal Decisions

The following decisions rendered in Washington may be of interest to Rock Island employees:

In Kambeitz vs. U. S., the U. S. Circuit Court of Appeals recently affirmed a conviction of Kambeitz and others under Section 11 of the Federal Control Act for having in their possession intrastate, not interstate shipments by express; the shipments were stolen by Kambeitz and it was held this was in interference with the Operation of the American Ry. Ex. Co. by the Government.

In United States vs. Ferger, the United States Supreme Court held the Act not only covers forged bills of lading, but fictitious bills of lading where there is no consignor or consignee or actual shipment, and stated that the court takes judicial notice of bills of lading because of their commercial value, and the importance to the public, of protecting and preserving the same.

This case reversed the decision which held that this act is unconstitutional.

U. S. vs. Woodruff (Portland, Oregon, 1919), where possession was alleged nearly two years after thefts. Defendant was convicted under the Carlin Act for having stolen Interstate shipments in his possession. Also convicted under section 11, Federal Control Act, for having railroad material and tools in his possession, without authority. Woodruff was a watchman for the railroad.

Maybe the explanation of Bolshevism is the Russian people's long training in making the best of the worst.—*Boston Herald.*

10c OR 25c **AK TABLETS FOR All Pain**

Headaches Neuralgias Colds and La Grippe

Women's Aches and Ills—**Ask Your Druggist for A-K Tablets**

Rheumatic and Sciatic Pains

NO MONEY IN ADVANCE

Just send your size and your pair of **NURSE'S COMFORT SHOES** will arrive postage prepaid. Soft leather uppers, made on a pleasing last. Cushion innersoles, flexible outsoles and jar-proof rubber heels. A shoe every woman will delight in wearing. They are a relief to tired, aching feet. We guarantee that these shoes are of \$6 or \$7 value. They will give satisfaction or your money back. You are judge—we do not influence you in any way.

SEND NO MONEY PAY ONLY \$4.19

ON ARRIVAL—POSTAGE FREE

Mail Coupon Today

THE SHOE MAILING HOUSE, Dept. 146
Station A, Postoffice, Boston, 18, Mass.
Send Nurse's Comfort Shoes. I will pay on arrival. My money back at once if I want it. I RISK NOTHING.
Name.....Size.....
Address.....

REAL WORKERS insist on TOWER'S FISH BRAND COATS OR SLICKERS for Rainy Day Wear

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.

TOWER'S FISH BRAND

Dealers Everywhere

A. J. TOWER CO.
Established 1836
BOSTON, MASS.
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Engineer Snyder says:

"It's the Best Watch I Ever Carried"

I say—

(Signed) ENGINEER JOHN SNYDER

Act Quickly ←



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Pres. Santa Fe Watch Co.

On account of the tremendous demand for "Santa Fe Special" Watches, you should order **right away**, if you plan to buy a high grade watch. We are selling "Santa Fe Specials" just as fast as they come from the timing room at the factory. We are still selling watches at **Rock Bottom Prices**. This is the **BIG OPPORTUNITY** to take advantage of our offer before it is withdrawn. Think of buying a high grade standard watch like the **Santa Fe Special** in these times at our same low prices and on our easy payment plan, too.



The ILLINOIS Famous \$
Santa Fe Special
And **BUNN Special**
Adjusted to Six Positions
21 JEWEL RAILROAD WATCHES **3.50**
A MONTH



The Standard Railroad Watch that is **GUARANTEED FOR A LIFETIME OF SATISFACTORY SERVICE**. These Watches are NOW in service on practically every Railroad in the United States and in every branch of the Army and Naval service. Thousands of them are distributed all over the world.

Your name or monogram and any emblem you may desire will be engraved in the case to suit your own ideas. Write today for my **Free Watch Book** and make your selection.

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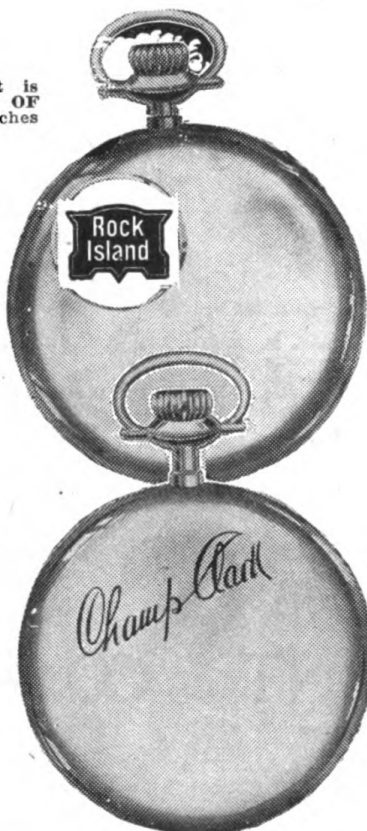
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Santa Fe Watch Company

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(Home of the great Santa Fe Railway)



Engineer John Snyder, one of the oldest engineers on the Santa Fe, who has pulled passenger trains for years and has owned many of the best standard railroad watches, decides in favor of the **FAMOUS "SANTA FE SPECIAL."**

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 timepiece.

CHAMP CLARK

A letter, post card or this coupon will bring you my **Free Watch Book**.
Santa Fe Watch Co., 4110 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

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Standard for over 75 years



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

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

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

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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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Railway Executives' Committee Meeting

The standing committee of the Association of Railway Executives, at a meeting held March 11 in the offices of the Association, 61 Broadway, New York, increased the size of the committee meeting at Washington with the labor representatives on pending wage demands, by the addition of C. H. Stein of the Central Railroad Co. of New Jersey; J. H. Dyers, of the Southern Pacific Co.; E. C. Wills, of the Missouri Pacific Ry. Co.; W. M. Jeffers, of the Union Pacific Ry. Co.; J. H. Foster, of the Chicago, Milwaukee & St. Paul Ry. Co.; J. R. Gould, of the Chesapeake & Ohio Ry. Co.; G. R. Loyall, of the Southern Railway Co., and B. M. Starks, of the Louisville & Nashville Ry. Co.

On account of pressure of work, C. L. Bardo has retired from the committee and E. T. Whiter, of the Pennsylvania Railroad Co., has been appointed chairman of the committee in his place.

Conductor Takes Interest in Six Passengers

At Dows, Ia., the other day six passengers boarded a Rock Island train enroute for Iowa Falls, at which point it was their intention to take another road to Lincoln, Ill. Conductor J. S. Wolf, of the Dakota Division, explained to these passengers the service available to them over the Rock Island Lines to Peoria, and then over another route to Lincoln. The result was that he secured them for the long haul.

In a letter to Mr. Wolf, Hal S. Ray, assistant general passenger agent at Des Moines, said: "This action is highly commendable and much appreciated. I hope you will find many similar opportunities and meet with similar success."

Of Interest to Women

(Continued from page 24.)

A coat of brown corded silk with wool embroidery in biege.

Blue and white checked gingham bound with white linen.

A coat of bright green cloth with a skirt of white crepe silk.

Purple linen with white organdie.

Dull silver embroidery on a blue crepe dress.

Tan gabardine embroidered in black.

A blue crepe dress with a vest of black satin trimmed with red wool embroidery.

Embroidery in terra cotta wool on a white cloth suit.

DESCRIPTION OF PATTERNS.

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

3177-3164. A Stylish Costume. Waist 3177. Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3164. Cut in 7 Sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. To make the costume for a medium size will require 7 3/4 yards of 38-inch material. The width of skirt at its lower edge is 1 1/4 yards. Two separate patterns. 10 cents for each pattern.

3166. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. Size 18 will require 5 1/2 yards of 36-inch material. The width of skirt at lower edge is 1 1/4 yards. Price 10 cents.

Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN
Becoming Business Cos-
Book and Magazine for April, 1920.

SUGAR 4 $\frac{1}{2}$ c Per Lb.

Don't miss this big chance to get Sugar at only 4 $\frac{1}{2}$ c per lb. Buy ALL your groceries at Big 4's amazing bargain prices and lower your living cost. Send only \$1.99 for the combination offer of high grade groceries shown below—regular value \$3.19—a cash saving of \$1.20, or nearly one-half! Every item guaranteed absolutely pure, fresh, standard, highest grade—exactly the same as you have been paying double for.

FREE! Heavy Silver-Plated TEASPOON

Beautiful Wild Rose Design

As an extra inducement to you to give us a trial order at once, we will send you, absolutely free, the heavy silver-plated teaspoon illustrated here.

Catalog Bargains

Remember that with your first order you get a free copy of our big wholesale catalog which saves you money on all your grocery purchases. Here are just a few catalog specials.

Flour, Per Bbl. \$7.98

Sugar, 100 Lbs. \$4.50

Uneda Biscuits, 12 Pkgs. . . 35c

Quaker Oats, Large Pkg. . . . 4c

RUSH Send your trial order at once and get our wholesale grocery catalog in which you will find many of the most startling grocery bargains ever offered.

References We are one of the leading Wholesale Grocers in Chicago. Our bank, Foreman Bros. Banking Co., or any mercantile institution in Chicago can tell you about us.

We Guarantee

you absolute satisfaction or your money back. In every instance you get pure, fresh goods of the very highest quality. So send the coupon for the trial order today.

BIG 4 GROCERY CO.

900-902 W. Lake St., Dept. 1016 CHICAGO



Our low prices merely indicate what you can now save on all your groceries, a full line of which is listed in our Wholesale Catalog—**The Big Money Saver**. This catalog sent to customers only. A **Free** copy will be sent with your first order. Send this coupon **NOW—TODAY**.

Trial Order No. 9 One Teaspoon FREE

	Average Retail Price	BIG 4 Wholesale Price
3 pounds Granulated Sugar...	\$.36	\$.13
1 bar Fels Naptha Soap.....	.07	.02
1 large size pkg. Quaker Oats	.14	.04
1 pound Pure Baking Powder	.55	.42
1 bot. 4 oz. Van. Flav. Extract	.65	.49
1/4 pound Pure Cocoa17	.12
1 bottle Machine Oil.....	.25	.17
1 pkg. BIG 4 Brand Best Tea	.50	.35
1 box Powdered Bluing (equal to about one gal. average Best Bluing)50	.25
1 Catalog FREE		
Total.....	\$3.19	\$1.99
YOU SAVE \$1.20		

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BIG 4 GROCERY CO.

900-902 W. Lake Street, Dept. 1016 Chicago

Gentlemen:—Enclosed find \$1.99 for which send me at once your Trial Order No. 9. Send also your heavy silver-plated Teaspoon FREE, and a copy of your Wholesale Grocery Catalog, also free. It is understood that if I am not satisfied, I may return the goods at your expense and you will return my money at once.

Name.....

Address.....

Original from
Express Office.....



The Passengers expect your Railroad Station to be equipped for convenience and sanitation.

THE Onliwon Paper Towels
REGISTERED U. S. PATENT OFFICE

provide a *constant* supply of *clean, absorbent* towels that are *doubly* firm because they are *served folded*. You can rub and scrub with them as with a cloth towel.

ONLIWON CABINETS protect the towels from dust and germs, operate automatically without knobs to touch, serve at a time just one folded towel, which is sufficient to dry both hands.

Onliwon Cabinets are made of durable metal and have no mechanism to get out of order. A bull's-eye on the front of the cabinet tells when it is time to refill.

Railroad Men who want to make their Depot Service 100% should write for free samples of Onliwon Towels and our Illustrated Folder.

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NATHAN MANUFACTURING COMPANY

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

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.

tume. Waist 3162. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3181. Cut in 7 sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. The width of the skirt at lower edge is $1\frac{3}{4}$ yards. It will require $3\frac{1}{2}$ yards of 40-inch material. The waist will require 3 yards of 36-inch material. Two separate patterns, 10 cents for each pattern.

3173. Boy's Suit. Cut in 4 sizes: 4, 6, 8 and 10 years. A 10-year size will require $2\frac{3}{4}$ yards of 44-inch material. Price 10 cents.

3169. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A medium size will require $6\frac{3}{4}$ yards of 40-inch material. Width of skirt at lower edge is $1\frac{3}{4}$ yards. Price, 10 cents.

3168. An "easy to make" apron. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42, and extra large, 44-46 inches bust measure. For a medium size $5\frac{1}{2}$ yards of 27-inch material will be required. Price 10 cents.

3184. Child's Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size will require 3 yards of 36-inch material. Price 10 cents.

3186. Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require $3\frac{1}{4}$ yards of 44-inch material. Price 10 cents.

3178. A simple House Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 6 yards of 36-inch material. Width of skirt at lower edge is 2 yards. Price 10 cents.

3172. Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require $4\frac{1}{4}$ yards of 36-inch material. Price 10 cents.

3170. Junior's Dress. Cut in 3 sizes: 12, 14 and 16 years. Size 16 will require $4\frac{3}{4}$ yards of 36-inch material. Price 10 cents.

3183. A Dainty "Lingerie" Garment. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42, and extra large, 44-46 inches bust measure. A medium size will require $5\frac{1}{4}$ yards of 36-inch material. Price 10 cents.

TEN PRACTICAL PATTERNS OF BABY GARMENTS.

3125. Composed of a Yoke Dress to be finished with Long or Short Sleeves. A



Original from

simple double breasted Coat with Round Collar and Bishop Sleeve, a Cap in Dutch Style, a Night Dress, a Petticoat with added Waist, a Feeding Apron, Drawers, Rompers and a Play Dress. Lawn, muslin, gingham or chambray, also flannelet may be used for the dresses and rompers. The coat is good for all cloaking materials. The Cap will develop nicely in fur, velvet, corduroy, cloth, silk or lawn. The Night Gown, Underwaist and Petticoat in flannel, flannelet, muslin or cambric. The Feeding Apron in jean, toweling or oilcloth. The Drawers in cambric or longcloth.

The Pattern is cut in One Size. It requires of 36 inch material, for Yoke Dress, 2 yards; Coat, 2 1/4 yards; Bonnet, 3/4 yard; Nightdress, 2 yards; Petticoat, 1 1/2 yard; ruffle 3/4 yard; Feeding Apron, 3/4 yard; Drawers, 3/4 yard; Rompers, 1 1/4 yard; Underwaist, 3/4 yard, Play Dress, 3 yards. Price 20c.

PATTERNS OF ESSENTIAL GARMENTS FOR BABY. INFANT'S LAYETTE.

3112. These simple styles, all of which are provided in that pattern, are all practical and easy to make. The cloak may be cashmere, Bedford cord, serge or silk. It may be finished without the cape collar. The cap is suitable for the same material and for lawn, nainsook, cambric or corduroy. The Kimono and Sack will de-



velop nicely in flannel, cashmere, silk, domet or outing flannel. The Slip is nice for nainsook, lawn or cambric. The Pinning Blanket may be of domet outing flannel or wool flannel. The Shirt of cambric or flannel. The Diaper Drawers of cambric diaper cloth, or rubberized material. The Barrie Coat of cambric or longcloth. The Bootie of silk, quilted satin, eiderdown or suede. The Band of flannel. The Cold Feet Gown of flannelet, flannel or cambric, and the bib of silk lawn or cambric.

It will require of 36 inch material for Cloak, 2 1/4 yards; for Carriage Robe, 2 1/4 yards; Cold Feet Gown, 2 1/4 yards; Kimono, 2 1/4 yards; Slip, 2 1/2 yards; Barrie Coat, 2 1/4 yards; Cap, 3/4 yard; Shirt, 3/4 yard; Diaper Drawers, 1/2 yard; Sack, 3/4 yard; Pinning Blanket, muslin 3/4 yard flannel 1/2 yard; Bib 1/2 yard; Bootie 1/2 yard; Band, 1/4 yard. Price 20c.



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How to talk before your club or lodge.
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How to develop self-confidence.
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Kidney Troubles Relieved By Agmel, Sap of Mexican Plant

Recent importations of quantities of Agmel, the sap of the Mexican maguay plant, are eagerly sought after by sufferers from Bright's disease in this country; for heretofore only those who could afford a trip to Mexico enjoyed its benefits.

In its fresh state this sap loses its medicinal value within a few hours after being drawn, consequently its use as a remedy heretofore has been confined to those living near the growing plants. However, its important is now made possible, after nearly a hundred years of effort, by a recent discovery of method of concentration which definitely insures the retention of its medicinal virtue.

This remarkable sap which is extracted from the Maguay Manso Fino de Mexico from the tablelands of Apam (the only place in the world where it grows in perfection) is referred to in a leading medical journal as perhaps the only substance known up to the present time having the power to radically and permanently overcome Bright's disease. Convincing proof is offered in the fact that among the Mexicans who drink freely of this sap sufferers from Bright's disease are practically unknown.

It is now believed that within five years' time the dread of Bright's disease in the United States as an unconquerable malady will have largely disappeared. The Agmel Sales Co., 1-A Union Square, New York City, will forward to interested persons free descriptive booklet upon request, or one large 12-ounce bottle will be sent prepaid upon receipt of \$3.00, and 12 cents war tax, total \$3.12.

INVESTMENT

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

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Aches and Pains Quickly Relieved

You'll find Sloan's Liniment softens the severe rheumatic ache

Put it on freely. Don't rub it in. Just let it penetrate naturally. What a sense of soothing relief soon follows!

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

Sloan's
Liniment
Prepared by J. C. Sloan, Jr.

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.

NEWS ITEMS FROM CARRIE AVE., ST. LOUIS.

By Edward H. Gehle.

Carman E. T. Smith, commonly known as "Red," finally got his "flivver" a-going and he traveled a distance of two miles the other day without any mishap or breakdown. Keep up the good luck, "Red."

Mrs. Schmidt, wife of Julius Schmidt, machinist, is spending a couple of weeks in sunny California visiting relatives.

Yardmaster S. E. Camp has been nicknamed "Mr. Flannagan." How about it, Camp?

Bollermaker Fred Paneltz is contemplating purchasing an "Overland" car.

Mr. S. E. Nell, the general foreman, can hardly wait until the opening of the baseball season, his favorite team being the St. Louis Cardinals. "At-a-boy, Hornsby," "Hit 'er a mile."

Car Painter John Clark says "the acid test for a woman is to walk past a mirror without looking into it."

Steel Carman Walter J. Hoyer, commonly called "Gaby," has hard time keeping track of his numerous dates with the "fair ones." Some handsome boy, this Gaby.

The employees in the mechanical department will soon commence practicing for their baseball team for this season and will challenge any team on the Rock Island Lines. John L. Pearree, repair track foreman and one of our pitchers, states his arm is feeling fine, and if he can reduce his present avoirdupois from 250 lbs. to 200 lbs. will equal old Ed Walsh's record.

Our congenial stenographer, Miss Marcella McCarthy, silently left one afternoon and was married to one Joseph Flinnegan, and was presented with a beautiful silverware set from the bunch. Congratulations and good luck, Mac.

Indications point also that the "wedding bells" will soon ring out in behalf of Miss Mildred Brogan, assistant timekeeper, and one Victor Kennedy, labor foreman.

The pipefitters, under E. O. Davis, installing the new return-steam pipes from roundhouse to various buildings in yard, will soon be completed. Looks like an aerial tramway system.

No Wonder, "Red!"

Carman Red Smith: "Do you know I dreamed I was cranking that 'flivver' of mine?"

Mrs. Smith: "No wonder you are late for breakfast. I thought you would never wake up!"

Carman P. C. Peterson says: "A certain miser always took his meals before a mirror. He thus doubled his dishes."

"Current Topics," by John Locke, stationary engineer:

First Elec. Engr.: "Wire you insulate?"

Second E. E.: "Couldn't get ohm sooner."

First E. E.: "Watt?"

Second E. E.: "I was out sparking in the park."

First E. E.: "I can guess switch girl, Mazda?"

Second E. E.: "See her, fuse go—to get personal, I'll socket to you."

Somewhat burned out they leave in search of light refreshments.

The regular "safety meeting" was held in Mr. S. E. Nell's office March 18, at which time quite a few safety-first matters were threshed out. Messrs. McElrath, road foreman, and Jones, trainmaster, were guests.

Practically all the shopmen showed up for work Wednesday, March 17, wearing a "Sham-rock." Even Geo. Felcher, the porter's trick dog, was decorated.

E. H. Gehle, clerk in Mr. Nell's office, visited Kansas City March 28 to see some of the boys there, who formerly were with his company while in service.

COLORADO DIVISION.

By G. L. Zellers.

Conductor William High and wife are spending a thirty-day vacation in the South.

Conductor Wetherell has moved his family from Goodland to Colorado Springs, having taken a trip to the west end.

B. Ellington, second trick operator at Phillips View, has returned to work after enjoying a two months' trip through the South.

Miss Rhoda Mapes of Trenton, Mo., is filling the position in the office of trainmaster recently vacated by Stenographer McFarland who is now station cashier at Goodland.

Telegrapher Brown has been transferred to service at Haileyville.

E. A. Studer returned from a two months vacation spent in the Northwest, and has resumed work as second trick operator at Jennings.

About fifty car loads of hay from Colorado stations have moved over the division the past week, bound for stock feeding points in the Missouri valley.

J. J. McLain, day operator at Limon, is "breaking in" as extra dispatcher so as to be prepared for relief work whenever the necessity requires such services.

Frank Berdusco, track laborer from Norton, came up Sunday to take the examination for promotion to section foreman. Berdusco is a Mexican who is "making good" in the land of his adoption. His desires and ability are thus recognized by his immediate superior officer.

Albert Fowler, who was recently transferred to Silvis, Ill., to finish serving his blacksmith apprenticeship, returned to Goodland for several days last week and shipped his household goods to Watertown, Ill., where he has rented a house. Watertown is only a short distance from Silvis, where Mr. Fowler is employed.

The railroad men and their families were great sufferers during the recent flu epidemic. Three deaths were reported during the past week. Purley Baker lost a daughter; James Vytas, his wife, and Engineer Sanford Adams, a son. The first two mentioned deaths were caused by the flu and the latter diabetes. The railroad men extend to all these families their heartfelt sympathy in their bereavement.

Brakeman A. B. Skaggs has resigned.

A Safety First and Prevent Claims meeting was held at Goodland, Wednesday, March 10.

C. H. Bodinkroger, telegrapher from Fairbury, has bid in a trick in the telegraph office at Goodland.

N. E. Austin, pipefitter, returned to work after spending a week visiting relatives at Salina.

Taylor B. Allen has been assigned the pipe fitter helping job made vacant by the resignation of Charles Short.

Fred Simpson resigned his position as carpenter on the rip-track and has taken up his duties on his farm south of town.

Night Caller George Nerren is back on the job again after an absence of over a month, caused by the illness of Mrs. Nerren.

Bollermaker Helper Lawrence Rowe returned to work Wednesday after spending several weeks visiting relatives in Wisconsin.

A party of Western Union linemen have reached Goodland en route westward, overhauling out telegraph wires and making necessary light repairs.

Carpenter Ed Zuspann returned from Monette, Mo., last week, where he attended the funeral of a sister-in-law. Mrs. Zuspann remained there but will return next week.

Machinist Ed Eckles resigned his position and left for Kansas City. Ed said that he was contemplating making a trip to Guatemala, but would return to Goodland this summer.

W. H. Peterson, district engineer, held a "Standard Plans" meeting in Goodland Saturday. All section foremen between Phillipsburg and Colorado Springs, together with Division Engineer McClanahan and Roadmaster Sullivan and Pollard were present.

Ray Meseke, a former bollermaker helper at this place, but now in the service of Uncle Sam, is the guest of his parents, Mr. and Mrs. O. F. Meseke, this week. Mr. Meseke enlisted in the army last November and is now stationed at Camp Pike, Ark.

Glen DeWitt of Sharon Springs was the guest of Oscar Ray Tuesday. Mr. DeWitt is a pipe fitter and has arranged to take Mr. Ray's position at the shops when he leaves for a government hospital to take treatments for several months. Mr. Ray was gassed while serving with the army in France.

Machinist Helper Verle Gregory is confined to his home with diphtheria.

Conductor J. Sherman Walsh has gone to Excelsior Springs to take treatment for rheumatism. James Allen, who has been ill for the past several weeks, is reported to be convalescing at his home.

Albert Trambley is back on the job again after a long lay-off on account of illness.

Bernard Pool has returned to work after an absence of several weeks on account of illness.

Engineer Len Jones has moved this week from his farm ten miles north of Kanorado to Goodland.

Cecil Morris has resigned his position as storehouse clerk and left for his former home in Missouri.

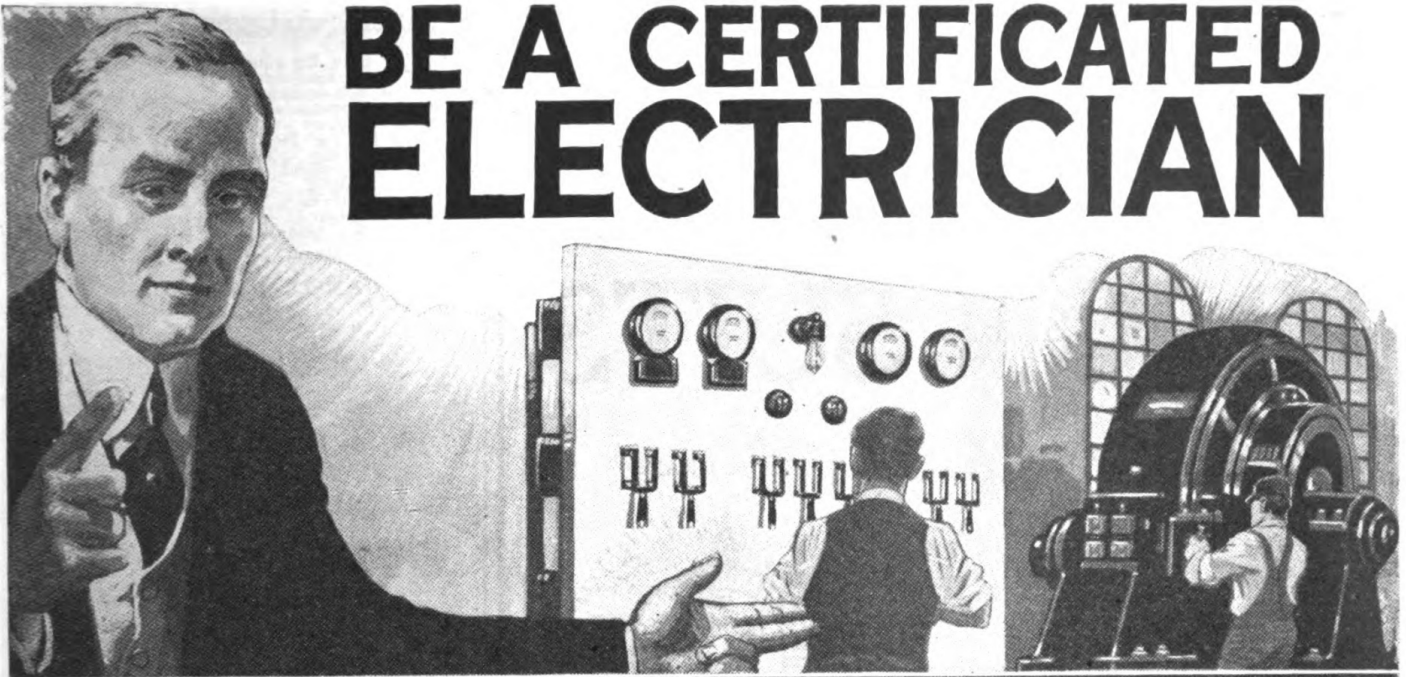
Conductor W. H. Jones has reported for duty after being off several weeks due to sickness in the family.

Engineer Theodore Flick reported for duty Monday after an absence of several months on account of illness.

A goodly number of emigrant cars are coming to this division from eastern points. Recently there were seventeen car loads on one train out of Phillipsburg. This means a gradual increase in business for the railroad.

Rock Island Magazine for April, 1920.

BE A CERTIFICATED ELECTRICIAN



I WILL TRAIN YOU AT HOME

A real position like this—for you

The country needs thousands of trained, **Certified Electricians** to fill good positions—and at big pay. It's all a matter of knowing how, and I will teach you by my up-to-date, modern instruction. You can learn at home, without interfering with your regular work, by my highly successful method of **Home Instruction in Practical Electricity**. Prepare NOW, and be ready in a few months to earn your

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Send for This Book

My Book, "HOW TO BECOME AN EXPERT ELECTRICIAN," has started thousands of young men on the way to splendid success. A new edition of this has just been printed. I want every young man interested in Electricity to have a copy, and will send you one **ABSOLUTELY FREE AND PREPAID**. Write me today.

How I Train My Students

As Chief Engineer of the Chicago Engineering Works I know exactly the kind of training a man needs to enable him to get and hold good positions, and to earn big pay. I have trained hundreds of men who are holding splendid electrical positions. Many are now successful Electrical Contractors.

I give each of my students personal attention and a complete and thorough training. I give him a **SPLENDID ELECTRICAL OUTFIT FREE**, and much of the training is done by actual work. When my students graduate and receive their Certificate they are ready for a real position. But **still more**, at any time you wish you can come to our splendidly equipped Electrical Shops for special training. No other school can give you this.

WRITE NOW—DON'T DELAY

Delay never got you anything. Action is what counts, Get started—and get started NOW. Write me, or send me the coupon, right NOW.

L. L. COOKE,
Chief Engineer
Dept. 620Y

Chicago Engineering Works
441 Cass St.
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Wishing is never going to make your dreams come true. You've got to **study—to learn**. A man is worth \$2 or \$3 a day from his neck down—and no more; but there is **no limit** to what he can be worth from his neck up.

A trained mind is what gets the big pay. It is this training that you need, and I can train you in a few months. Are you ambitious to make a real success—then send me the coupon—today.

Electrical Outfit—Free

To every student who answers this ad I am giving a Splendid Electrical Outfit of Standard size, Electrical Tools, Instruments, Materials, etc., **absolutely free**. Furthermore, to every Electrical Student I give a truly **valuable** surprise that I cannot explain here.

Free Employment Service

I am continually receiving requests from employers to send them trained Electrical men. I assist my students to secure good positions. I keep in touch with them for years, helping and advising them in every possible way.

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Engineer
COOKE,
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Sir: Send at once—fully prepaid and entirely free—complete particulars of your great offer for this month.

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

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Opt. & I. Box 804, Chicago, Ill.

Firebuilder W. W. Lee obtained a 90-days leave of absence and left Monday with his family for Lovewell, Kans.

Ben D. Bell, for some years general foreman at the local shops, was a Goodland visitor Tuesday. Ben is now located with the Union Pacific at Sharon Springs as district foreman, a substantial promotion over his former positions.

Misses Beulah, Bessie and Lola Brinker have returned to their positions at the shops after an absence of several months, while attending school in Denver. Miss Beulah's position as messenger was held by Hazel Ward and Miss Bessie's position as M. C. B. clerk by Joseph McCune. Miss Lola held a position in the dispatcher's office.

DAKOTA DIVISION.

Mr. G. P. Cave, who has been station supervisor on the Dakota Division for the past two years, left the 12th for Seattle, Wash., to resume his former position as general agent in charge of both freight and passenger service.

Mr. P. Linthicum, master mechanic, spent several days with his family at Silvis the first of March.

Among the new additions to the office force are: Walter Gleason, file clerk; M. J. Pannell of Rock Island and Frank Lankin of Detroit, assisting in the accounting department, and Marie Andrea, stenographer to the chief clerk. Ed. Broms, dispatcher, and family will return the 19th from California where they have spent the winter.

Bertha Paul is the new assistant shop time-keeper in the master mechanic's office.

Mildred Nuss is stenographer in the master mechanic's office.

C. H. Ford, assistant division engineer, and J. T. Loftus, roadmaster, expect to attend the maintenance show and annual meeting of the American Railway Engineering Association.

Harold Jorgensen is the new rate clerk in the division freight agent's office.

47TH ST. SHOP NEWS.

By O. G. Heilman.

After a prolonged absence we will endeavor to get back into the limelight.

A dinner in honor of his 70th birthday was tendered to John Adams by the forces of the master mechanic. Mr. J. J. Fitzgerald presided as toastmaster in absence of Mr. Colligan, who was unable to be present. A number of the guests proved themselves entertainers of ability. Special note must be made of the singing of David Goldstein, who surprised us all with his clear tenor voice. Mesdames Reddy, Boyd, Dore and Shaughnessy outdid themselves in arranging the dinner.

After being warned by the Blue Island Daily Sun, the Three Dolly Brothers—Crist, Haig and Lietzau—are now keeping their tail-lights lit after 8 o'clock. Curfew cannot keep these boys in, b' gosh!

Miss Harriet Boyd labor distributor, has accepted a position in the superintendent's office and has been succeeded by Miss Mae Horan.

Mr. Ted Lafeber, material clerk, left the service to accept a position as accountant with a private corporation. His many friends presented him with a beautiful watch chain and charm. The presentation speech was made by our reliable C. D. Sorenson, and that is saying enough.

Mr. T. P. Fogarty promoted to material clerk, vice T. J. Lafeber, who resigned.

Miss Margaret Reddy, master mechanic's stenographer, after seven years of faithful service, accepted a position in the superintendent's office. We certainly regret your leaving, Marg., and wish you all sorts of good luck, but hope you are not keeping anything from us.

Tim and Oscar sure have been rushing the season, wearing green ties on March 1. More power to you, boys.

Miss Kathleen Shaughnessy, promoted to master mechanic's stenographer.

Wanted: A gym teacher, at master mechanic's office, from 12:30 to 1:00 p. m. Mr. T. P. Fogarty, take note.

KANSAS CITY TERMINAL DIVISION NEWS.

"Didcha" notice where all the chewing gum is coming from that is being chewed and re-chewed each day. Irene Smith, John Wasko and a few others have been working theirs overtime. We bet it's an endurance race, and to chew gum is an art.

"Heinie" Herbig, our assistant revising clerk, left us and is now connected with the Simonds Shields Grain Co. Said Heinie has the pep and we are betting on him to make good in his new work. Good luck, old pal, hit it hard.

Our little Ambrose Smith has inherited the job formerly held by Heinie Herbig, and believe me Ambrose will handle it. Won't you, Smithy?

Since the dictaphones have been installed, one has a chance to hear one's own sweet voice; and they save time, canned speech as it were. Ben Boody, Ernest Vlette and Jack Brennan have the nicest time with theirs. And have you heard Mr. Porter? He taught his to sing.

Why does Chief Clerk McCarthy of the warehouse persist in wearing his overcoat these warm days? Does he think what will keep out the cold will keep out the heat.

For the last week, while workmen were remodeling the wash rooms, our drinking water was shut off. Then everybody wanted a drink, and we were just beginning to realize how a camel must feel without water when they turned on the fountain of youth again.

Rock Island Magazine for April, 1920.

Send Your Name No Money

Delivery FREE

PRICES SMASHED! Just send your name and address, no money. I will ship this embroidered voile waist, serge skirt and lace trimmed chemise to you on approval. The skirt is worth the price alone, so you are getting waist and chemise absolutely free. Order at your risk.

**Embroidered Waist
Lace Trim Chemise
Tucked Serge Skirt
All for \$4.98**

You will save \$3.00 by ordering this outfit now. The voile waist is made in groups of tiny tucks. Has a large collar prettily embroidered and edged with lace. Color, white only. Sizes 32 to 46. The chemise is made of good quality muslin with broad band of flit lace on top, also lace shoulder straps and lace trimmed bottom. White only. The skirt is made of good quality serge, tailored into fashionable design, with loose belt, button trimmed pockets and four tucks encircling skirt at bottom. Cut full and roomy. Colors Navy Blue, Green or Black. Sizes 22 to 30 waist measure and 36 to 42 length.

Each article guaranteed to give satisfactory wear.

DON'T Send One Penny! Just send your name and address and give size and color. When the postman delivers the three-piece outfit at your door, pay him \$4.98 only. We pay the transportation charges. Wear the outfit. If for any reason you are not pleased, return it and we will cheerfully refund your money at once. Be sure and give size and color. Order by number 477.

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

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



"Identified with Chicago's Progress Since 1857"

Capital and Surplus \$15,000,000

112 W. Adams St., Chicago

Ernie Downing, our new assistant accountant, is coming right along. Good boy, "Monk," keep it up, there's plenty to do.

Bert Myers changed his mind about taking his southern trip and has bought a pair of trousers instead.

Have you noticed Miss Rich is wearing glasses? Must be the style for Mrs. Doran, Mr. Speaks, Mr. Yowell and several others have formed the habit. Perhaps one can see twice as much with a pair of specs.

Who has been eating the soap in the wash rooms, or is it a case of "beat him to it" and the last one goes dirty? Bet some one is saving it.

Cahill's Crusaders, composed of local inspectors of the W. W. & I. R., known officially as the Flying Squadron, raided our freight house last week and put over a barrage on defective freight containers and marking and packing.

Walter Johnson, the new team track clerk, comes into the time office each morning at about 6:45 rubbing his eyes as though he were sleepy. We remember when Walt's assignment was 8:30 a. m.

Mr. Frank Bailey, for some time connected with the warehouse force, has severed his connection with the Rock Island and entered the oil business in Tulsa, Okla. We all wish him greatest success.

Have you seen the pretty lamp Viette bought? He must have done it on a bet; he will have his little jokes.

Since A. G. Abell has been dishing out pencils and supplies everybody seems to have run short at once. Is it necessity or does his fatal beauty act as the lure?

Mr. George Dingey, yard clerk, was married to a Miss Schneider Feb. 29. We congratulate them and wish them luck, but where is everybody getting this marriage stuff? It's an epidemic around here.

Glen Holland and Doyle Kendall put on clean collars, slicked up their hair and spent Sunday in St. Louis March 14. Such dissipation—for the boys are so young and St. Louis is a wild town.

Did you notice the cute curl has disappeared from our Rose McCaffrey's snow white forehead where it always nestled serenely. Could it be possible that the new expense clerk had anything to do with its removal? We understand he disapproved of said adornment. How come?

Having purchased a new set of teeth, Time-keeper Taylor of the warehouse is a regular man eater. Have a treat, make him smile.

Wish somebody would get some new records for the piano. What we have is good but antique. Why not chip in on some new music? Be discreet, girls.

We had with us recently Messrs. Potts and Fertig of Chicago. Both were looking well and seemed very busy.

Miss Thompson of the superintendent's office is sick. Although we were not advised of her ailment, trust it is nothing serious and we will see her smiling face again very soon.

Oh girls! Have you visited Kresge's new store? Think of your hope boxes. You can get the cutest ten cent things for twenty-five and fifty cents.

Take a look at Ben Boody's smile. It's the original Scotch oats brand. Wonder what is on Ben's mind and how he got that way.

Sam Plummer says that if Montgomery Ward's Chicago house would only keep their business at home it would suit him better. This eastbound traffic has got Sam's goat.

Mr. Towsley and Mr. Reed were in Kansas City on an inspection tour recently.

Miss Rose Burns returned from Oklahoma with a sty on her right eye. Perhaps if she had visited Arkansas instead it would have been on the left eye. Wonder what she saw that brought on said sty.

Bob Pugh, who has a reputation as a foot racer, wishes to challenge any 500 marathon runner in the country. Bill Dines, his manager, informs us that Bob has been training in private and has developed both speed and endurance. Come on, speed demons.

For several days we have heard the melodious muttering of a cuckoo and were convinced somebody had bought a clock or had a trained bird. It was that natural. Imagine our surprise to learn that it was Mutt Yowell taking voice culture.

Why is a vamp, and when? Ask Happy, he knows.

Geo. McMullen, formerly in the cashier's office, is now on the bill desk slapping a machine in the face. Some speed—see the blue smoke. He is sure hitting the ball. We believe he likes it.

Nob Nye informed us Thursday, March 12, that a new baby had arrived at his house. After much congratulation, we discovered said baby was a calf born of their pet cow Babe. Mother and son are doing nicely, thank you. This is the second offense within six weeks for Bob.

Mr. Viette, assistant accountant, seems to have lost some weight. Presume climbing the ladder in the record room is telling on his manly form. But Viette is still plump though graceful.

Please page Mr. Gene Groves. Well, Gene, old timer, do you like the brand of cigars they sell at the Baltimore Hotel. Is it a habit, or is there some other attraction? We saw you—you he vamp.

One day recently we noticed the warehouse foreman, Mr. Holderby, come into the office all dolled up, new spring suit, new hat, and in fact looked like he had just received the attention of a valet. But in a few hours we were apprised of the occasion. We were visited by Mr. Towsley and Mr. Reed, accompanied by Mr. Holderby and Mr. Herbig, on a tour of inspection.



Stop! 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.

Habit Banished

In 48 to 72 Hours

No matter how firm a grip tobacco has on you—no matter whether you've been smoking cigars, pipe or cigarettes or chewing plug or fine cut for a month or 60 years—Tobacco Redeemer will positively remove all craving for tobacco in any form in from 48 to 72 hours. It does its work so quickly that all tobacco "hunger" is gone almost before you know it. Your desire for a smoke or a chew begins to decrease after the very first dose.

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.

SEND Coupon for Proof

Get our free booklet. 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.



NEWELL PHARMACAL CO.

Dept. 601 St. Louis, Mo.

Send, without obligation to me in any way, proof that Tobacco Redeemer will positively free me from the Tobacco Habit.

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SEND NO MONEY

Profit-smashing bargain! Just send us your name, address and size for three pairs of these handsome, durable socks. Pay only \$1.00 on arrival.

GUARANTEED for 3 Months' Wear

Extra quality combed cotton yarn, fine ribbed. Double heel and toe, elastic ribbed top, fast color. Splendid, 50-cent appearance.

Your choice of dark brown or black. Write today for three pairs. Send no money—just name, address, size and color. **Bernard Herbig & Co., Desk F164, 306 W. Van Buren St., Chicago**



Amazing Offer! 3 pairs finest quality, guaranteed socks for only \$1.00. Don't send a cent. Pay the postman on arrival.

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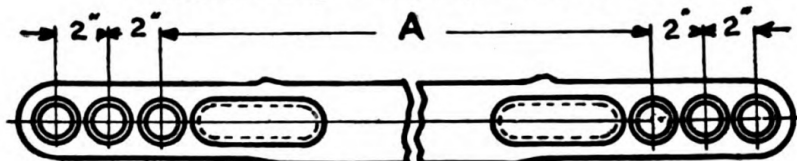
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Earn \$25 weekly, spare time, writing for newspapers, magazines. Experience unnecessary. Copyright book free. Press Syndicate, 587, St. Louis, Mo. (tf)

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Inventions wanted; cash or royalty for ideas. Adam Fisher Mfg. Co., 216 St. Louis, Mo. (tf)

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\$100 buys Beach Club lot and one acre peach and orange land. Monthly payments. We will develop. Will produce \$10,000. Request Book 66. SUBURBAN ACRES CO., Biloxi, Miss. (tf)

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NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

W. D. Leeper, formerly fireman on this division, paid us a visit about the middle of February. Mr. Leeper is now running an engine on the O. S. L. out of Boise City, Idaho.

E. J. Worthy, formerly accountant in this office and now traveling accountant, paid us an official visit the middle of February. We are always glad to welcome our old friends and associates.

Willie Osburn is home again and everyone enjoyed his short visit with us. We hope he will decide to join us again.

We are sorry to have to record the death of William Doyle, pensioned section foreman, at Jansen. Mr. Doyle died Wednesday, March 10. He had been on the pension list for a number of years and leaves many friends and relatives to mourn him. His wife and family have our heartfelt sympathy.

Mr. W. A. Wallace and Supt. Allen are in Chicago attending the International Engineers' Convention. Mr. Wallace is one of the committee for entertainment.

Conductor F. R. Brill is enjoying a vacation and spending the time at Hot Springs, Ark. F. S. Tucker, ticket clerk, has been forced to lay off on account of illness. Mr. Tucker is being relieved by Mrs. R. L. Showers.

Mrs. Dryden, our master carpenter's clerk, has been absent from duty for several days on account of the illness of her son.

G. M. Duncan has been on a business trip to Torrington, Wyo.

D. H. Emery has returned to work after a vacation in Florida.

W. Franklin was called to Amarillo, Texas, on account of the illness of his brother, Hugh, a former Rock Island conductor.

C. E. Bates has been assigned as conductor on trains 353 and 354 between Horton and Bern.

Brakeman J. J. Orr has been placed on the pension list. George Titus has been assigned to trains 305 and 306 in place of Mr. Orr.

T. H. Dabner has been forced to lay off on account of an injured hand.

Fireman E. J. Barr has returned to work after a siege with the "flu."

Agent J. L. Woollen laid off the middle of February on account of sickness.

Dispatcher Inwood was off the latter part of February on account of sickness in his family.

The atmosphere in the master mechanic's office is full of rumors and everything. One of our lady clerks is to leave us in March and another is being accompanied to work quite regularly.

For authoritative information on oil stock see Walt.

The meanest man has been located in the transportation department at Fairbury. He left the service and town leaving a debt of \$25,000 which he owed the official appreciation.

It is said there are some great land values around Phillipsburg.

Our assistant timekeeper in the master mechanic's office is about to leave us to embark on the sea of matrimony. She has the best wishes of the office force and the usual compliments.

Ernest Laufman took an enforced vacation the fore part of February on account of having the flu.

ROCK ISLAND, ILL., NEWS.

By J. J. Burke.

A great many have been on the sick list the last few months, but things are about normal now.

The guardian angel for the snakes has been mighty busy of late cleaning up the blockade in front of the office.

William A. Cotti, our distinguished and noted switchman, says he saw in a magazine where turtles are so big they could amble off with a box car. Bill is rather quiet this month, but will be up with some good news by the next writing.

Owing to a mistake in last month's issue, it was Engineer Bragdon instead of Conductor Bragdon who is so familiar with his monkey wrench and torch, and he hasn't changed a bit to date.

SILVIS NOTES.

Friends of Ray R. Kane, formerly of the general storekeeper's office, will be pleased to learn of his new appointment as district storekeeper of the Western Maryland Railroad, effective March 1, with headquarters at Hagerstown, Md. He has proven himself capable of holding down this new position and his local friends wish him the best of success. Mr. and Mrs. Kane are both of Moline and attended school here. Mrs. Kane was formerly Miss Minnie Lindvall.

Machinist F. O. Rosengren and wife have sent word to their friends at Silvis that they are enjoying a fine vacation at Los Angeles, San Diego and other Pacific Coast cities.

On Saturday noon, March 6, the shop men gathered around the laying-out table to listen to a few numbers from the Silvis Glee Club. Our superintendent, Mr. Mullinix, who is a lover of music and takes great pride in this glee club of shopmen only, gave a short talk on reorganizing this club, which was broken up when Leaders McLeod and Shannon were called away. But credit is due Fred Beckstrom, one of the shop foremen, in getting the glee club reorganized with such a leader as Mr. Powell. Several numbers were sung. The glee club has furnished the music at several functions within the last month and will give an entertainment at Moline High School auditorium Friday evening.

ning, April 9, at 8:15 o'clock, and we hope as many as possible will attend and call it an evening well spent.

Draftsman Bert E. Larson, of the assistant mechanical engineer's office, has resigned to accept a responsible position with the Nicholson Syphon Company.

Machinist Martin Cernetsch was called to Wessington Springs, D. D., on March 13 on account of the serious illness of his sister.

Oilman J. W. Sheppard was called to North Wilkesboro, N. C., March 12 on account of the serious illness of his mother.

Reuben Rogers, better known as "Red," has resigned as shop order clerk to accept a position with the Universal Tractor Company of Rock Island.

ABNER'S BRIEFS OF THE INDIAN TERRITORY DIV.

By Hiram Young.

APRIL.

Cold winter days we leave behind us,

For now the style is B. V. D.'s;

And April showers and sun remind us

Of the flowers and shady trees.

We now swap corn beef and onions

For old fashioned mullen greens;

We ditch over shoes so bunions

May relax; how nice it seems.

Who'd trade back this kind of weather

For those slick and frosty days;

Who'd swap back for clothes of leather

These thin silk and Georgette waists.

Fireman Homer Pecore, who has been at Ranger, Texas, for the past year, is back burning up perfectly good coal.

Brakeman Ed Foster bid in 47 and 48, laying over mostly at Oklahoma City, so he won't have time to help make garden.

Our April special suggestion is: Do it according to Hoyle, Buddy, for there may be some one betting on you.

"Duce" Stegall is the big conductor on the Holdenville switcher and sure fans 'em out when he gets started.

The section boss at Wewoka has been wondering why a big old rusty thick nickle looks bigger if you find it than a dollar does if you have to work for it.

Scotty of the McAlester freight office bought himself a new style of suit, and among the instructions as to how to get in 'em he is advised not to get out in a rain on account of a sudden shrinkage, also not having far to shrink.

"You've noticed yourself," remarked the coal chute foreman of Calvin, "that lots of people make a good run for a train and then get left."

We add because they didn't start early enough.

"I wonder," says Conductor Tom Cook, of Ardmore, "if the young lady across the way couldn't figure some connection between Russian red and our Rhode Island red hens? The latter seems to have other ideas from our point of view regarding the regularity of performing their duty."

Figuring on the basis that accidents happen because of some one's carelessness is one good reason why we should keep in the straight and narrow path, because after it happens to yourself or the other fellow, being sorry has become of little value. If I am the direct cause of helping some undertaker to another job, some mother with little helpless babies to be deprived of the support of their father, why it would be far better that I be taken off the job and some one placed thereon that would release the responsibility and have enough interest in the game to act accordingly. I might technically wiggle by. I might be able to get some one "slick" enough to argue my case and myself clear but there is a stirrup we hand under that holds us fast and that is our conscience.

There are times when we get up against things that call for good judgment that isn't written right out plain in our book of rules. Show yourself wide awake on such occasions and let your action be an example to be copied. The rules are plain and yet if you don't understand them, the boss is a broad-minded man and will be tickled to see you right. He knows and wants you to know. Seek and ye shall find; knock and it shall be opened unto you.

Effective March 1, 1920, G. W. Siever, joint agent during federal operation of railroads at Holdenville, severed his connection with the Frisco and came back home.

C. D. Sawyer is the newly appointed freight cashier at Holdenville freight station.

Twenty-five per cent wage increase in soft coal mining will probably cause an increase of 35 or 40 per cent in the price to the consumer. It costs more to handle larger pay rolls.—*Rocheater Herald.*

He that by the plow would thrive, himself must either hold or drive.—*Benjamin Franklin.*

If a man publishes my failings he is my master, even though he chances to be my servant.—*Goethe.*

Hamilton Watch

"The Watch of Railroad Accuracy"

Accuracy means long life in a watch

Whether it's a locomotive or a watch, the machine that runs most efficiently runs longest. An accurate watch is efficient because painstaking workmanship has made it accurate in its running.

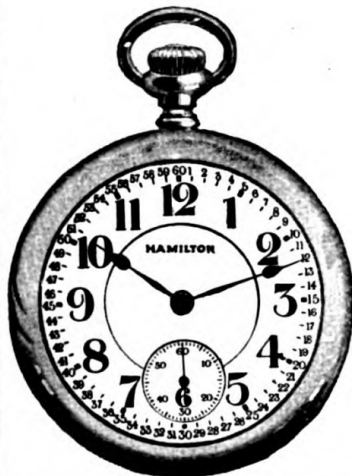
Dozens of your acquaintances who own Hamiltons have carried them for fifteen, twenty, and twenty-five years. "Time Inspection" has never had any worries for them.

You would be proud to own a Hamilton. And Hamilton accuracy costs no more, because there's a lifetime of service in any Hamilton.

If you're buying a new watch, don't fail to consider Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels). They're the most popular watches on American railroads.

HAMILTON WATCH COMPANY

Lancaster, Pennsylvania



Conductor J. County and Engineer E. T. Reed, who together run the same Erie train, are shown "comparing time" as required by regulations. They both carry Hamilton Watches. The accuracy of their Hamiltons has helped both men to a reputation for precise and punctual service.

Write today for "The Timekeeper"

This interesting booklet pictures and describes all Hamilton models, and prices are given. They range from \$20 (\$24 in Canada) for movements only, up to \$200 for the Hamilton Masterpiece in extra-heavy 18k gold case.

All Steel Flexible Car Roofs

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Dry Lading

Hutchins Car Roofing Company

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URBANA-CHAMPAIGN

\$1 a Week
Pays For A
Black Beauty
Get the Most Out of Life!

Our easy payment plan puts the finest bike in the world within your reach! Ride a bicycle—it's the most healthful and economical of sports! Ride to work, and save money; ride for pleasure, and be invigorated! Cycling is the sport of sports for boys, too. Rides to camping spots, the fun of "biking it" to school, of "zipping" down the pike full speed!



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The Black Beauty will be shipped on approval at once! We pay all freight, take all risks. To keep the bike, pay a small deposit, then \$1 a week (or \$5 a month). Send for catalog; select your model. Factory Wholesale Price; no dealer's profits.

18 Exclusive Features
The Black Beauty has 18 exclusive features, such as \$10 Firestone Blue Non-skid tires; Diamond E. spokes; New Departure coaster brake; big motor-bike saddle etc.

Repair Kit, Tool Case and Stand Free!
The Black Beauty is the finest wheel in the world, yet costs no more than an ordinary wheel. Brilliant nickel and enameled finish, "classy" colors, racy lines. **Absolute 5-year guarantee**, and 6 months' accident insurance **Free**. Don't neglect this wonderful opportunity; **WRITE FOR COLORED CATALOG TODAY!**

Sundries Don't pay unnecessary prices. Ours are lowest in country. Lamps, horns, tires, saddles, etc. Sundries Catalog sent Free!

HAVERFORD CYCLE COMPANY
Dept. 484 Philadelphia

PILES DON'T BE CUT
Until You Try This Wonderful Treatment
My internal method of treatment is the correct one, and is sanctioned by the best informed physicians and surgeons. Ointments, salves and other local applications give only temporary relief.

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

Old Rail Beliefs Dropped Declares Magazine

A review of the principal mistakes generally made with regard to the railroads during the last ten years is given in the current issue of *Engineering and Contracting*, in discussing the railway outlook under recently changed public opinion. Referring to the need of dropping old beliefs, the article says in part:

"Thirteen years ago the Interstate Commerce Commission was given power to fix rates. About the same time many state commissions received similar powers. Railway officials began to devote more time to reading commission and court decisions than to studying operating economics. Much has been learned, but now that we have acquired this knowledge it behooves us to avoid repeating the mistakes of the last ten years. Among these mistakes are:

"The belief that rate-regulating commissions are fully qualified for their positions, if only they are honest; the belief that commissions should follow court precedent in point of slowness in rendering decisions; the belief that the sins of the original promoters of railways should be branded upon the hides of the present stockholders; the belief that railway officials are bluffing when they say investors refuse to invest; the belief the public will applaud every rate reduction and condemn every rate increase; the belief that all who testify against railways are unprejudiced and all who testify in favor of railways are prejudiced; the belief that railroad regulation is a step toward ultimate public ownership.

"A rate-regulating commission is partly administrative, partly judicial. It succeeds or fails in the performance of its duty in proportion as its members are honest, competent and courageous."

Colonel Bunting Dies in Philadelphia

Colonel Carroll M. Bunting, comptroller of the Pennsylvania, died in Philadelphia on March 4. Colonel Bunting was born September 15, 1871, at Darby, Pa. He was graduated from the Darby Friends School, Philadelphia Public School and Bryant & Stratton's Business College. He began his railroad career in 1887 as bill-of-lading clerk and stenographer to D. W. Farrow, freight agent at Philadelphia for the Chicago, Rock Island & Pacific Railroad Co. He then became employed in the office of the through freight agent of the Philadelphia & Reading Railway and afterwards entered the service of the Northern Pacific and Wisconsin Central in their Philadelphia freight agency. On May 1, 1890, he entered the service of the Pennsylvania as secretary to Captain John P. Green, then third vice-president of the company. He was made chief clerk to the first vice-president May 1, 1897, and assistant to the first vice-president June 1, 1906. On March 24, 1909, he was appointed assistant comptroller, and on June 1, 1910, comptroller of the Pennsylvania. Shortly after the United States declared war on Germany Colonel Bunting secured a leave of absence to serve as business manager of the Transportation Corps, American Expeditionary Forces. He was also a member of the staff of Brigadier-General W. W. Atterbury, director general of transportation.

NUXATED

"I believe my own great physical activity is due to my personal use of Nuxated Iron," says
Former Health Commissioner
Wm. R. Kerr, of the City of Chicago.

"From my own experience with Nuxated Iron I feel it is such a valuable blood and body building preparation that it ought to be used in every hospital and prescribed by every physician in the country." Nuxated Iron helps to make healthier women and stronger, sturdier men. Used by more than 3,000,000 people annually, in this country alone. Increases the strength and endurance of weak run-down nervous folks in two weeks' time, in many cases. Satisfaction guaranteed or money refunded. At all good druggists.

IRON

PATENT-SENSE
"The Book for Inventors & Mfrs."
By Return Mail FREE. Write
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Regardless of laboratory tests, the fair and final test is found in actual service conditions and there only. Notwithstanding statements to the contrary.

BOSS LOCK NUTS

are fully effective on bolts .025 and more undersize. Other lock nuts will not give the same uniform results on re-claimed or re-cut bolts, as

BOSS LOCK NUTS

Millions of BOSS LOCK NUTS used on railways in this and foreign countries are daily proving their worth and demonstrating their effectiveness. Ask the man who uses them — HE KNOWS.

BOSS NUT COMPANY
CHICAGO, ILLINOIS

MURPHY XLA ROOFS

No roof boards to burn or blow off. Never break or tear, as sheets are not nailed. Reduces dead weight of car, as well as cost of repairs. Half million now in service.

STANDARD RAILWAY EQUIPMENT CO.

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Factory

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This \$12 Officer Shoe

Hand Sewed. First Grade. The factory price—direct to you at only **\$6.89**

The retail price of this shoe is \$12.00. It is made of the best waterproof mahogany calf leather guaranteed to give the best wear. Send your name and size you wish and we will send you these Army Officer shoes. If these shoes are not just as we say, send them back. You don't lose a cent.

If you are sending money order or check do not include postage. Pay only \$6.89 for shoes. We pay postage. State size.

These shoes are built to be good for work and dress at the same time.

U. S. National Army Shoe Co.

Dept. R.I.-5, Westfield, Mass.

Rheumatism

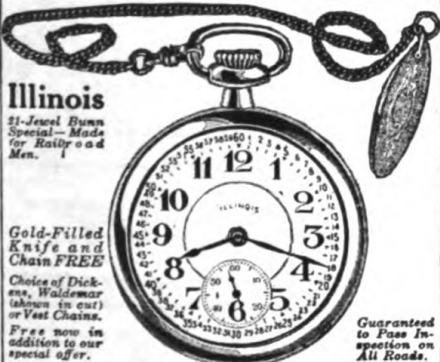
A Home Cure Given by One Who Had It

In the spring of 1893 I was attacked by Muscular and Inflammatory Rheumatism. I suffered as only those who have it know, for over three years. I tried remedy after remedy, and doctor after doctor, but such relief as I received was only temporary. Finally I found a remedy that cured me completely, and it has never returned. I have given it to a number who were terribly afflicted and even bedridden with Rheumatism, and it effected a cure in every case.

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

Mark H. Jackson, No. 761F Gurney Bldg., Syracuse, N. Y.

Mr. Jackson is responsible. Above statement true.



Illinois
21-Jewel Bunn Special—Made for Railroad Men.

Gold-Filled Knife and Chain FREE

Choice of Dickcissel, Waldemar (taken in out) or Vest Chains. Free now in addition to our special offer.

Guaranteed to Pass Inspection on All Roads.

No Money Down

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 5 positions, extreme heat, extreme cold and isochronism, 21-jewel movement, Montgomery Dial handsome guaranteed 20-year, gold-filled case. Guaranteed to pass inspection on any railroad.

After trial a few cents a day

Watch comes express prepaid to your home. Examine it first. Only if pleased send \$1 as first payment. Wear the watch. If after ten days you decide to return it, we refund deposit immediately. If you buy, send only \$5.50 a month until \$55 is paid.

Order Today on Trial

Just send us your name and address. No red tape. State chain you wish. Offer limited. Don't delay. Write today to Dept. 76B

Our 158-page catalog shows more than 3,000 bargains in Diamonds, Watches and Jewelry. Write for it. J. M. LYON & CO., New York City

Arizona Eastern is Headed by Randolph

Epes Randolph, president of the Arizona Eastern R. R. Co., announced that the following corporate officers resumed their respective duties March 1: L. H. Long, vice-president; J. C. McClure, assistant to president, also charged with the management of purchases and supplies; T. A. Duff, auditor; J. E. White, treasurer; William Hood, chief engineer; all with offices at Tucson, Ariz. E. J. Fenchurch, federal general freight and passenger agent, will continue to hold that office under corporate control, with headquarters at Tucson. C. M. Scott, federal general manager, will continue as general manager in charge of operation, headquarters, Phoenix, Ariz.

Traveling Man Praises Dining Car Service

A traveling salesman, in a conversation with a Rock Island man the other day, made the following comment about the dining car service:

"I have, for the last three months, paid particular attention to the service, food and crews of the dining cars on various roads, East, South and North, and while most of these are of a high standard, I believe if an award was to be made, No. 11, out of Chicago on March 6, 1920, would have no trouble to win. I have yet to run across a more efficient, accommodating, cleaner and better educated men in their line. The service was unexcelled. The steward was genial, careful and always in evidence and attentive to his patron's welfare. The food was that showed someone had a personal pride in his work."

When this bouquet was brought to the attention of T. A. Dempsey, superintendent dining cars, his benign face glowed with more than its accustomed geniality and brilliance.

Oil Field's Scribe Urges All to Vote

For ten days the polls are open for registration for the city election. The election will be held April 6. It is to the best interests of all that every eligible voter in the city register. That is the object of the vote privilege. For centuries the people had no vote, the ruling classes deciding all questions of local, national and international policy. Through bloodshed and hardships, persecution and death, the privilege of voting was won for the masses. Yet the masses will not vote, except for national affairs. It is a peculiar paradox that the closer the issue to the voter, the less the voter cares about the issue. In the water franchise and hospital elections in Bartlesville this winter, both of them questions of vital interest to the citizens of the town, a very small percentage of the eligible voters went to the polls. The city election is coming, and the future administration of the affairs of Bartlesville will be decided by the vote. Citizens who do not register between the 18th and the 27th have no right to object to anything the city administration may do. They will have had their chance.—The Empire

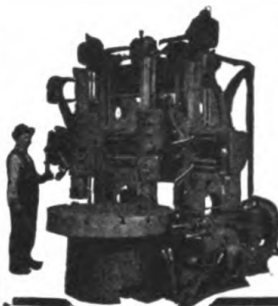
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Economy Coal Company
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MACHINE TOOL EQUIPMENT FOR RAILROAD REPAIR SHOPS

Besides a complete line of tools for general manufacturing and repairs, we specialize in Wheel and Axle Lathes, Wheel Presses, Carwheel Benders, M. C. B. Ganges, etc.

We also build Niles Cranes, Hydraulic Machinery and Steam Hammers.

NILES - BEMENT - POND CO.
111 Broadway New York City
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Standard Speed Ball Bearing Screw Jacks

Suitable for work in repair shops, yards and for all general lifting purposes. The screw is made of crucible machinery steel. The load is carried on a large ball bearing which reduces the friction in the head 90 per cent. These

Jacks are operated by a single ratchet and bevel gear. The direction is determined by a spring-actuated steel pin engaging the teeth of the ratchet wheel in either direction as desired.

Made either with or without a foot-lift in a number of different heights and in capacities ranging from 15 to 50 tons.

Send for catalogue number 209 illustrating and describing the most complete line of Lifting Jacks in the world. (12)

The Duff Manufacturing Co.
Est. in 1883
PITTSBURGH, PA.

DUFF JACKS

Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

TRADE
PANTASOTE

MARK

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

The
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11 Broadway, NEW YORK

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Petroleum Products

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HIGH GRADE PRINTING

JOHNS-MANVILLE RAILROAD SUPPLIES

Locomotive Lagging
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Covering
Locomotive Packings, including Air Pump, Throttle, Valve Stem, Cab Cock, Gaskets, etc.
Power Plant Specialties
Pipe Coverings for all classes of service
High Pressure, Low Pressure and Sheet Packings
High Temperature Cements
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Electrical Supplies
Roofing
Mastic Flooring
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Transite Smoke Jacks
Refrigerators and Steel Pass. Car Insulation
For Air Brakes on Locomotives and Cars
Automatic Slack Take-up
Packing Cups and Gaskets
Expander Rings

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H. W. JOHNS - MANVILLE CO.
NEW YORK CITY
10 Factories—Branches in Large Cities

Lieut. Hibbs Tells
More About Siberia

Lieut. Charles D. Hibbs, of the American Expeditionary Forces in Siberia, a former Rock Island man, has written another interesting letter from Vladivostok. Lieutenant Hibbs was the author of an article on transportation conditions in Siberia, which appeared in the Rock Island MAGAZINE in September, 1919.

"Our mail has all been badly delayed on account of the strike of employes of the Chinese Eastern," writes Lieutenant Hibbs, "but I understand it has been settled now. Our position here is a little more uncertain now than at any time during the past year. All allied forces seem to be withdrawing from this territory to Irkutsk or farther East. Things seem to be in very unfavorable circumstances West of here and as a result the value of the Siberian rouble is now 100 for the American dollar and about fifty of the old style Czar roubles for a dollar.

"Ninety-five per cent of the business done on this part of the railway since we have been here is the refugee business. Train load after train load, all going East. The Russian box car is just about half the size of our standard size and in this Ivan will have a horse, cow, pig, chickens, feed for all besides sleeping and eating quarters for himself and family, and there is always a family. In case of a large amount of live stock, sometimes we see chicken and hog crates nailed underneath the car floor. This is the big reason why equipment is so poor. For instance, I noticed a coal car on a train and for curiosity I measured the wheel base, which was just seven feet, and as I mentioned before, five feet is the gauge, and in this case the coal car was very nearly square. I am thinking that this will very nearly come up to the French railroads for extremes. I made inquiry as to why such a small coal car was used and was told that such cars were necessary to cover shipments of small quantities of coal which were ordered at times in this country.

"We have been entirely without news from America for a month, except that we recently heard vaguely about the Germans sinking the surrendered ships at Scapa Flow, the outcome of the Willard-Dempsey affair and that President Wilson and General Wood were running for president. We know nothing further about coming home."

Lieutenant Hibbs' letter was dated August 18, but it was only delivered a few weeks ago. Trans-Pacific mail service is not very rapid, apparently.

Alton Official Staff
is Announced

The Chicago and Alton Railway company has announced the following official personnel: W. G. Bierd, president; S. G. Lutz, vice-president in charge of traffic; A. P. Titus, general manager; James Williams, secretary; H. E. Wood, assistant secretary; E. S. Benson, comptroller; George J. Charlton, passenger traffic manager; C. W. Gallagher, freight traffic manager, and W. H. Penith, general superintendent, all at Chicago.

Oxweld Railroad Service Company

Complete Oxy-Acetylene Equipments for Railroad Shops installed under service contract.

OFFICES
Railway Exchange, Chicago, Ill.
30 E. 42nd Street, New York

BIND YOUR RECORDS
INTO PERMANENT BOOKS

Adopted by general and local office of every large railroad in the United States.

Binding Machines Permanent Binders
Loose Leaf Devices for All Purposes

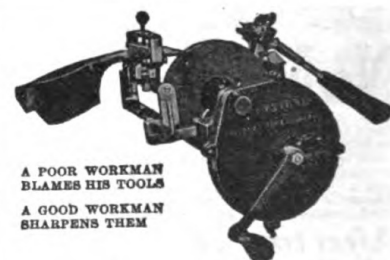
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of the

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Telephone Catalogue
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Keystone Grinder and Manufacturing Co.
MAKERS OF THE
Keystone Railroad Tool Grinders
Pittsburgh, Pa., U. S. A.

The use of this machine will save 80% of edge tool expense

New Laid Eggs

Not over 36 hours old from time of shipment. Packed in 30 and 15 dozen cases.

For one cent per dozen extra I will pack in one-dozen cartons, which can be easily divided among several employees in one office. I make a specialty of non-fertile eggs during the hot months. Prices reasonable.

Harry E. Mitchell Poultry Farms
Anthony, Kansas

Telephone 8343 Chelsea

New Transit Hotel

Rooms \$1.00 and up
464 West 23rd St. New York City
Bet. 9th and 10th Aves.

ALBERT JACKSON, Prop.
Formerly Steamship Pass. Agent for C. R. I. P. R. R.

Five to ten minutes walk from White Star, Red Star, American, Cunard, French and Italian Lines, Piers, Railroad Stations, Hoboken and Jersey City Ferries.

ALL LANGUAGES SPOKEN



THE PARKVIEW

Largest Institution in the World
Treating Rectal Diseases Exclusively

Probably as many as seventy out of every hundred people have Piles or some other serious rectal disease. Experience proves that home-remedies do not cure Piles and that Surgery is Harsh and Dangerous. No matter what you have tried without success—do not despair, you can have your

Piles Cured Without Surgery

No knife; no scissors; no clamp and cautery; no "red-hot" iron; no ligature; no chloroform or other general anaesthetic, only

By DR. McCLEARY'S
Mild Serum-Like Treatment

A success for twenty-three years and in more than 5,000 cases.

THE KANSAS CITY CHAMBER OF COMMERCE Says: "Dr. McCleary stands high in this city. We do not hesitate to recommend him and his large institution."

THESE BANKS ENDORSE ABOVE STATEMENT:
Commonwealth National, Gate City National, National Bank of Commerce, Columbia National, Home Trust Co., Central Exchange National, and Traders National (all of Kansas City).

Write today for Free book telling how to be cured of Piles easily and permanently.

THE PARKVIEW
101 Pasco Kansas City, Mo.

Rea Sees New Future in Transportation

In response to requests for his opinion on the railroad bill in the form in which it passed the house and senate, Samuel Rea, president of the Pennsylvania Railroad system, made the following comments:

"It is beneficial to the country that the railroad bill has been passed and thus removed from the arena of political discussion that increases public unrest and uncertainty.

"We will do all in our power to make the bill a decidedly constructive measure in practice and beneficial to the public, the employees and the owners of railroad securities, but main responsibility for its success rests on the Interstate Commerce Commission in fixing a fair valuation on the railroads; in having liberal views on railroad consolidation, and, above all, in assuring that railroad credit is kept so sound, through reasonable earnings, that new capital for their expansion will be available at all times, and that railroad expansion can precede business demands and its lack not be an obstacle to future progress.

"It will be a great pleasure to get down to the important business of giving the public a reliable transportation service, and we rely on the hearty co-operation of the owners and employees of the Pennsylvania system to maintain its past standards of efficiency, courtesy and reliable investment return."

First Trains Over New Oil Railroad

The first trains to carry passengers on the new Wichita Falls, Ranger & Fort Worth were operated on March 1 between Ranger, Tex., and Edhobby, a distance of 12 miles. The usual boom in the sale of town lots at the terminal of a newly-opened line took place at Edhobby, 30 per cent of the town lots being sold. It was expected that the Wichita Falls, Ranger & Fort Worth would be completed to Jakehamon, 20 miles south of Ranger, by March 10.

Penn Lines Take Cars Renounced by Others

More than 6,000 freight cars, allocated to the various lines by the recent railroad administration and which are not wanted by the railroads to which they were assigned, may be taken over by the Pennsylvania lines. The Pennsylvania has offered to buy this equipment. The Minneapolis & St. Louis, which was allotted 300 of the cars, has taken 550. The Rock Island Lines also have taken over an extra allotment originally assigned to the Chicago & Eastern Illinois.

Refusal of some of the lines to accept the government freight equipment is said to be based upon the belief that the cars, while containing good material, did not come up to the workmanship standard of the lines. The cars have been allotted to the railroads at prices ranging from \$2,700 to \$2,900 each.

This equipment is being financed by the railways through an issue of fifteen-year 6 per cent equipment trust certificates. During federal control a total of about 10,000 cars were built and turned over to the carriers.

BESTOVAL ROOF CEMENT

Made in three Consistencies

LIQUID—(applied with brush)

MEDIUM—(soft-plastic)

HEAVY—(heavy-plastic)

A pure ASBESTOS FIBRE CEMENT made only by

FORSTER PAINT & MFG. CO.

WINONA, MINN.

It's the best—why not use it and get the results you are looking for?

SEVEN IN ONE



The "F. B. C." Welded Stay-bolt Replaces Seven Different Tate Staybolt Sleeves.

"F. B. C." Welded Staybolt insures Better and Stronger Boilers, Eliminates Leakage and Saves 25% in cost of application.

FLANNERY BOLT CO.

Vanadium Bldg., Pittsburgh, Pa.

Swedox Welding Wire

Nonox
For Acetylene
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Too much class consciousness and too little common democracy and love of humanity.

—*Fargo (N. D.) Forum.*

Underwood Announces Erie Executives

Frederick D. Underwood is again president and chairman of the executive board of the Erie railroad, with George F. Brownell, George H. Minor, Thomas C. Powell, and George N. Orcutt, vice presidents. Other officials are Robert S. Parsons, general manager; Robert C. Falconer, chief engineer; August L. Sorenson, comptroller, and William J. Moody, treasurer.

Southern Pacific Extends Steamship Service

The Southern Pacific's Atlantic steamship service will be extended to include the port of Houston, if suitable facilities are provided and the commercial interests of the city express a desire for the service.

Traffic Director L. J. Spence of New York says that the Southern Pacific is having constructed three vessels for the Houston trade at a cost of \$4,500,000. One type of vessel will carry 4,000 tons of cargo at 19-foot draft and the other type 6,000 tons of cargo at 21-foot draft.

The Morgan line of steamers now offer, in connection with the Sunset route, an all-Southern Pacific service between the Pacific and the Atlantic seaboard, via Galveston and New Orleans.

Pearson President of New Haven Railroad

E. J. Pearson, who was federal manager of the New York, New Haven and Hartford railroad during the period of federal control, went back to his position as president of the road with its return to private management. E. G. Buckland, who acted as president, returned to his former position as vice president and general counsel.

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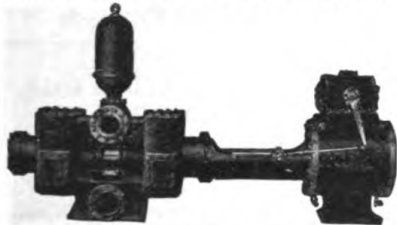
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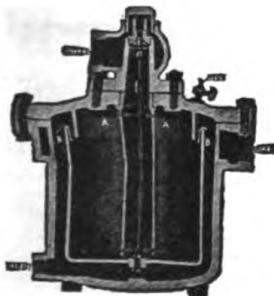
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Appointments

Effective March 13, H. A. Sokel is appointed agent at Plains, Kansas, vice E. Cooke, assigned other duties.

Effective March 17, E. O. Laufman is appointed storekeeper at Belleville, Kansas.

Effective March 17, P. E. Gowens is appointed storekeeper at Phillipsburg, Kansas.

✱ ✱

Jackson Made Receiver Chicago & Eastern Illinois

William J. Jackson, federal manager for the Chicago and Eastern Illinois Railroad, was appointed receiver for that system by Federal Judge Carpenter. He succeeds Thomas H. Deeds, who is to remain with the corporation as financial assistant to Mr. Jackson.

The appointment of Mr. Jackson as receiver placed him back in charge of the property which he had prior to federal control.

The federal court also authorized the railway company to issue \$741,000 in equipment trust certificates to cover the purchase from the government of locomotives built for the lines during federal control.

✱ ✱

Pension Meeting

At a meeting of the Board of Pensions held February 24; the following resolution was adopted.

Resolved: That the word "re-instatement" as used in the second paragraph of Rule 7 of the Rules and Regulations of the Pension System, which is as follows:

"Leave of absence, suspension, dismissal followed by reinstatement within one year, or temporary lay-off on account of reduction of force, is not to be considered as a break in the continuity of service,"

be interpreted, insofar as the Pension System is concerned, so that it shall refer to all persons dismissed from and returned to the service within one year, regardless as to whether or not they were returned to the same position as that formerly occupied; however, that this resolution, or any part of it, shall not refer to, nor modify any existing rules, regulations, or interpretations thereof, of the Pension System relating to any person voluntarily leaving the service of the company.

✱ ✱

Southwestern Utilities Commission Organized

Allison Mayfield of Austin, Tex., chairman of the Texas Railroad Commission, has received notice that the Texas commission has been made a member of the Southwestern Utilities Commission, which was organized recently at a meeting of representatives of the Arkansas, Oklahoma and Missouri commissions. The Southwestern Utilities Commission has for its purpose the promotion of more uniform control of public utilities, especially railroads, and invitations to join have been extended to Iowa, Colorado and Nebraska. The first meeting of the new organization will be held in Kansas City April 3.

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Railroad Chief Tells Story of Success

(Continued from page 5.)

General James B. Regan, of New York City, widely known hotel magnate and capitalist, was a guest of the club and sat at Mr. Gorman's right at the speakers' table. The general said he had seldom spent a more enjoyable evening and when called upon to speak declared that his main regret was that he was not an actual member of the great Rock Island family.

H. E. Riley, whose many enthusiastic admirers declare possesses the best male voice on the Rock Island, favored the club with several selections.

M. L. Bell, vice-president and general counsel, in a characteristic address paid a wonderful tribute to Mr. Gorman, which was heartily in accord with the sentiment of those present.

Thomas Littlepage, of Washington, D. C., a prominent lawyer, praised the Rock Island for the open and above board way the road looked after legislation in Washington.

"The Rock Island was the first road to establish an open lobby in the national capital," declared Mr. Littlepage, "and to tell the truth it was not a lobby at all. Information pertaining to pending legislation has always been available and 'whispers' have never been in evidence in the shadowy corridors whenever the Rock Island was interested one way or another in the passage of bills."

Mr. Littlepage related numerous amusing anecdotes about life around the stage where politicians flourish.

L. C. Fritch, vice-president in charge of construction, maintenance and capital expenditures, spoke briefly and presented an "Ode to the Rock Island," which urged that "esprit de corps" be made apparent from now on.

T. H. Beacom, vice-president and general manager, declared that, like Mr. Gorman, he was more accustomed to talking across the table than to delivering speeches and that during the time he should have been learning oratory he was too busy switching cars. He urged that every one put his shoulder to the wheel.

C. G. Weaver, auditor passenger traffic, and C. A. Searle, general mail and baggage agent, brightened the occasion by talks which were full of pep.

At the speakers' table were W. J. Tolerton, general mechanical superintendent; W. H. Burns, general auditor; Frank Nay, vice-president and comptroller; T. H. Beacom, vice-president and general manager; Gen. James B. Regan, of New York; J. E. Gorman, president; Carl Nyquist, secretary and treasurer; M. L. Bell, vice-president and general counsel; L. C. Fritch, vice-president, in charge of construction, maintenance and capital expenditures; W. F. Dickinson, general solicitor; Thomas Littlepage, of Washington; F. D. Reed, vice-president and general purchasing agent; L. M. Allen, vice-president and passenger traffic manager; W. J. Leahy, assistant passenger traffic manager, and C. A. Morse, chief engineer.

Following the speech-making, election of officers was held. The following were elected by ballot: J. W. Lawhead, president; F. J. McCormack, vice-president; F. A. Werner, secretary; A. P. Cone, treasurer, and Carl Nyquist, R. C. Sattley, W. H. Roche, F. W. Main, and J. H. Fuller, directors.

The dinners of the club will hereafter be held bi-monthly instead of monthly.

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The Life Story of James E. Gorman

(Continued from page 8)

in St. Louis. In 1888 he entered railway service as stenographer, Southern Interstate Association, St. Louis, and since that time was consecutively stenographer, freight traffic department, Missouri Pacific; East Tennessee, Virginia & Georgia, at Knoxville; Chesapeake, Ohio & Southwestern at Louisville. From 1894 until 1902 he was employed in various capacities with the Southwestern Freight Bureau at St. Louis, including that of bureau secretary.

In June, 1902, Mr. Johnson came to the Rock Island as chief clerk to the third vice-president and freight traffic manager. In 1904 he was appointed assistant general freight agent, headquarters at Little Rock, and in 1906 was transferred to Chicago in the same capacity. On February 14, 1909, Mr. Johnson became assistant freight traffic manager, and on December 1, 1915, freight traffic manager. On March 1, Mr. Johnson assumed the duties of vice-president and freight traffic manager of the Rock Island.

L. M. ALLEN.

L. M. Allen, vice-president and passenger traffic manager, was born on Independence Day, 1863, at Davenport, Iowa, and entered railway service on July 1, 1881, with the Rock Island, serving in the following capacities until 1893: Yard clerk and assistant cashier, local freight office, Davenport; assistant ticket agent and ticket agent at Davenport. On February 1, 1893, Mr. Allen was appointed general agent at Davenport and on December 1, 1898, assistant general passenger agent at Chicago. He was promoted to general passenger agent, lines east of the Missouri river, August 1, 1902, and on May 20, 1903, became general passenger agent, at Chicago. On December 9, 1909, Mr. Allen was made passenger traffic manager.

The board of directors of the Rock Island Lines on February 27 elected Mr. Allen vice-president and passenger traffic manager, effective March 1.

CARL NYQUIST.

Carl Nyquist, who was re-elected secretary and treasurer at the board meeting on February 27, is a native of Chicago and his entire railroad service has been with the Rock Island. He entered the treasury department on March 3, 1898, as a clerk and a year later became secretary and clerk to the secretary of the road. He served in various other capacities until 1910, when he was appointed assistant secretary.

In 1913, Mr. Nyquist became assistant secretary and treasurer and when the government took over the railroads he was named federal treasurer. In November, 1918, when George H. Crosby retired as vice president, secretary and treasurer, Mr. Nyquist was elected secretary and treasurer of the company, continuing in that capacity on March 1, when the carriers reverted to private control.

W. J. LEAHY.

W. J. Leahy, general passenger agent, was appointed assistant passenger traffic manager, effective March 1, with headquarters in Chicago. He is one of the best known and cordially liked traffic officials in the West and first saw the light of day at Elmira, N. Y., on July 25, 1867. He was educated in the public schools and at St. Joseph College, Buffalo, N. Y. Mr. Leahy entered railway service in 1883 as a clerk for the Buffalo, New

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York & Philadelphia Railroad and served in various clerical capacities with Eastern lines until 1887, when he was appointed traveling passenger agent of the Rock Island in New York State.

Mr. Leahy was subsequently passenger agent, Middle district, at Philadelphia; general eastern passenger agent; assistant general passenger agent and first assistant general passenger agent. In December, 1909, he was appointed general passenger agent, holding that position until March 1, 1920, when his appointment as assistant passenger traffic manager was announced. During the war Mr. Leahy saw service in the Quartermaster Corps with the rank of Major, and one of the important services he rendered was as a member of the committee which chose sites for cantonments.

G. H. ASPER.

G. H. Asper, chief clerk in the passenger traffic department, was appointed assistant general passenger agent, headquarters Chicago, on March 1. Mr. Asper first entered railroad service with the old Cincinnati Southern, coming to Chicago with the Monon. His first entrance into Rock Island service was as a rate clerk in the general passenger offices and on June 1, 1899, ten years after coming to Chicago, was appointed chief clerk to the general passenger agent, Rio Grande Western, at Salt Lake City.

Mr. Asper returned to the Rock Island in 1901 as rate clerk, general passenger office, Chicago. From December 1, 1902, to May 3, 1903, he was chief clerk to assistant general passenger agent at Kansas City. From 1903 to 1907 he was assistant chief clerk of the general passenger office at Chicago, becoming chief clerk in the latter year. On February 1, 1910, Mr. Asper was appointed chief clerk to the passenger traffic manager.

Col. Brasch Reports La Salle Bowling League

The freight traffic department still maintains a strong lead in the La Salle Bowling League, according to the latest report from Lieut. Col. George M. Brasch, president, and C. W. Fowler, secretary.

"Competition is very keen among the teams," declared Colonel Brasch, as he lit a new panatela, "but we have to hand is to the bowlers of the freight traffic office for being on the job. Great exercise, eh, wot?" and the secretary nodded assent.

The report follows:

Team Standing.					
Team.	Won.	Lost.	Pct.	Team.	Av.
1. Freight Trac	64	11	853	38,337	511
2. Engineering Dept.	47	28	640	35,435	472
3. Tracers	36	39	480	33,803	451
4. Checkers	35	40	468	34,621	462
5. Recorders	35	40	468	33,672	449
6. Strippers	31	44	413	33,146	441
7. Federal Managers.	27	48	360	33,041	442
8. Building Engrs. . . .	26	49	347	33,895	452
Individual Averages.					
Name.	Games.		Total.	Av.	
1. Stemm (1)	72		12,849	178	
2. Fowler (1)	75		13,196	176	
3. Peterson (5)	72		12,098	168	
4. Scott (2)	63		10,521	167	
5. Browning (4)	63		10,488	166	
6. Magnuson (2)	66		10,912	165	
7. Phillips (7)	72		11,757	163	
8. Godfrey (4)	72		11,470	159	
9. Ruehr (1)	54		8,514	158	
10. Blank (3)	69		10,705	155	
11. Scheeder (3)	75		11,625	155	
12. Koch (6)	75		11,492	153	
Individual high series—Stemm, Freight Traffic.					
Team high game—Freight Traffic, 648.					
Team high series—Freight Traffic, 1,683.					

Original from

Rock Island Magazine for April, 1920.

E. E. Clark Chairman of Interstate Commerce

Edgar E. Clark was elected chairman of the interstate commerce commission, March 8, after Commissioners Woolley and Eastman had declined the place because of opposition they had expressed to the railroad law.

The bill conferred wide powers on the commission in regard to rate-making and supervision of concentration of individuals into national systems. Both Mr. Woolley and Mr. Eastman advocated a continuance of government control.

✱ ✱

Carmichael Goes to Memphis, Tennessee

F. B. Bowes and D. W. Longstreet, the vice president and the traffic manager, have announced the appointment of R. J. Carmichael as assistant general passenger agent of the Illinois Central and Yazoo & Mississippi Valley railroads, with headquarters at Memphis, Tenn. Mr. Carmichael has served the Illinois Central in various capacities. Recently he was division passenger agent in Chicago. He is known as the most popular traffic man in the railroad world.

✱ ✱

Minnesota Taxes Received From Roads

Railroad taxes amounting to approximately \$1,255,500 have been received by the state treasurer of Minnesota, declares the *Railway Age*. These amounts are 5 per cent of the gross earnings of the reporting railroads in Minnesota for the six months ending December 31, 1919. The roads which have completed payments on their taxes for the last six months of 1919 are: The Duluth & Iron Range, \$230,962; the Chicago, Rock Island & Pacific, \$89,769; the Minneapolis & St. Louis, \$133,097; the Chicago, Burlington & Quincy, \$21,023, and the Duluth, Missabe & Northern, \$580,647.

✱ ✱

Denver & Rio Grande Headed by Baldwin

The Denver & Rio Grande Railroad announces the following officers:

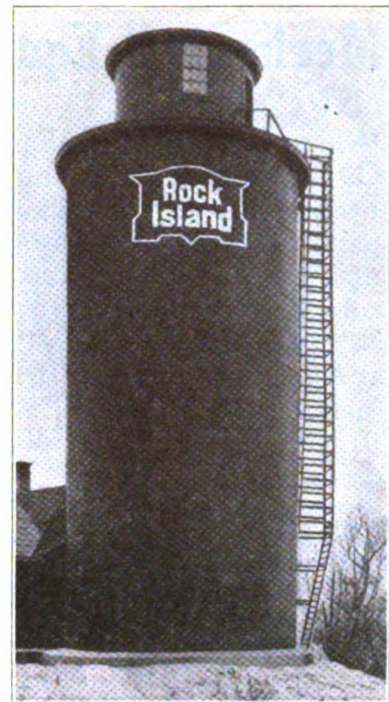
A. R. Baldwin, receiver.
J. Russell, general manager, Denver, Colo.
W. E. Green, assistant general manager, Denver, Colo.
Henry McAllister, Jr., general counsel, Denver, Colo.
E. N. Clark, general solicitor, Denver, Colo.
J. G. McMurry, commerce and valuation counsel, Denver, Colo.
F. A. Wadleigh, passenger traffic manager, Denver, Colo.
Fred Wild, Jr., freight traffic manager, Denver, Colo.
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St. Louis
Syracuse
Utica
Washington

Rock Island Freight Connections at Chicago

(Continued from page 9.)

At South Chicago we do an immense local business to and from our own rails as well as to and from rails of local switch lines and we also have dock service there for our heavy interchange of tonnage with all lake lines.

Englewood is the next main line gateway and here we interchange heavily from the Pennsylvania Co. and to the New York Central R. R. in through and local business and at which place we also do a heavy local business on our own rails. Our westbound interchange from the New York Central is mainly at 44th St. yard and our eastbound interchange to the Pennsylvania Co. is at South Chicago, except some local industry tonnage we give the latter line at Englewood gateway.

Forty-fourth Street Yard is one of our largest local switching yards in Chicago terminal and here we interchange heavily from the New York Central R. R. in through and local business. At this yard we also have trackage service extending westward to the Stock Yards District and over which we operate our own switch trains in handling our stock business with the Stock Yards and other tonnage to and from that territory, through local switch connections and with trunk lines beyond such local switch lines, the main intermediate and terminal switch line being the Chicago Junction Ry. (Belt Line). The Chicago River & Indiana (Belt) also serves in this territory as a switch line and a connection with our rails.

From this stock yards district, otherwise known as "Central Manufacturing District," we daily receive many merchandise carloads from the Chicago Junction Ry whose assembling freight house serve this territory. Also through this gateway we receive daily a train of merchandise loads from eastern lines who use this gateway as a clearing proposition on that class of freight which goes to Burr Oak Station for transfer, except some through loaded merchandise cars for break bulk points west of Burr Oak Transfer. An exception to this arrangement is with the New York Central R. R. who deliver their merchandise loads to us at 44th Street Yard gateway in through tonnage service.

Via this same Chicago Junction Ry. gateway we also have interchange facilities, with The Illinois Northern Ry. (Belt) and the Manufacturer's Junction Ry. (Belt), both industrial lines serving extensive interests.

Sixteenth Street Yard is mostly a local terminal switching proposition, although at that gateway we can interchange, over a belt line known as "Air Line" with the C. B. & Q., C. & N. W., Ill. Cent., Mich. Cent., Erie Ry., Wabash Ry., Pennsylvania Ry., Soo Line, C. & E. I., C. & A., and Monon Ry.

The tonnage via this gateway service would be generally only for local industries but we could interchange through tonnage that way in an emergency and to a limited extent.

At the north end of this same yard we have facilities where we can interchange with the B. & O., N. Y. C. & St. L., and New York Central in emergencies, and in taking care of some rush loads for east reconsigned from our Chicago Team Tracks.

This 16th Street Yard is really a part of Chicago Station terminals and is op-

The M.E. Case Coal Company Peoria, Illinois

offer

For Sale On Contract
effective April 1st, 1920

approximately

200 Tons Daily
La Marsh Creek 1½" Screenings
from their La Marsh No. 1 Mine

ANALYSIS

Moisture	10.14
Ash	8.51
Volatile Matter	36.75
Carbon	43.05
Sulphur	1.55
B. T. U.'s	12209

Peoria freight rate to all points on the Rock Island System.

The M.E. Case Coal Company
Peoria, Illinois

erated as the one yard with the 12th St. yard which contains our extensive team tracks and our different freight house facilities, where our team track and merchandise business is handled with our Chicago local patrons.

The above is an outline of our connections and local yard service at Chicago Terminal, particularly showing our through service facilities, and it can be clearly seen that we are well equipped to give excellent service to our patrons in both local and through business.

✻ ✻

Ten-hour air service from New York to San Francisco is predicted. Passengers in that boat are going to miss a lot of mighty fine scenery.—*Cleveland Plain Dealer*.

*

Great reservoirs in the mountains to store the winter rain and snow would be veritable pots of gold at the end of the California rainbow.—*San Francisco Chronicle*.

*

The millennium can't be so far off. Strikers in Cleveland were persuaded to go back to work by a United States official's address on brotherly love.—*Baltimore American*.

*

Meritorious Service

(Continued from page 10.)

Moines Valley Division, awarded ten merit marks for reporting brake beam down.

Engineer George A. Smith, Des Moines Valley Division, awarded ten merit marks for voluntarily going to Knoxville roundhouse at 4:30 a. m., February 18; no hostler on duty: cleaned fire on his engine and another engine and had both trains ready to leave on time.

Agent J. A. Caulkins, Colorado Division, commended for noting hot box on engine tank of passing train and having train stopped.

Agent R. D. Garber, Colorado Division, commended for taking crew of local freight train to terminal in his motor car for another engine after engine had failed.

Mr. C. O. McGuire, Minnesota Division, commended for noting broken flange and reporting same.

Switchmen W. L. Pence, Roy D. Miller and Le Roy S. Yattaw, Missouri Division, awarded ten merit marks each for extinguishing fire on cinder car.

Fireman Dell Elledge, Missouri Division, awarded ten merit marks for reporting discovery of broken brake beam.

Fireman W. P. Hanh, Missouri Division, awarded ten merit marks for furnishing timber fuel to engine of work train pending delivery of car of coal.

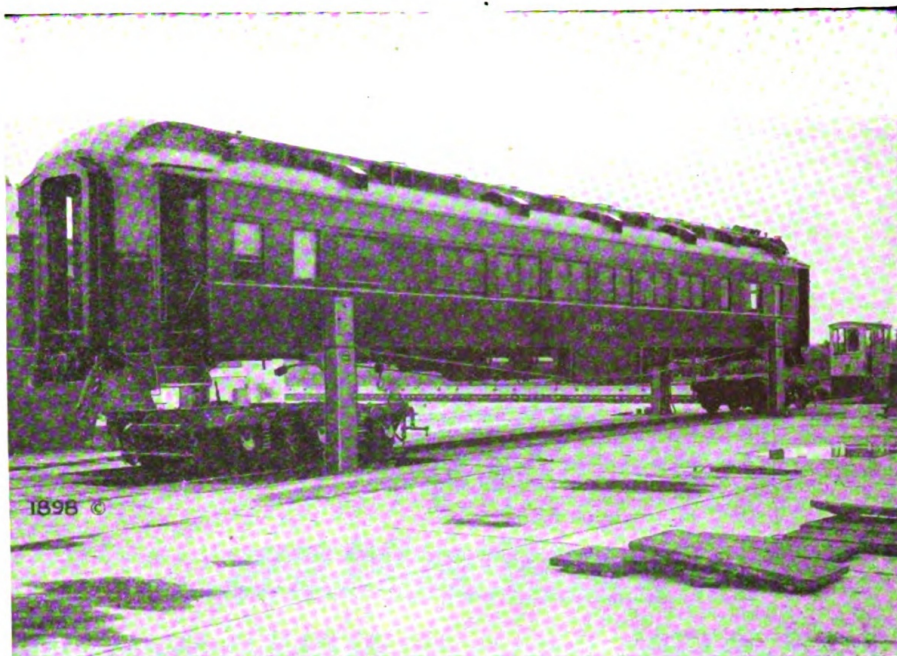
Engineer J. M. Lutz, Missouri Division, awarded ten merit marks, discovery of nuts and spikes on passing track, thus enabling another crew to investigate.

Brakeman W. C. Doolin, Missouri Division, awarded ten merit marks for voluntarily firing engine.

Conductor L. M. Glaze and Engineer J. M. Lutz, Missouri Division, awarded ten merit marks each for precaution taken to avoid fire on company property. They detached their engine, proceeded to bridge and extinguished fire by means of engine hose.

Section Foreman George Bailey, Missouri Division, awarded ten merit marks for reporting discovery of twelve inches of flange gone on passing car.

Agent L. H. Geyer, Traer, Ia., awarded



Whiting Coach Hoist in operation in a large car works, St. Louis, Mo.

Removing Wheel Trucks with Speed and Safety

The slow and tedious method of jacking up heavy passenger coaches or interurban and street cars by hand or hydraulic jacks is expensive and dangerous. The better way is to use the

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NEW YORK

THE P. & M. CO. (ENGLAND) LTD.
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LONDON, E. C.

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Track Tools



Nut Locks

on your track tools
means a satisfied work-
man and better work.

Let us prove the
economy of their use.

Forty-four years of
quality building goes
into every tool with
our trade mark on it.

VERONA TOOL WORKS

CHICAGO

PITTSBURGH

The Buckeye Steel Castings Co.

COLUMBUS, OHIO



Bolsters Yokes Frames
Major and M. C. B.
"D" Couplers



NEW YORK OFFICE
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ST. PAUL OFFICE
877 Merchants Bldg.

CHICAGO OFFICE
619 Railway Exchange

ten merit marks for voluntarily working at coal chute for four hours to relieve coal shortage and avert mad delay to stock runs.

Fireman A. Johnson, Manly, Ia., awarded ten merit marks for handling engine on work train when engineer became sick; also for coaling derrick preparatory to departing for scene of derailment.

Conductor George Smith, Manly, Ia., awarded ten merit marks for handling engine on work train when engineer became sick; also for coaling derrick preparatory for departure to derailment.

Brakeman M. Millian, Minnesota Division, commended for discovery of flange broken off car and having car set out, avoiding accident.

Switchman H. N. Boyer, Missouri Division, commended for promptness in reporting discovery of broken wheel on car.

Engineer G. M. Stanton, Fireman A. H. Campbell and Brakeman Paul Kutis, Missouri Division, commended for extinguishing bridge fire.

Brakeman E. R. Ralston and G. C. Drinkard and Conductor H. D. Jolly, Missouri Division, commended for replacing broken-down draw bar.

Brakeman A. McAndrews, Dakota Division, commended for signalling engineer to stop when he noticed a pair of horses, hitched to the end of the Forest City, Ia., station, become frightened.

Section Foreman A. M. McMahon, Spirit Lake, Ia., commended for refusing to permit elevator man to load car of grain after noting defective wheel, journal and brass.

Brakeman W. H. Hunt, Estherville, Ia., commended for noting a crippled steer in stock car, notifying owner that animal would have to be removed or car would not be picked up, doubtless preventing claim for damages.

Engineer William Buckton, Cedar Rapids, Ia., commended for sending broken train line pipe to shop for repair in order to be available on following morning.

Section Foreman J. Adams, Cambridge, Ia., awarded ten merit marks for prompt reporting of discovery of broken bar on passing train.

Brakeman J. A. Needs, Manly, Ia., awarded ten merit marks for voluntarily passing coal when fireman was unable to keep engine hot.

Conductor A. H. Reese, Estherville, Ia., commended for voluntarily assisting in packing hot box.

Section Foreman Lee Henderson, Greenwood, Mo., commended for stopping train and reporting discovery of brake beam down.

Brakeman H. A. Moe, Estherville, Ia., commended for discovering car of stock which he was picking up off center and center pin missing.

W. W. Wilson, traveling fuel supervisor, Estherville, Ia., commended for voluntarily assisting in packing hot box.

Engineer John Phillips, Switchmen P. M. O'Dowd and Ed. Graney, and Fireman Frank Donovan, St. Louis Division, commended for extinguishing fire on caboose at Carrie Ave., St. Louis.

Section Foreman Sherman Redden, Freeburg, Mo., commended for reporting discovery of leakage in car of wheat.

Engineer Lee, Estherville, Ia., commended for voluntarily assisting in packing hot box.

Beauty Hints

(Continued from page 23.)

• Evergreen Thorn—Solace in adversity.
Everlasting — Never ceasing remembrance.

Fir Tree—Elevation.
Forget-me-not—True love.
Foxglove—Insincerity.
French Honeysuckle—Rustic beauty.
French Marigold—Jealousy.
Fuchsia (scarlet)—Taste.
Garden Marigold—Uneasiness.
Gardenia—Refinement.
Garland of Roses—Reward of virtue.
Geranium (dark)—Melancholy.
Geranium (scarlet)—Comforting.
Geranium (wild)—Steadfast piety.
Gladioli—Ready armed.
Glory Flower—Glorious beauty.
Goldenrod—Precaution.
Heartsease or Pansy—Thoughts.
Heliotrope—Devotion, or I turn to thee.
Hepatica—Confidence.
Holly—Foresight.
Hollyhock—Ambition, fecundity.
Honeysuckle—Generous and devoted affection.
Hyacinth—Sport, game, play.
Hydrangea—A boaster.
Hyssop—Cleanliness.
Indian Jasmine—Attachment.
Indian Pink (double)—Always lovely.
Iris (German)—Flame.
Ivy—Friendship, fidelity, marriage.
Ivy, sprig of, with tendrils—Assiduous to please.
Jonquil—I desire a return of affection.
Lady's Slipper—Capricious beauty win me and wear me.
Larkspur—Lightness, levity.
Laurel—Glory.
Laurel (mountain)—Ambition.
Lavender—Distrust.
Lilac (purple)—First emotions of love.
Lilac (white)—Youthful innocence.
Lily of the Valley—Return of happiness, unconscious sweetness.
Lily (white)—Purity, sweetness.
Lotus Flower—A strange love.
Lily (yellow)—Falsehood, gayety.
Magnolia—Love of nature.
Marigold—Grief.
Marjoram—Blushes.
Meadow Sweet—Uselessness.
Mignonette — Your qualities surpass your charms.
Mistletoe—I surmount difficulties.
Morning Glory—Affectation.
Mustard Seed—Indifference.
Narcissus—Egotism.
Night Blooming Cereus — Transient beauty.
Oleander—Beware.
Orange (blossom)—Purity and loveliness.
Palm—Victory.
Pansy—Thoughts.
Passion Flower—Religious faith.
Peony—Shame, bashfulness.
Periwinkle—Pleasure of memory.
Phlox—Unanimity.
Pimpernel—Change, assignation.
Pink—Boldness.
Pink (carnation)—Woman's love.
Poppy (scarlet)—Extravagance.
Poppy (white)—Sleep.
Primrose—Inconstancy and sadness.
Rose (bridal)—Happy love.
Rose (Carolina)—Dangerous love.
Rose (deep red)—Bashful shame.
Rose (full blown)—Secrecy.
Rose (musk)—Capricious beauty.
Rose (single)—Simplicity.
Rose (thornless)—Early attachment.
Rose (white)—I am worthy of you.
Rose (white and red together)—Unity.
Rose (yellow)—Jealousy.

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Snowdrop—Hope.
Sunflower—Adoration.
Sweet Pea—Delicate pleasure.
Sweet William—Gallantry.
Syringa—Memory.
Thistle—Retaliation.
Tuberose—Dangerous pleasures.
Tulip (red)—Declaration of love.
Tulip (variegated)—Beautiful eyes.
Tulip (yellow)—Hopeless love.
Verbena (pink)—Family union.
Verbena (white)—Pray for me.
Violet (blue)—Faithfulness, modesty.
Violet (yellow)—Rural happiness.
Virginia Creeper—I cling.
Water Lily—Purity of heart.
White Jasmine—Amiability.
Wistaria—Welcome.
Woodbine—Fraternal love.
Zinnia—Thoughts of absent friends.

Kitchen Economies

(Continued from page 22.)

1 egg

1 lemon

Beat the egg well, gradually add the sugar, butter, lemon juice and other ingredients. Mix well and pour in a lined pie plate. If crust is baked first before filling is poured in it should be baked about 10 or 15 minutes.

Here is a basic cream pie recipe. This may be flavored with vanilla, melted chocolate, orange juice or any other flavoring:

CREAM FILLING FOR PIE.

2½ cupfuls of milk

¾ cupful of sugar

2 tablespoonfuls of flour

1 teaspoonful of vanilla

1 egg

Scald the milk, then pour into the well-beaten egg and cook in a double boiler. Rub the flour smooth with a little cold milk and add the vanilla, then add the sugar, and stir until done.

Reading Makes Further Changes in Personnel

Additional announcements of personnel in the management of the Philadelphia & Reading Railway company are made. Frederick M. Falck becomes general manager of operation and maintenance; James M. Gilland, transportation assistant and William H. Keffer, general superintendent. R. Boone Abbott, assistant general superintendent; Clarence K. Klinck, real estate agent; Samuel T. Wagner, chief engineer; William Brown, shipping and freight agent; Robert L. Russell, freight manager; Edgar D. Hillear, general freight agent; Harry C. Stauffer, general coal freight agent; Edson J. Weeks, passenger traffic manager, and Edwin L. Lewis, general passenger agent.

Investigation Ordered on Alaskan Railroad

The Senate on March 8 adopted a resolution proposed by Senator Jones of Washington, calling on the Secretary of the Interior to advise the Senate what steps have been or are being taken to develop and settle the country traversed by and tributary to the government railroad in Alaska, what steps have been or are being taken to develop traffic over the road, whether any organization has been created for these purposes, and if not, why not.

Rock Island Magazine for April, 1929.

New Staff of Monon Railroad Announced

President H. R. Kurrie of the Monon announces the following official staff for that line: Fred Zimmerman, vice-president, Chicago; F. S. Wynn, secretary and assistant treasurer, New York; Byron Cassell, treasurer and assistant secretary, Chicago; H. R. Mardorf, assistant secretary and assistant treasurer; H. T. Evans, auditor, Chicago; H. C. May, general manager, Lafayette, Ind.; A. S. Kent, chief engineer; C. C. Hine, general attorney; E. P. Cockrell, general passenger agent; E. P. Verina, general freight agent; J. H. Liebenthal, purchasing agent, Chicago.

✱ ✱

New Officials for Erie Chicago Office

The following appointments for the Chicago region of the Erie were announced:

George T. Depue, mechanical superintendent; John R. Sexton, regional engineer; William V. Kennedy, general freight and passenger agent; Albert N. Breland, freight claim adjuster; John W. Cofer, auditor; James E. Levertson, chief of police; Harry W. Trumpler, assistant treasurer; Forrest W. Rosser, superintendent Chicago and Hammond terminals; Edmund I. Bowen, superintendent Marion division.

✱ ✱

Railway Executives Issue Statement

Coincident with the return of the railroads to private ownership, the Railway Executives' association issued a statement regarding the railway situation in which they explain that the carriers are approximately five years behind in operating equipment as a whole, and sufficient credit must first be established before the carriers can begin the task of overcoming that deficit. It was estimated that the roads are three years behind in passenger cars, two years behind in locomotives, one year behind in freight cars, and two years behind in Pullman cars.

Regarding the effects of the new federal railway legislation the executives say that "the Interstate Commerce Commission is on trial, because the powers conferred upon that body by the bill are so enormous and so far-reaching that it will become largely responsible for the success or failure of the system of regulation.

"The state commissions are on trial, because if they hold back and refuse to co-operate with the Interstate Commerce Commission in establishing a harmonious system of rates to apply to both state and interstate commerce of the same carrier, they will interpose an obstacle in the way of the success of the system for which public opinion will hold them responsible.

"The carriers are on trial, because an effort has been made to extend to them help of a substantial character in the performance of their public duties, and public opinion will hold them to a strict accountability for the fidelity and efficiency with which these duties are performed."

Central Iowa Fuel Company

Producers of

Chariton Block Coal

Clean coal

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Rock Island & Pacific, Chariton,
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Your name on a "Standard" policy

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PROTECTION**

for those times when you are
disabled by injury or sickness.

Ask Any Agent of

**THE STANDARD ACCIDENT INSURANCE COMPANY
of DETROIT, MICH.**

Railroad Dept.

H. C. CONLEY, Supt.

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WOODRUFF ICE COMPANY

Manufacturers and Dealers in ICE—Made from Pure Distilled Water

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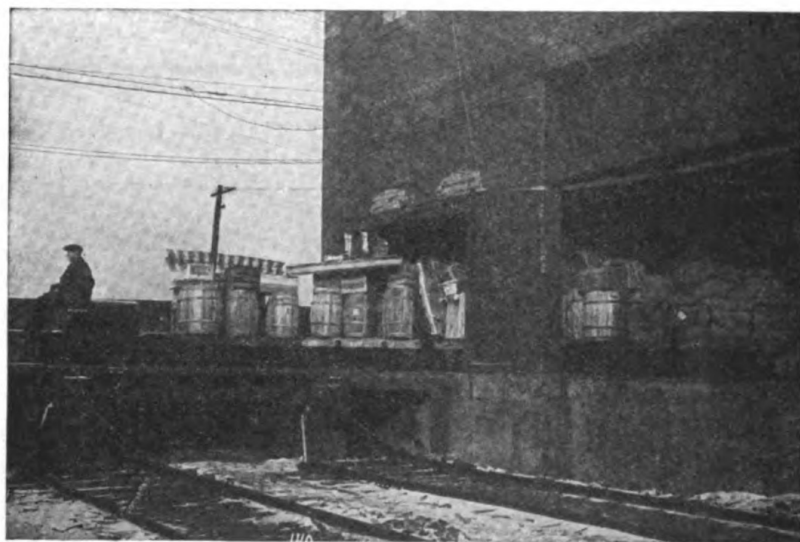
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Current Event

(Continued from page 18.)

Mrs. Helen C. Statler, granddaughter of the late Gov. Woodbridge, of Michigan, has announced that she would be a candidate for the Republican nomination for congress in the Third Michigan district.

The whereabouts of Angelus J. Casten, a director of experimental chemistry and inventor of a chemical propulsive agent for depth bombs used by the United States in the world war, is a mystery which caused concern here. Casten's fiancée and his brother, Samuel Casten, said they believed the inventor had been kidnapped. He was last seen in Detroit about March 1.

Announcement that Japan purposes to withdraw her troops from Siberia appears to have been at least premature in the light of despatches from Tokio, which indicate that the whole subject is under discussion in the Diet. Meantime, the government is refraining from any change in its program, which contemplates the maintenance of a considerable force in Eastern Siberia and the retention of strategic railways.

Opening of Hulbert Railroad Y. M. C. A.

(Continued from page 18)

then existed. But let me say that the thing that held us here was friendship for our officials. They are not officials who are always too busy to see a man. Any of us can go to them at any time and get a hearing. They are always glad to see us. So I say it was their kindness and our friendship for them that held us here during those days when we had no advantage for our comfort such as we now have in this new and splendid building."

The Illinois Central R. R. Y. M. C. A. at Mounds, Ill., sent a fraternal delegate to the opening in the person of Mr. Ollie C. Walker, local chairman for the engineers on the Paducah and Cairo Divisions and a member of the committee of management of the Mounds Association.

Telegrams of congratulations were read from A. B. Warner, assistant general manager, El Reno; from H. L. Reed, general superintendent, El Reno; from W. N. Northcott, state Y. M. C. A. secretary of Iowa; and from John F. Moore, senior secretary of the railroad department, New York City.

Among those who brought greetings and spoke words of congratulations were: E. E. George, general secretary Y. M. C. A., Memphis, Tenn.; L. F. Shedd, general supervisor safety and fire prevention, Chicago; K. Johnson, trainmaster, Little Rock; C. B. Sloat, assistant general passenger agent, Little Rock; C. L. Sharp, master mechanic, Little Rock; B. B. Shaw, division engineer, Little Rock; M. O. Gay, trainmaster, Little Rock; W. B. Folsom, Brinkley, Ark., and Mrs. H. V. Bray, who at the request of Supt. Walker responded for the ladies of Hulbert.

The closing address was made by Mr. C. R. Bearmore, executive secretary of the Railroad Y. M. C. A. of Chicago, and was followed by a dedicatory prayer by Mr. John L. Hunter, secretary, Arkansas State Y. M. C. A.

The Hulbert building represents the best thought of the engineering department of the Rock Island. Every feature

Rock Island Magazine for April, 1920.

that could be made to contribute to the comfort of those who use the building has been embodied in its construction. The arrangement of the various facilities represents the very latest word in Railroad Y. M. C. A. architecture. Probably the one feature that will be most appreciated is the screened veranda extending around both floors of the building. The second floor of this veranda constitutes a great sleeping porch as the rooms have all been constructed with French windows cut to the floor so that the occupant of any room may draw his bed out on the screened veranda during the hot, sultry nights of the long summer season. Shower baths are provided on each floor.

On the main floor the building has been designed with full open archways between the lobby, the billiard room, the restaurant and the reading room, giving the spacious effect produced by low-beamed ceilings and expanse of room unbroken by doors or partition walls. The club room is separated from the reading room by folding doors so designed that they may be entirely folded back, throwing the club room and the reading room into one large room for assembly purposes. The kitchen and restaurant represent the very latest in hotel equipment and were designed especially with reference to the type of service to be rendered.

According to Mr. B. B. Shaw, division engineer, the town of Hulbert is in the Mississippi overflow area, and it was necessary to determine the highest high-water mark ever reached in that vicinity and to construct the building above that elevation. This condition required that the heating plant and all bath and toilet facilities be similarly protected so that high water conditions would in no wise affect the operation of the plant. On the main floor, but having no interior connection with the main part of the building, the architect has provided an apartment for the secretary's family with separate entrance and veranda.

Since opening for business in the early fall, the restaurant has served a monthly average of 4,600 meals and an average of 780 beds have been used monthly by men in engine and train service. Mr. S. E. Hawkins, the secretary, came to the Rock Island on September 1 from a long and successful experience as Y. M. C. A. secretary on the Northwestern Lines.

The out-of-town guests present at the opening were:

A. E. Walker, Supt. Arkansas Division, Little Rock.
L. F. Shedd, Genl. Supervisor of Safety, Chicago.
A. D. Aikin, Division Freight Agent, St. Louis.
E. E. George, General Secy. Y. M. C. A., Memphis.
C. R. Bearmore, Executive Railroad Secy., Chicago.
C. N. Mable, Agent Freight Dept., Memphis.
F. M. M. Richardson, Regional Railroad Secy., Chicago.
O. C. Walker, Local Chairman Engineers, Illinois Central Railroad, Mounds, Ill.
B. B. Shaw, Division Engineer, Little Rock.
F. C. Johnson, Division Freight Agent, Memphis.
O. J. Page, General Car Foreman, Little Rock.
Sam L. James, Traveling Freight Agent, Memphis.
G. C. Metcalf, Local Chairman Fireman, Little Rock.
W. Richardson, Asst. Secretary Y. M. C. A., Memphis.
K. Johnson, Train Master, Little Rock.
J. B. Dickinson, Chairman State Y. M. C. A., Little Rock.
John L. Hunter, State Secy. Y. M. C. A., Little Rock.
C. B. Sloat, Asst. Genl. Passenger Agent, Little Rock.
W. R. Garrett, Secy. to Superintendent, Little Rock.
C. L. Sharp, Master Mechanic, Little Rock.
M. O. Gay, Train Master, Little Rock.
E. E. Whitehurst, Agent, Little Rock.
W. B. Folsom, Brinkley.
Mrs. O. E. Norris, Little Rock.
Mrs. A. E. Walker, Little Rock.
Mrs. B. B. Shaw, Little Rock.
Mrs. K. Johnson, Little Rock.

Ball Watches

The Official Railroad Standard



**Says the
Train Dispatcher**

"Abraham Lincoln's famous saying about fooling the people, etc., didn't refer to watches and train dispatchers, of course, but the same principle applies. For when it comes to the correct time you can't fool any train dispatcher any of the time. He must have correct time and he *knows* constantly when his watch is keeping it."

Dispatchers and all men of the rail, who put their confidence in the Ball Watch do not have this confidence violated.

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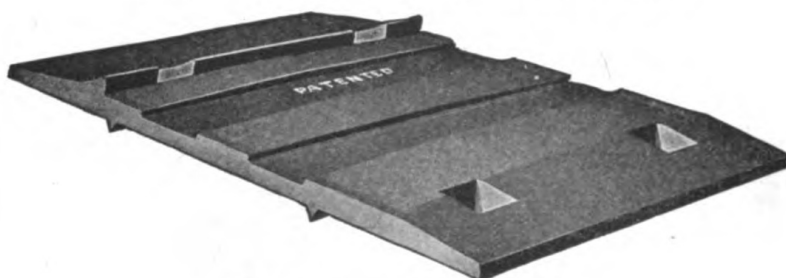
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The Sport-Madness of Nineteen-twenty

(Continued from page 11.)

built an arena to accommodate something like 80,000 people but under 40,000 people were sweltering on the white pine bleachers when Jack Dempsey beat down Willard. There are several reasons for the deficit here. One of the reasons was the skepticism in regard to the chances of Dempsey; another was the fear that there would be no seats left. It was announced early in the game that the place would be sold out and too many people took the press agent seriously.

But to counterbalance this failure, take the miracle of the six-day bicycle race of 1919. The six-day bicycle race, which is inflicted annually at Madison Square Garden, is a fatuous sort of pastime and in these days when only college professors seem to be riding "wheels" ought to be obsolete. But at the last six-day bicycle race they had to call out the strong arm squad to beat back with blackjacks the overflow crowd that wanted to toss its money into the box offices.

Petey Coleman, the veteran ticket taker at the Garden, developed incipient paralysis in both hands from taking in money. Bills were pitch-forked into the corners of his cage. Three times a day they would empty the Garden and immediately the same crowd would put up more money and dash back to peer through the tobacco smoke screen at the endless grind. The race was such a pronounced financial success that they have decided to hold a spring six-day race as well as a winter one and they probably will have to turn them away at both events.

In New Jersey, eight-round, no-decision bouts are packing them in every week. It is no uncommon thing for the promoters to turn away from five to ten thousand people in a single night because the armories where the bouts are held will accommodate only eight thousand or so at from five to ten dollars a head. Wrestling matches at Madison Square Garden and the armories at New York City are finding the same trouble. There is no enclosure big enough to contain the crowds. There was a time when the mention of a wrestling match would cause a snicker, but now the crowds are taking them quite seriously as is indicated by the profits returned to the promoters.

This sport madness of 1919 is a mere preliminary to the madness that is coming upon us, for this is the year of the Olympian and many other international competition. In addition to the games at Antwerp, there will be the international yacht race, the tennis games for the Davis Cup, international golf competition and games and rowing meets in which the English colleges will compete with the American colleges.

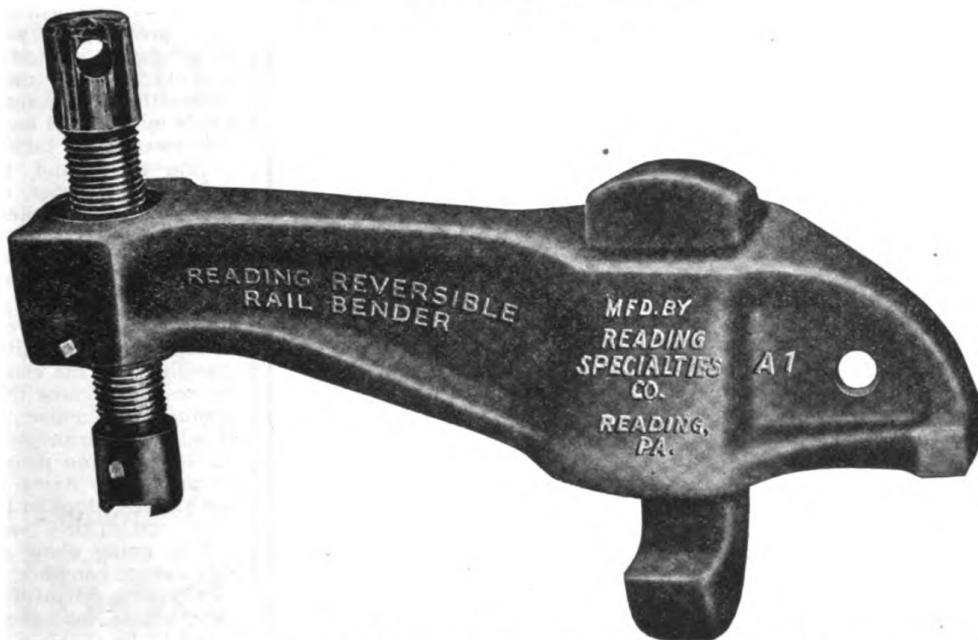
This is why two farsighted baseball magnates, Colonel Jacob Ruppert and Colonel T. L. Huston, owners of the New York Yankees, have invested something like \$150,000 in one baseball player, Babe Ruth, the new home run king. A few years ago if anybody had predicted that a baseball player's services would bring that amount in the open market, he would be sent to a quiet place and people would feel sorry for his folks.

BIG LEAGUE SALARIES UP.

Salaries in the big leagues have been boosted beyond the dreams of a few years ago. The baseball "hold-outs," the men who refuse to renew their contracts in the spring only to be there when the

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This means train delay in cutting out the car.

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season starts, are getting their demands this year. The players know that the managers expect to make big money this year and the player, who is always in there thinking, wants some of it.

The prospective match for the heavy-weight championship of the world will come pretty close to being the million-dollar fight. Already one promoter has bid over half a million dollars, which means that he is reasonably sure that a whole million will be taken in at the gate. The meeting of Jack Dempsey, champion of the world and the shipyards, and Georges Carpentier, champion of Europe and the Allied Armies, will be one of the sporting events of 1920, and wherever it is held there all the devotees of the manly art of mauling will mobilize.

Before the war professional boxing had fallen into disrepute in the United States. The Joy Killers were partly responsible and the crooks in the game did the rest. But now the sport seems to be coming back under the proper auspices. It was a favorite sport in the Army and the four million men who served in the United States Army during the war will come pretty close to having it restored.

CHAPLAINS ARE CONVERTED.

It is going along pretty well already. You cannot convince a he-man that there is anything harmful in a fair standup fight, and a lot of clergymen who happened to be chaplains during the war are convinced that a good boxer is not necessarily damned from the start. The chaplains, you will recall, were made to referee the regimental bouts, and the experience broadened them considerably.

Very shortly they will have professional boxing again in New York City and the promoters will be able to write their own prices for tickets to the first bout in Madison Square Garden. The first-night crowd will not be made up of the "roughneck" element, either. It will be more like a first night at the opera and a list of the box holders will compare pretty well with a list from the Metropolitan. You will recall that the women were plentiful at the Carpentier-Beckett fight in London and that they wore evening gowns and that one peeress who had broken a leg had to be wheeled down to the ringside in an invalid's chair.

The strongest booster, inversely, for the sport-madness that is now with us is the former Crown Prince of Germany. He declared that the American soldier, though not thoroughly trained, was made a tough and formidable customer through his constant indulgence in sports. If sports helped to harass the Hun they served a great purpose and they certainly should be worth preserving. There may be other brands of Huns to be reckoned with later on.

Aside from this reason, which is purely utilitarian, indulgence in sports or the mere looking on ought to be encouraged here where the tendency runs to paunch and dyspepsia while the mind is always on the dollar. If you can not get a thrill out of a situation such as a baseball game tied in the ninth or a football game in the last quarter with only a few inches and a few seconds for the scoring of the deciding touchdown you are something of a walking dead man.

Therefore, since the sport-madness of 1920 is upon us, do not try to escape its infection. On the contrary, try to become one of the madmen who will utter loud and raucous cries when Babe Ruth knocks his thirtieth home run out, Jack Dempsey or Georges Carpentier puts over the right to the jaw. You will find that it is great to be crazy.

Rock Island Magazine for April, 1920.

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ILLINOIS TRACTION SYSTEM.

Have You a Copy of September Magazine?

Due to an unprecedented demand, the ROCK ISLAND MAGAZINE office is out of September, 1919, numbers of the periodical. It is probable that there are a number of the September magazines in the homes of employees who have no further use for them. Those who care to do so will confer a favor on the editor by mailing him their September copy, care of the La Salle Station, Chicago. Postage (which will be three cents per magazine) will be refunded.

Photos of Rock Island Youngsters are Needed

The fond parents of Rock Island youngsters are not coming to the front as rapidly as they could. There are only half a dozen or so photos of children on hand at this office, and at least ten, perhaps more, should be available for the next issue.

Don't you think your two-year-old daughter, or four-year-old son, or both of them, would materially help the appearance of the next magazine? If so, purchase the necessary stamps and shoot the photo to the editor, ROCK ISLAND MAGAZINE, La Salle Station, Chicago.

Rock Island Praised for Courtesy to Widow

Supt. C. L. Ruppert, of the Illinois Division, has received the following letter:

"I want every one of the officials of the C., R. I. & P. Railroad Company to know that I, widow of H. R. Huntington, passenger conductor, deceased, thank the company, most heartily, for their courtesy always and kindness to me since my husband's death, 1913.

"I was married Jan. 19, 1920, so realize that my passes are terminated, but I do appreciate so much your kindness in extending passes to me the last six years, and I want to thank each and every one of you.

"Very gratefully yours,
"Elsie Huntington Davis,
"169 Grove St.,
"Blue Island, Ill."

District Chiefs to Be Known as Managers

The operating heads of the first and second districts will hereafter be known as managers, instead of assistant general managers, their titles during federal control period, or general managers, which was their pre-war designation. Announcement of this was recently made. C. W. Jones is manager of the first district, headquarters at Des Moines, and A. B. Warner manager of the second district at El Reno.

Several other changes in title only have been made. A. W. Towsley and A. B. Ramsdell have been named assistants to the vice-president and general manager. H. Clewer is made general supervisor fuel economy, at Chicago, and F. Connelly and J. Benzie assistant general supervisors fuel economy, the former at El Reno and the latter at Des Moines.

The assistant supervisor fuel economy on divisions will hereafter be known as supervisor fuel economy.

Rock Island Magazine

Published Monthly

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The maturity of the soul is worth more than the first brilliance of its faculties, or the plentitude of its strength, and the eternal in us can but profit from all the ravages made by time. There is comfort in this thought.—Amiel.

The Meditations of Hambone

MISS LUCY GOT ATTEM ME
BOUT TELLIN' DAT NEW
COOK DEY'S FO'-FIFTEEN
A DAY IN MAH JOB, BUT
DA'S ALL RIGHT—DEY IS
FO'-FIFTEEN A DAY IN IT
-- FO' BITS EN FIFTEEN
HOURS!!



One of the Ways to Cut Down Paper Waste

H. R. Childs, cashier of the local freight office at West Liberty, Ia., has an excellent way of curtailing the waste of paper which, if followed universally on all railroads, would amount to a sizeable item.

As Mr. Childs explains in a letter to the ROCK ISLAND MAGAZINE, all freight tariffs and most supplements thereto have from one to three pages left blank at the back. This paper is generally of good quality and of convenient size for use in correspondence.

After cancelled tariffs and supplements have been kept the required length of time, Mr. Childs tears off these blank pages before they are thrown in the waste paper bag, using these pages for correspondence of various kinds. A considerable saving is thus effected, even in a small station.

Law Department Grieved at Miss Shelley's Death

Miss Winifred M. Shelley, one of the most efficient employees of the Law Department in Chicago, passed away at St. Joseph's Hospital on February 19, 1920, after having undergone an operation which for nearly a week was thought to be successful. Therefore, to all those in the office, eagerly awaiting her return, the report of her passing seemed unbelievable, and the more so because she had always appeared to be in perfect health and had always taken such delight in living. She never complained, but so unselfishly forgot herself in making those about her happy that no one realized the seriousness of her condition when she fell ill.

Those who had the privilege of knowing Miss Shelley will ever cherish with fond remembrance her charming personality.

Tribute is Paid to Silvis Glee Club

Have you ever heard the Silvis Shop Glee Club? You haven't! Well, you've surely missed something. The writer recently had the privilege of hearing some beautiful and inspiring selections rendered by the "Boys in Overalls" during the noon hour at Silvis and to say it was a real musical treat is to express it mildly, but to utter the truth. One would hardly believe that men from the various vocations in a large system shop could present themselves so creditably from a musical viewpoint. Director Powell and the Glee Club generally, are to be congratulated. They equal and excel many of the old and well trained musical organizations.

Mr. "Sam" Mullinix, superintendent Silvis shops, takes great pride in his "Silvis Shop Glee Club" and it is his wish and desire that in the very near future the opportunity to hear "his boys" sing will be afforded many Rock Island employees. If there is anything we can do to assist this musical organization, let's pledge ourselves to do it. They deserve our every effort and our most loyal support, and stand out as another evidence of the ability of the "Rock Island family" to excel others in worth while accomplishments. Our advice: Hear them sing and be convinced of their exceptional worth and musical ability.—L. F. S.