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Rock Island Magazine

Edited by
H.E. REMINGTON



DECEMBER 1920



In Their Place— What Would You Have Done?

This was the situation:

Overland plants were working to capacity. 600,000 Overlands had been sold, and a continent was clamoring for more.

Then the Overland organization became concerned about the price of gasoline.

Now, gasoline is not Overland business, but it becomes Overland business when the welfare of Overland owners is at stake.

So Overland designers were told: "Gasoline is continually going up. Every cent advance increases the upkeep of the Overland. Go back and bring it down!

Months and months of experiment! Millions of expense!

And then — a **GREATER OVERLAND**, built of light alloy steels, mounted on the famous **Suspension Triplex Springs** and giving unheard-of gasoline mileage!

Overland designers said: "We don't know what it cost to create, but we do know that it will cost

six millions to get ready to use it!"

The answer was: "The public has stood by the Overland, the Overland must stand by the public.

Equip your plants to produce it." \$6,000,000 for an ideal!

In the Overland Company's place, what would you have done?

Some organizations would have said: "The present Overland is good; why quarrel with success?"

But the Overland theory is, that nothing is good enough that can conceivably be better, and that the great family of Overland owners have placed upon the Overland Company an obligation, not only to produce, but to progress!

In that spirit, the Overland was created.

In that spirit, it is presented.

And now, in that spirit, let us get together!

Overland
The Economy SEDAN

WILLYS-OVERLAND, INC., TOLEDO, OHIO

Sedans, Coupes, Touring Cars and Roadsters
Willys-Overland, Limited, Toronto, Canada

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URBANA-CHAMPAIGN



California

bids you share in her
inexhaustible wealth

Let 10 Acres of ALMONDS Make You Independent for Life

What better investment could you Railroad men ask than this—a big income-producing almond orchard in one of the most beautiful valleys of California, midway between Los Angeles and San Francisco, and only 16 miles from the coast—as delightful a place as you could wish to make your home when you retire? Approximately a hundred railroad men—conductors brakemen, engineers, firemen, shop and office men, etc., have already taken advantage of this unusual investment opportunity.

Mail coupon and our Secretary, Mr. Wm. Nicholson, will send you a list of those who have bought—who expect some day to move to California and are preparing now for an income when they go. Mr. Nicholson was formerly Colonization Agent for the Santa Fe. He has recently returned from Paso Robles, where he made a thorough investigation of our project and he tells you railroad

men that this is the safest, best paying investment ever offered along agricultural lines.

We have divided our almond lands into tracts of 10 acres each. To each of these 10-acre tracts we plant 700 of the finest pedigreed almond trees that horticultural skill can produce.

After the first crop the yield increases at the rate of about 4 pounds per tree per year, when, at 8½ years of age, the normal yield is about 20 pounds per tree—14,000 pounds from a 10-acre orchard of 700 trees. For the past 3 years almonds have brought the growers upwards of 25c per pound.

We figure that the price of almonds is not likely to fall below 25c. On that basis 14,000 pounds brings a gross revenue of \$3500. Deducting every possible item of expense, an 8½ year old 10-acre orchard should easily earn a net profit of from

\$2500 to \$3000 a Year

Don't wait. This is an opportunity which cannot last much longer. On account of the growing scarcity of good available almond land in the Paso Robles district this will probably be our last selling season. And remember, when you invest in one of these orchards you are not buying so many acres of raw land and then left to work out your own salvation as best you may. You really buy a **life income** in the form of an almond orchard that has proved itself to be a money maker before you come into possession of it. Moreover, you identify yourself with a big, financially strong organization where continued success depends upon the success of each individual orchard owner.

A moderate payment down starts your orchard going. Balance in convenient payments and out of your crops.

Money Back Guarantee.

If possible make a trip to Paso Robles and examine conditions there first hand. We allow you 30 days in which to investigate. If you do not find everything just as represented in our book, "A Life Income plus California," we will refund you any payment you may have made, together with your railroad and Pullman fares both ways. This same offer holds good if instead of going yourself, you have a representative make the trip of investigation.

Associated Almond Growers of Paso Robles

901-6 Lytton Bldg., Chicago

Your Interests Safeguarded by Strong Trust Agreement

Every dollar that you pay for the purchase of an almond orchard from us goes to your Trustee—the County National Bank & Trust Company of Santa Barbara, California—a strong and conservative national bank with assets of approximately \$3,000,000. This money is conserved and expended according to the terms of the trust instrument for the development of your almond orchard and such other overhead expenses as may be necessary to the conduct of our Association for the benefit of each and every tract owner. The trust agreement under which our Association operates offers the largest measure of protection to the buyer that has ever been provided for in any land development project. We cannot even buy land without the written consent of your Trustee. In brief, our Association is today conducting the greatest constructive work along horticultural lines of any organization in the United States and we are safeguarding our buyers' interest in a way that has never before been dreamed of.

FREE Illustrated Book

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



Personal attention of
MR. WM. NICHOLSON

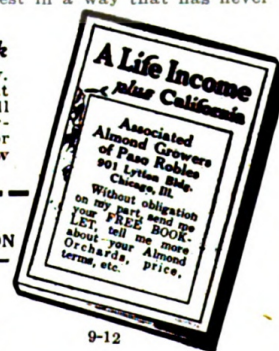
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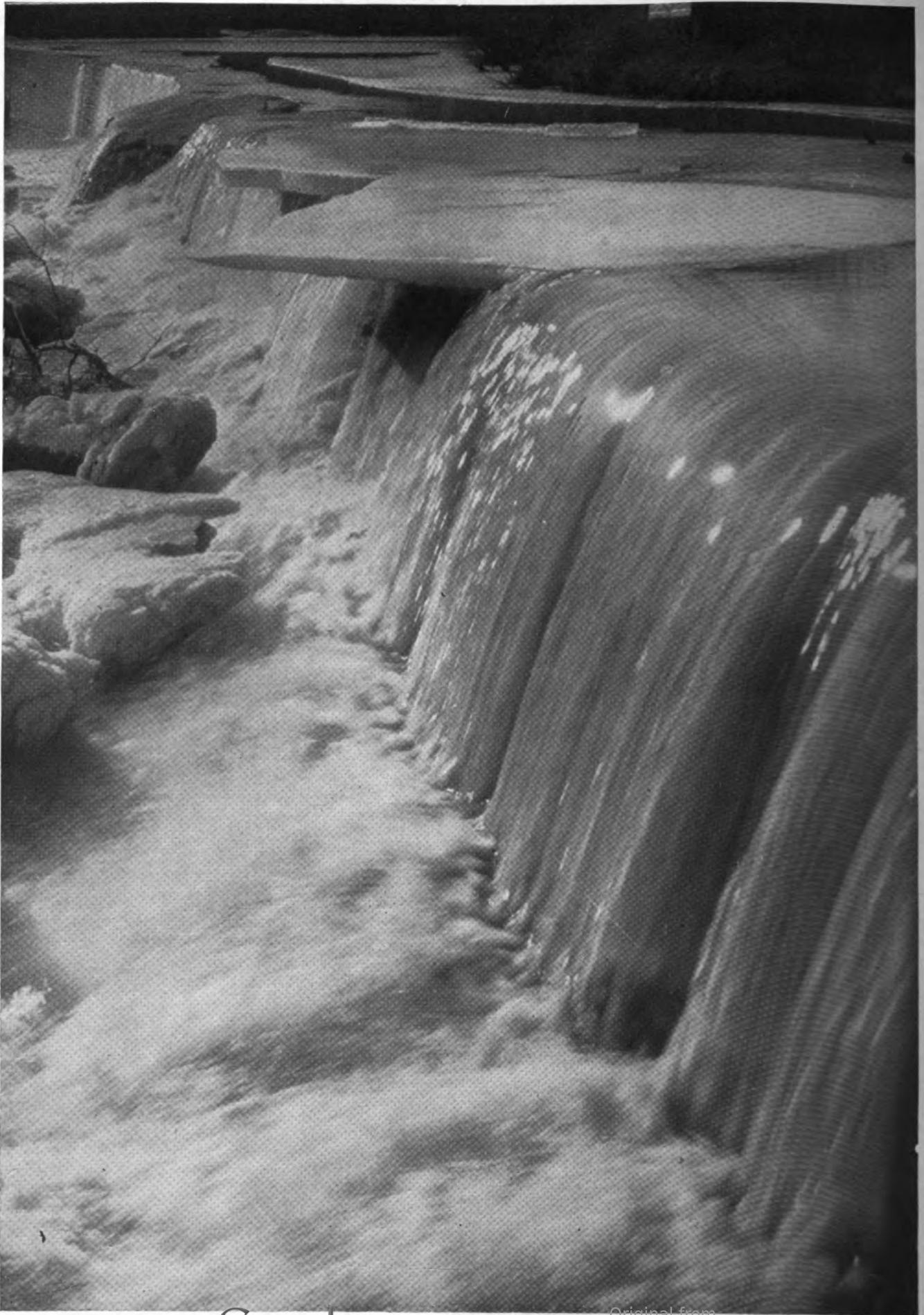
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9-12



No. This is not Niagara in winter, but the Blue River Falls near Fairbury, Neb., on the Rock Island Lines during the breaking up of an ice gorge last winter.

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ROCK ISLAND MAGAZINE

Vol. XV.

DECEMBER, 1920

No. 12

MAKING GOOD.

There is published in this issue of the ROCK ISLAND MAGAZINE the story of a Rock Island fireman who "made good," because he kept his promises and worked hard toward a definite goal. And that's about all anybody needs to "make good." The story is not printed with any desire to heroize this "boomer" fireman, but merely to point the way for other Rock Island employees who may have been giving a listening ear to some who say there are not the opportunities today that existed when "the old man got in the game."

The fireman in the story is no different in his general makeup than many of the other men whose labor makes it possible to bring the trains in on time or to keep the engines and track in repair. But he knew the value of keeping his promises, and set out to accomplish something definite for himself and to invest his earnings in something permanent and worth while. This he has done in the last three years.

There are no glittering generalities and high sounding preaching in his story. It's cold, hard facts that anybody can understand. There never was a time when the man who works with his hands has had better opportunity to build permanently for himself than right now. Fireman Vest made good, but not until he cut out his "boomer" habits and settled down to hard work, kept his obligations and invested his earnings, instead of "blowing his money on a good time." Other stories of this kind about Rock Island employees will be published later.

HORTON SHOWS UP WELL

"I can use a file better than I can a pen," wrote Machinist H. L. Lingo, in submitting a story about Rock Island employees, who have joined hands with their fellow townspeople and improved the municipality of Horton, Kansas. The story is published in this issue of the MAGAZINE. After reading his story, it is the opinion of the editor that if Mr. Lingo's file is mightier than his pen, he pushes a powerful file.

It is such stories as this of Horton that reveal the true constructive trend of Rock Island employees. Horton's growth as a "City of Homes" has been more rapid than that of Trenton, Mo., yet Horton has built permanently and with a will, as shown by the fact that of seventy-two machinists employed by the Rock Island at that point, sixty-one own their homes. It shows that Rock Island employees have been "making hay while the sun shone" and will not suffer when the lean years come, because they have in-

vested their earnings instead of spending them. Such thrift makes men more dependable workmen and better citizens.

WHAT IT MEANS—

Every Rock Island employee should read carefully the statement of Mr. W. O. Bunger, published in this issue of the MAGAZINE. No institution, whether it be a railroad or a private home, can be maintained if carelessness or thoughtlessness in its operation is not to be checked. The employee who is thoughtful and careful in the handling of the business of the corporation from which he derives his livelihood, is apt to apply the same principles to his own affairs and likely will prosper. If he does the every-day details thoroughly and "watches the corners," he not only becomes indispensable to the company but valuable to himself as well. The man who is always leaving something to the other fellow that he should do himself is demonstrating repeatedly that he thinks the "other fellow" can do it better. He is eliminating himself.

Freight loss and damage claims on the Rock Island during the last year were twice as much as they ought to have been, according to Mr. Bunger, largely because sufficient care was not used by

employees in the handling of certain commodities. There is no escaping the fact that carelessness produces waste and that waste reduces revenues without which both company and employee suffer alike. In helping to reduce claims you are helping yourself.

THRIFT

National Thrift Week, observed annually, beginning January 17th, Benjamin Franklin's birthday, will be participated in in 1921 by over one thousand communities.

The purpose of this program is to help folks to think straight about their money matters. It is based on a ten-point financial creed as follows: (1) Work and Earn, (2) Make a Budget, (3) Record Expenditures, (4) Have a Bank Account, (5) Carry Life Insurance, (6) Own Your Own Home, (7) Make a Will, (8) Pay Your Bills Promptly, (9) Invest in Reliable Securities, (10) Share with Others.

The days of Thrift Week are: January 17, National Thrift Day or Bank Day; January 18, Budget Day; January 19, National Life Insurance Day; January 20, Own Your Own Home Day; January 21, Make a Will Day; January 22, Pay Your Bills Promptly Day; January 23, Share with Others Day.

The ROCK ISLAND MAGAZINE wishes all its readers a Merry Christmas and a Happy New Year.

THE QUITTER.

You're sick of the game? Well, now, that's a shame.

You're young and you're brave and you're bright.

You've had a raw deal? I know, but don't squeal,

Buck up, do your darndest, and fight.

It's the plugging away that will win you the day,

So don't be a piker, old pard!

Just draw on your grit; it's so easy to quit;

It's keeping your chin up that's hard.

It's easy to cry that you're beaten—and die;

It's easy to crawl and crawl;

But to fight, and to fight when hope's out of sight,

Why, that's the best game of them all!

And though you come out of each gruelling bout,

All broken, and beaten, and scarred,

Just have one more try—it's dead easy to

Rock Island Magazine

Published Monthly

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Every communication or article must be signed with the full name of the writer for it to receive consideration, although the writer's name need not be used in connection with the matter when printed.

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The Turn in the Road

The Story of a "Boomer" Who Saw an Opportunity,
Grabbed It and Made Good

By Fireman Aaron C. Vest

A FOREWORD.

It probably should be stated, in connection with the story of "The Turn in the Road," that it is published under the protest of Mr. Vest. In fact, the story would never have been written had not the editor of the Rock Island Magazine sent one of his staff to Estherville to induce Mr. Vest to set aside his personal feelings and to tell his story with the belief that its publication might benefit other Rock Island employes some of whom probably have not had as much to contend with as has this one-time "Boomer Fireman." The story might have been told in the third person, but it would have lost much of its effectiveness in the telling. Therefore, Mr. Vest was asked to write it himself.

"Say," was his reply, when asked to write his experiences, "come over to the house and have dinner. We've got some dandy yellow-legged chickens running around over there. And I've got some of the finest milk cows you ever saw—but write the story of my life? Nothing doing, kid. The fellows down the line will think I'm a nut and sick the squirrels on me or else believe I'm trying to play up to the big guys. Besides, I haven't done any more than a lot of the other fellows. Anyway, I'm too busy. Say, I raised a lot of grapes this year and—"

Mrs. Vest was appealed to.

"Well, Aaron, if the man thinks the story will do anybody any good," she said, "I don't see why not give it to him. Thinking people will not criticise you and why care what thoughtless people say? I'm proud of you, no matter what they say."

So the story was written. And if the many Rock Island employes get as much inspiration out of it as has the editor of this magazine, its publication is well worth while.

"The fact that Fireman Vest has succeeded in three years in accumulating property worth more than \$10,000, from a beginning of only \$50, is not so important, it seems to me," said a friend of Mr. Vest, in discussing how the "boomer" made good, "as is the fact that he has given up his useless roaming from place to place and has become a dependable workman and a worth while citizen."

THE EDITOR.

HOW can a man be a "boomer" for sixteen years and then wake up and settle down? Well, it's just like this: It's a long road that has no turn and I finally came to the turn in the road. That's about all, except that at that turn was the house that was to be mine and the wife's and the kid's. That was four years ago.

Today I'm proud I have a deed to that house and twenty-four acres of land within the city limits of the best town in northern Iowa, located on the best railway system in the world! That's a broad statement, I know, but just the same I landed here on the seventeenth day of January, 1916, with fifty dollars of borrowed money in my pocket and very poor health, after years of "booming," and I know what the town of Estherville and the Rock Island have done for me. I've learned to play pool with a hoe instead of a cue, when I'm off my engine, and I find the cellar looks better in winter when I play the game that way. Poker? Say, that game owes me thirty dollars and I've scratched it off the books long ago. I'm not bragging about myself in saying these things. Booming and bumming, pool and poker just naturally don't appeal to me any more. I've found something more interesting and a darn sight more profitable.

But you asked me to write you something of my experiences as a "boomer" and how I happened to settle down. I think it must have been driving itself in on me all the time I was wandering about the country that I wasn't doing myself or anybody else any good, but it wasn't until about four years ago that I actually woke up to the fact that I ought to be doing something for myself and the wife and kid who had been sticking by me in



Fireman A. C. Vest.

all those years of wandering. But to start at the beginning:

Well, I was born in Arkansas in 1882, as near as I remember; came to the United States when I was in my early teens and acquired the habit of wearing shoes the first year I was here. That showed at least that I was progressive. But I always had a longing to travel and see the world. (I didn't know then that there were better ways of doing that than "booming.") I remember how I got my first job as a locomotive fireman. It was in the Spring of 1903 that the Illinois Central, being very short of firemen, advertised in the Champaign Gazette. I saw the notice and made a bee line for

the Master Mechanic's office and presented myself as an applicant. However, I was doomed to disappointment as the M. M. gave me the once over and told me that I was short about 30 pounds of avoirdupois; that they wanted real men to fire their big 500-class engines. But don't you know I have had many a laugh over that when I have been on some of the big consolidation and Mallet type of engines since.

However, I wasn't discouraged, for I just walked right back to my room, shaved off my mustache, put on my roommate's coat and overcoat, exchanged my cap for his hat and walked right back to the M. M.'s office and told him I had seen his advertisement. Don't tell me that clothes don't have something to do with getting a job, for that gentleman just turned around and says, "Jim, you give this young man an application blank." You see my roommate weighed 190 pounds and both those coats were padded good and heavy, which made me look like some man.

WAS UP AGAINST IT.

About a month later as I was going out on engine 745, the Master Mechanic climbed aboard, as he wanted to see how the "mammoth engine" was going to perform and, say, I sure was up against it, for I was stripped down to nothing but my underwear and overclothes. I don't suppose I looked very big to that M. M., for he gave me the graveyard stare and after a while says: "Son, who in hell hired you?" I say: "Why, you did." That guy didn't get mad; he just raved, but said that as I had been called and it was leaving time he would let me try it once. Well, this engine happened to be a good steamer and I got along all right but I was given to understand that it was sure up to me to hit the ball. And it's been up to me to hit the ball

in the last few years, too, since I quit the life of a boomer. It was hard for me to keep up steam. My road needed ballast in many places and there were hills to climb ahead, but it seemed brighter beyond if we could only pull the grade,

that a pie card would be received with outstretched arms. Right then and there that loving brother gave me to understand that if I didn't have money to eat on I would go hungry, as far as he was concerned.

Boomers' wireless code, so when the bunch went to eat at St. Cloud I just sat on the engine and looked wise, figuring that I should diet anyway and that I could stand it to Sandstone, where I could hunt up some worthy brother who had a pie-card.

If there is one thing that stands out in all my boomer days more than anything else it was that I was hungry more than half the time and the other half I was uncertain when I was going to eat again.

LOOKS FOR A FEED

Well, the bunch finally came out of the Cafe de Destitute and the O. R. C. said that we would pick up 500 tons and then we would highball to Sandstone. But on our arrival at Foley we found the board out and a message awaiting us that to get into clear and stay there as Extra 595 ahead of us had piled the right of way full of box cars and the wrecker was on its way from Melrose to Millaca, the scene of the wreck. Well, about 4 o'clock in the afternoon I began to get real hungry, so after sizing up the town, which consisted of a water tank, a section house and general store and post office combined in a 16x20-shack, I made up my mind that I would appoint myself a committee of one to talk the lady of the said section house out of a feed.

EYE FOR AN EYE

Well, to make a long story short, I got the feed, climbed back on the engine with a water jug of hot coffee and a few slices of bacon. Well, the wreck wasn't cleared until nearly midnight and there was no place to eat at Foley. So at 8 o'clock that night I closed the cab window, heated up my coffee and bacon on the fountain top, making as much noise as I could about it and proceeded to eat, while that hard boiled engineer's mouth was watering. I poured out the coffee I couldn't drink, threw the bacon and other uneaten part of the lunch the section house foreman's wife had given me, into the firebox and crawled up on my seat for a snooze. That hoghead, remember, hadn't dined for ten hours and it was seven more hours before he got a feed.

I worked for the Great Northern four years on the Fergus Falls Division and I want to tell you that the aforesaid engineer was one of my best friends and he used to tell the story and laugh about it a great many times afterwards and tell me that he would have been willing



"At the turn in the road was the house that was to be mine and the wife's and the kid's."

and so I kept feeding the fire. But getting back to "old times"—

JOINS ROYAL ORDER.

Business began to drop off in the middle of that summer on the I. C. and I was cut off the board, so blew up north and landed a job on the Great Northern out of Melrose, Minnesota. I want to tell you that there is where I joined the Royal Order of Boomers. The Great Northern always had a stock rush in the fall and there was always a rush of boomers there. It happened that I failed to get in on the ground floor so was 33 times out on the extra board when I was finally marked up. The stock rush had not started yet and did not start for ten days, so there wasn't much to do. But Melrose was located on the Sioux River and there being a large mill dam there made it a fine place for fishing and bathing. All of the boomers surely enjoyed that. Of course, we organized a hand laundry on the west bank and only possessing one change of clothes it was necessary to stay in the water until our clothes would dry after being washed.

I finally was called out on an extra to Sandstone and was very proud of my new job, for it paid \$2.90 per one hundred miles and as I had never received more than \$2.55 per hundred, it looked mighty good to me. There was one thing I wasn't sure about and that was how I was going to manage to eat on this first trip, knowing that after I had made a first trip I could sign up for a pie card. I well knew that if I got out with some boomer engineer that possessed a pie card he would feed me. So when I got up on the engine I said: "Good morning. Fine weather we're having."

WAS NOT INTERESTED.

Well, I guess that dignified home guard of a hoghead didn't care anything about the weather for he gave me an icy stare for about three minutes and finally asked if I called myself a fireman and if I knew the road, and had a watch and time card. I told him I didn't have a watch nor time card and didn't care a d— if I never saw a time card, but

Well, you know that made me feel just a bit down the dip, but I still thought that I had hopes as I hadn't seen the



"My road needed ballast; there were hills ahead, but it seemed brighter beyond and so I kept hitting the ball."

head brakeman yet; but that head signal official never did get close enough to me to even send him an S. O. S. by the



"I bought the first two cows on tick and nerve. They paid for themselves and bought the third, and the third bought the fourth, and so on."

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to have given me \$5.00 for what I threw away but that he didn't have the nerve.

The following spring I was laid off on account of reduction in force, so I gave the wife all the money I had except \$2.50. I started out once more to look for a job or position, either one you want to call it. I tried every division point

are doing all they can all the time and that is quite a bit, I'll say.

ON THE DAKOTA DIVISION

Well, I finally landed on the Dakota division of the Rock Island, having met with the road foreman at Valley Junction, who wanted firemen. I had in mind



"The kid liked horses and understood them, so when the cows were paid for and the onions harvested, we got a team."

between St. Paul and St. Louis all to no avail, and as there seemed to be three men for every job, I was having rather hard sledding for there were so many of us boomers that the brothers who were working were getting tired of feeding us and likewise were tired of vouching for us for transportation.

TURNED DOWN HARD

While in St. Louis I learned that the St. Louis Southwestern or Cotton Belt were hiring firemen and brakemen at Pine Bluff, so I headed down that way, stopped off at Jonesboro for a feed and if possible a haircut, shave and a clean necktie. But this is where I got in bad. The brothers down there had been imposed upon so much by their boomer brothers that they positively refused to feed or do anything else for you, and I don't blame them a bit, as the boomer element used to drift down in that balmy climate to spend the winter and used to ask an unlimited amount of favors off of the home guards there.

I was beginning to think at times that this boomer life wasn't just what I really wanted. I guess the wife suffered a lot, too, when I was away on these trips. I know I used to get postal cards from her every once in awhile with pictures of her and the kid, asking why I didn't write. I guess I didn't have any good news to write, anyway.

Well, I could go on and relate a lot more things that happened in those sixteen years I roamed around and some would be sad as well as joyful, for I have been sick and without funds; but thanks to the Brotherhood men, I always knew where to find a friend. And I want to tell you right here that if any worthy brother happens around this way, and I don't care what order he belongs to, and that same fellow needs a lift, I am going to do all in my power to help him. Or rather help him to help himself, for that is my motto. For I was given a chance to help myself and that's why I am doing what I am doing. Agreed by Google and as we sat down to Thanksgiving dinner in our OWN home, we felt we had something to be thankful for.

staying only about six weeks on the division, as that would give me a stake and I would be ready to go again. I made my first trip on the Dakota division on January 17, 1917. It was on one of those trips in a big snow storm that I had the worst scare in all my sixteen years of roaming around. Our engine hit a flock of milk cans that had blown off a station platform onto the track and it was fully five minutes before I realized that we hadn't made a big wreck of it. That little incident may have had something with my later starting a dairy at Estherville.

I could tell you a lot more of these experiences of mine as a "boomer", but I think this is enough to give you the sort of "atmosphere" I was living in during those years.

THEN HE WAS BUMPED

Well, I wrote for the wife and kid to come up to Estherville and we rented a house on the edge of town with a few acres. Then I was cut off the board. I

guess the "boomer" life was getting the best of me some, anyway, as I was not feeling well, and after consulting a doctor I found that I would have to have an operation for appendicitis and gall stones and, of course, would be in no shape to travel. That was the best thing ever happened to me, for the Mrs. and I talked it over and we came to the conclusion that I would go through the operation as soon as the weather got nice.

As I said, we had a few acres of ground around the house we had rented and I decided I would try raising onions. I'd seen those onion fields in Illinois and other states and I had a hunch there ought to be money in them. But I didn't have the money to buy the seed. One day I walked into one of the banks at Estherville and asked for a loan of fifty dollars, telling the president of the bank I wanted to raise onions. I told him I would give him my note for the fifty and that if he didn't think my word was worth fifty dollars, not to let me have it. I guess he saw I meant business. Anyway I got the fifty and the wife and I put in two and a half acres of onions that Spring before I went to the hospital for the operation.

HE KEPT HIS WORD

I'm not going to boast how much money we made off those onions, but I paid the note when it was due and had the first bank account I ever had in my life. They soon learned at the bank that I meant to keep my word and when one of my neighbors later offered to sell me two cows I bought them on tick and nerve and the bank backed me. Well, those two cows paid for themselves and bought the third, and the three bought the fourth and so on until we had eleven cows and were selling 100 quarts of milk a day. We raised 303 bushels of onions on one acre of ground this last summer and I had ten acres in corn that made 55 bushels per acre.

The kid liked horses and knew how to handle them, so after we had harvested our first crop of onions and paid for the first few cows, we got a team. Don't think this all didn't mean hard work. Then one day one of my neighbors offered to sell me his home. I was beginning to learn to save my money by that time and the bank again backed me. Of course, I wasn't wearing silk shirts. Remember that.

(Continued to page 58.)



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and as we sat down to Thanksgiving dinner in our OWN home, we felt we had something to be thankful for.
URBANA CHAMPAGNE
Rock Island Magazine for December, 1920

Cost of Freight Claims Too Slowly Coming Down

By W. O. Bunger

General Superintendent, Freight Claims

IN the December, 1919, issue of the Magazine may be found a statement of freight claim payments for the period 1912 up to and including nine months of the year 1919. Including the full year of 1919 the figures total up from 1912 to 1919 inclusive, as follows:

Freight earnings.	Total freight claim payments.	Percentage of freight earnings.
\$444,704,319.72	\$10,207,410	2.30

The amounts varied from 1.41 per cent paid in 1916 to 3.34 percent paid for nine months in 1919. By the end of the year, the payments for 1919 were reduced to 3.11 percent, which was almost exactly one percent higher than the average for the preceding seven years, which was 2.12 percent. The payments for the first nine months of the present year were 2.23 per cent which, while 1.11 percent, or almost exactly one-third, less than during the same period of previous year, are much too high, and determined efforts are to be made to reduce them. There will be a natural reduction soon, as the result of the increased rates, effective August 26th, which will materially increase our freight earnings.

While it is appreciated that practically all commodities continue to hold to the higher values established during war times, or, if not at war-time values, at values far beyond those of the pre-war days, it certainly seems fair and reasonable to figure that much of the loss and damage should be avoided because of the greatly improved conditions.

LIVE STOCK CLAIMS HEAVY

During the year 1919 we paid more account of live stock, fresh fruits and vegetables, grain and groceries than the total amount paid during the year 1916; and adding to the above named commodities, flour and other mill products, meats and packinghouse products, clothing, dry-goods and notions, and vehicles, we paid more in 1919 than the total amount paid during any preceding year. In this connection, the following figures will prove of interest:

	Average payment, 1912 to 1918, inclusive.	Year 1919.	Inc. over 7 preceding years. Per cent.	Year 1920 (estimated).	Decrease from preceding year.	Inc. over 7-year period, 1912-18. Per cent.
Live stock.....	\$ 174,558.50	\$ 268,654.83	54	\$ 180,012.09	33	140
Fresh fruit and vegetables....	108,530.14	261,503.07	141	260,408.10	4	140
Grain	138,028.31	225,807.23	64	166,789.66	26	21
Groceries	17,428.69	151,389.24	769	136,434.17	10	683
Flour and other mill products.	51,563.76	133,455.41	159	117,937.40	12	129
Meats and packinghouse products	41,569.39	121,901.24	169	84,749.43	31	104
Clothing, dry goods and notions	41,853.31	120,617.83	188	93,932.85	22	124
Vehicles	33,793.84	111,221.20	229	96,133.76	14	185
All other commodities.....	78,165.10	100,455.72	111	808,794.33	20	69
Total	\$1,085,491.04	\$1,402,205.77	121	\$1,945,191.79	19	79



Mr. W. O. Bunger.

It will not require a very long examination of these figures to convince one that the payments are entirely too high, and that they should be very greatly reduced. Taking them up in the order that they appear above, we find that the payments of this year on live stock, particularly, when considering the much higher values than during the seven-year period, appear very reasonable, but it certainly seems that we should be able to so perfect our live stock handling as to avoid the payment of almost five hundred dollars for every day in the year.

Fresh fruit and vegetables will cost us this year almost exactly the same as was paid last year. Using 365 days as the divisor, we find that we paid last year, and will pay this year approximately seven hundred dollars for every day, as against approximately three hundred dollars per day for the seven-year period. Of course, the values of fruits and vegetables have been abnormally high, but even if the entire difference could be ex-

plained because of increased values, which I very much doubt, it naturally seems that sufficient additional care should be given the handling to prevent damages.

GRAIN PAYMENTS LOWER

On grain we show a reduction in payments for this year, as compared with last year, of approximately twenty-five percent, but we have some doubts as to the correctness of the figures, because of the tremendous crop movement and the limited number of cars that are in really first-class condition for grain loading. At that, the estimated payments for the year exceed the payments for the average seven-year period by about twenty percent.

On groceries our payments are totally unreasonable. While the estimate for this year shows a reduction from last year's payments of almost as much as the average payments for the preceding seven years, we are still paying about eight times as much as was paid during the average seven-year period. Unquestionably, the values have been increased greatly and we are, no doubt, handling more groceries, but values and tonnage combined have not increased anything like seven or eight hundred percent.

On flour and other mill products there has been a heavy increase in values, but hardly sufficient to explain the difference in claim payments which, during 1919, were about two and a half times as great as during the preceding seven years, and during 1920 will be more than double the average seven-year period. Some of the additional amounts paid on flour are unquestionably due to the heavier loading of cars, but, if agents and others concerned would interest themselves in the matter, and arrange for, and insist upon proper preparation of cars, considerable damage could easily be avoided.

Meats and other packinghouse products constitute another one of the items largely influenced by increased values, but the same argument made in connection with the fresh fruit and vegetable payments applies. Because of the well-known increase in values, especial care should be taken in handling all shipments. During 1919 we paid about three times as much as during the seven average previous years, and during the present year will pay about one-third less than was paid last year.

MORE CARE IS NEEDED

Clothing, drygoods and notions show up just about the same as meats and other packinghouse products, except that the estimated payments for this year are a little heavier. No doubt the increased values explain much of the difference, but a little additional care in handling would have a good effect.

Vehicles, which in later years means largely automobiles, while showing heavy increase over the average seven-year period, show a slight falling off this year as

(Continued to page 59.)

Railroad Time Service and Loyal Team Work

By Webb C. Ball

General Time Inspector

THE loyal co-operation of our railroad time service organization is illustrated by the splendid "Team Work" the watch inspectors performed before and especially during the war period that we have been passing through the past four or five years, and I feel that great credit is due the watch inspectors for their patriotic, unselfish team work and co-operation.

Since the inception of the railroad watch and clock inspection, 25 or more years ago, there has been steady progress and improvement in watches and clocks and the method of handling the service. The rules and blank forms have been simplified and standardized. Every one will bear witness to that statement and to the wonderful improvement in watches.

USED KEY-WINDERS.

We started with the old 15-jeweled, single roller, brass escape wheel, flat hair spring, not adjusted and many of the watches key wind—in line with hand brakes and wood burners. Today every railroad standard watch is double roller, steel wheel, sapphire pallets, Breget hair spring, adjusted to temperature and five positions with practically a ten-second limit. Great credit must be given the watch manufacturers for the co-operative "Team Work" spirit they have evidenced in remodeling and finishing their watches to meet the requirements of Railroad Time Service. And today the improved, highly finished standardized railroad watch sells for less money than the old-fashioned key-wind watches sold for 45 or 50 years ago.

We have on the Illinois Central and Y. & M. V. over 11,000 standard watches; we have on the Rock Island something like 6,000; the Michigan Central about 4,800; the Chicago & Eastern Illinois, 1,371. The use of standard loaners is another evidence of Team Work. There have been used on the Illinois Central through a period of six months over 600 standard loaner watches. These watches were used in service by the men during the time their own watches were in for repairs or regulation, 13,500 days, being an average of 20.3 days for each loaner used. The Rock Island employes used 465 standard loaners 8,421 days, covering a similar period of six months, an average of 18.1 days. The Michigan Central used 735 Standard Loaner watches 14,000 days, an average of 19 days. The Chicago & Eastern Illinois used 159 Loaners 3,168 days, an average of 19.9 days.

OVER 4,000 INSPECTORS.

The number of Watch Inspectors and assistants approximates 4,000, located at terminals and railway points extending from Boston to San Francisco and from New Orleans to Winnipeg; our 2,000 Inspectors employ on an average of two watchmakers each, totaling about 4,000 experienced mechanics, whose duty it is

Cannot See Screws

The smallest screws in the world—those turned out in a watch factory—are cut from steel wire by a machine, but as the chips fall from the knife it looks as if the operator were simply cutting up the wire to amuse himself. No screws can be seen and yet a screw is made every third operation.

The fourth jewel wheel screw is next to invisible, and to the naked eye it resembles dust. With a glass, however, it is seen to be a small screw, with two hundred and sixty threads to an inch and with a very fine glass the threads may be seen clearly.

These tiny screws are four one-thousandths of an inch in diameter, and the heads are double in size. It is estimated that an ordinary thimble would hold one hundred thousand of them. About one million are made in a month, but no attempt is ever made to count them.

In determining the number, one hundred of them are placed on a very delicate balance and the number of the whole amount is calculated from the weight of this. All the small parts of the watch are counted in this way, probably fifty out of the one hundred and twenty.

The screws are then hardened and put in frames, about one hundred to the frame, heads up. This is done very rapidly, but entirely by the sense of touch instead of by sight, so that a blind man could do it as well as the owner of the sharpest eye. The heads are then polished in an automatic machine, ten thousand at a time.

to look after railroad men's standard watches. There are in round numbers 1,000,000 railroad men in occupations subject to Time Service rules and regulations. The average, therefore, for each inspector is 250 men—the maximum being 1,000 and the minimum 10, and the watches of these 1,000,000 men are actually inspected twice a year and com-

pared with standard time 24 times each year. These figures show that 2,000 Watch Inspectors and their assistants handle each man's watch 24 times each year; an annual total of 29,000,000 times; a most wonderful service of safety rendered to humanity and commerce by this loyal Team Work of the Local Watch Inspectors.

As a means of perpetuating and further improving this railroad Time Service and Team Work of Watch Inspectors, the "Official Bureau of Railroad Time Service" was chartered in the United States and Canada in 1918.

This Bureau has its principal administrative office in Cleveland, with branch offices in Chicago, Houston, Texas; San Francisco and Winnipeg, and has a present organization of about 60 people, schooled in Time Service work.

The purpose of this Bureau is NOT FOR PROFIT OR ANY MERCHANDISING WHATSOEVER, but to reduce the element of danger in the operation of railroads caused by inaccurate time pieces, and to increase the factor of safety to the public by general supervision of the standard time pieces necessary to the safe and efficient operation of the railroads.

(The above article is part of an address delivered by Mr. Ball at the recent meeting of Rock Island watch inspectors held in Chicago at which A. W. Towsley, assistant to vice-president and general manager; L. F. Shedd, supervisor of safety; Edgar Carruth, watch inspector, Herington; C. S. Stiff, Little Rock, and others, also spoke. Mr. Towsley pointed out that the watch inspectors were in a position to create public good will for the railroads. He praised the inspectors for the part they have in the safe operation of trains.)

First Aid for Fractures

By S. C. Plummer

Chief Surgeon, Rock Island Lines

WHEN a bone is broken it is called by surgeons a "fracture." There is no difference between a fracture and a break. Every break is a fracture and every fracture is a break.

It is important to remember that when a person suffers an injury severe enough to break the bone, the other structures in the neighborhood of the broken bone do not escape injury, but they are at the same time bruised and torn. This is especially true of the muscles surrounding the broken bone.

When a bone is broken the broken ends are often very sharp pointed and have sharp, irregular edges. If these sharp

points and edges are moved about after the break occurs, they add to the injury to the muscles and other structures just as much as though a sharp knife had been plunged into the limb and moved about through the muscles and other structures. It is, consequently, most important that a limb which has suffered a broken bone must be carefully handled in order not to add to the injury which the patient has already sustained.

Everyone should understand the difference between what surgeons call a simple fracture and what they call a compound fracture. This distinction is different. (Continued to page 30.)

The Copper Beeches

By A. Conan Doyle

Another Sherlock Holmes Adventure

(Copyright by Harper & Bros.)

In Two Parts—Part Two

(Concluded from November Issue.)

THE "Black Swan" is an inn of repute in the High street, at no distance from the station, and there we found the young lady waiting for us. She had engaged a sitting-room, and our lunch awaited us upon the table.

"I am so delighted that you have come," she said, earnestly. "It is so very kind of you both; but indeed I do not know what I should do. Your advice will be altogether invaluable to me."

"Pray tell us what has happened to you."

"I will do so, and I must be quick for I have promised Mr. Rucastle to be back before three, I got his leave to come into town this morning, though he little knew for what purpose."

"Let us have everything in its due order." Holmes thrust his long, thin legs out towards the fire and composed himself to listen.

"In the first place, I may say that I have met, on the whole, with no actual ill-treatment from Mr. and Mrs. Rucastle. It is only fair to them to say that. But I cannot understand them, and I am not easy in my mind about them."

"What can you not understand?"

"Their reasons for their conduct. But you shall have it all just as it occurred. When I came down, Mr. Rucastle met me here, and drove me in his dog-cart to the Copper Beeches. It is, as he said, beautifully situated, but it is not beautiful in itself, for it is a large square block of a house, whitewashed, but all stained and streaked with damp and bad weather. There are grounds round it, woods on three sides, and on the fourth a field which slopes down to the Southampton high-road, which curves past about a hundred yards from the front door. This

ground in front belongs to the house, but the woods all round are part of Lord Southerton's preserves. A clump of copper beeches immediately in front of the hall door has given its name to the place.

"I was driven over by my employer, who was as amiable as ever, and was introduced by him that evening to his wife and the child. There was no truth, Mr. Holmes, in the conjecture which seemed to us to be probable in your rooms at Baker street. Mrs. Rucastle is not mad. I found her to be a silent, pale-

faced woman, much younger than her husband, not more than thirty, I should think, while he can hardly be less than forty-five. From their conversation I have gathered that they have been married about seven years, that he was a widower, and that his only child by the first wife was the daughter who has gone to Philadelphia. Mr. Rucastle told me in private that the reason why she had left them was that she had an unreasoning aversion to her stepmother. As the daughter could not have been less than twenty, I can quite

imagine that her position must have been uncomfortable with her father's young wife.

"Mrs. Rucastle seemed to me to be colorless in mind as well as in feature. She impressed me neither favorably nor the reverse. She was a nonentity. It was easy to see that she was passionately devoted both to her husband and to her little son. Her light gray eyes wandered continually from one to the other, noting every little want and forestalling it if possible. He was kind to her also in his bluff, boisterous fashion, and on the whole they seemed to be a happy couple. And yet she had some secret sorrow, this woman. She would often be lost in deep thought, with the saddest look upon her face. More than once I have surprised her in tears. I have thought sometimes that it was the disposition of her child which weighed upon her mind, for I have never met so utterly spoilt and so ill-natured a little creature. He is small for his age, with a head which is quite disproportionately large. His whole life appears to be spent in an alternation between savage fits of passion and gloomy intervals of sulking. Giving pain to any

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Original from

My watching nerves failed me suddenly, and I turned and ran, not as though some dreadful hand were behind me, clutching at the skirts of my dress.

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Horton, a City of Homes

Rock Island Employees Show How Co-operation Built Up a Community

By Machinist H. L. Lingo

A SHORT time ago the ROCK ISLAND MAGAZINE published an article about one of the points on the Rock Island Lines being a city of homes. That article started several of the Rock Island employes at this place to thinking about our own little city as a "City of Homes," and the more we looked around us the better off we found ourselves to be when compared with others of the "work-a-day world," and we feel that we ought to let some of the others along the line know something about this little city of ours.

Horton, Kansas, was made a town in 1887 when the C. K. & N. R. R. was built and the shops established. It was rather a rough and ragged western town until about 1914, when the people thought it should be improved, and six miles of asphalt paving was put in. Now schools and churches, city hall and several modern residences are built. The city purchased the water and light plant and rebuilt it so that from a broken-down concern Horton now has a model of efficient service, furnishing current to the Rock Island shops for all their electrical equipment and also to three of the nearby towns.

The city also put in a seven-acre reservoir and treating plant so that it has the very best of water in the mains and an inexhaustible supply. The city is governed by a commission form of government and is on a very sound financial footing.

HORTON, "OUR CITY."

All Rock Island employes always speak of Horton as "our city," for while it is situated in one of the best agricultural counties in the state and has a large volume of farm trade, it is still the shop employes and the monthly payroll from the Rock Island that makes the city what it is. Ever since the shops (which are, next to Silvis, the largest on the system) were established here in 1887, the workers have gone ahead and made the city one of the nicest in the state and we feel safe in saying that at no point on the Rock Island is there so large a per cent of the employes who own their own homes or own better homes than do those in Horton, Kansas. Reports that the Horton shops are to be moved elsewhere have never been confirmed and no one now listens to these stories.

Among the Rock Island machinists here, out of seventy-two employed, sixty-one own their own homes and the other employes are about the same proportion. The employes at this point are nearly all either shop or store department employes, as this is not a division point, but more of a manufacturing and distributing center. There are very few train or road men here, but the different shops and store departments employ nearly 1,000 men. The store house here handles all the supplies for the second district and does a great amount of business.

What Is Thrift?

Thrift is the opposite of waste. It consists of wise spending fully as much as it does of saving.

When you practice thrift you do not throw your money away carelessly or foolishly. The result is that you have some of your dollars left for future use—just as a natural consequence.

The practice of thrift consists of knowing what you are spending and of what you are getting in return for the money you spend.

It also includes a record of what you have spent and what you are planning on spending.

Thus you have a plan or a system which guards you from reckless spending and foolish waste.

Thrift once practiced soon becomes a habit as easy to follow as are the habits of wastefulness and shiftlessness.

As a habit it brings peace of mind and a sense of security.—Dodge News.

EMPLOYEES ARE SPECIALIZED.

The shops take the old locomotives, cars and coaches when they are worn out, give them a general overhauling and turn them out as good as new again. Besides this, the blacksmith shop, machine shop and sawmill keep a great number of machines busy at all times, making and finishing the innumerable parts for the equipment and road that are called for from out along the lines. A great many of the employes at this point have become specialized in their particular lines of work so that they are able to produce a much greater amount of work with less effort than is possible where the labor turnover is greater.

There is no bolshevik element in a place like this, where the workers are homeowners, but the majority take enough interest in their work to try at all times to improve conditions and suggest methods for increasing the output, as they all have the feeling that whatever helps the output of this shop helps the town and helps the employes.

There is quite a lot of change being made at Horton at present in the way of new machinery and equipment, the cost of which runs up into the six-figure column. We have in the last year had a large concrete dam put in for shop water supply. Several new machines, costing from one to fifteen thousand each, have been installed and the Rock Island has just received a Whiting locomotive hoist to replace the old drop pit in the back shop. The entire power house has recently been remodeled, enlarged and made

into a modern plant with many fuel and labor saving devices.

HORTON HAS THE GOODS.

There are a great number of former Horton (commonly known as Brown Countyites) who are working along the line who will be interested in knowing that Horton is still progressing. Horton has "the goods."

GOOD BUSINESS MAN.

It might be interesting to review some of the community activities of Rock Island employes at Horton to show what Rock Island men can do in a business way, outside their own personal activities at the shops.

Pete P. Petersen, foreman in the coach shop, is serving his second term as commissioner of public utilities of the city of Horton—one of the three commissioners who govern the town. J. J. Lindsay, the commissioner of finance, was for many years a Rock Island employe, now in the drug business for himself.

Charles H. Schneider, district storekeeper of the Second district of the Rock Island, was elected as the first commissioner of finance when Horton went under commission form of government. At the time, the city was apparently hopelessly in debt. By his ability as an organizer and by shrewd financial planning within a few years Horton began to see daylight. The high peak of taxation burden is now past and the city has every modern convenience to be desired. Mr. Schneider's friends not only boast of his success in city affairs, but consider his greatest achievement the fact that he has turned scores of young men out of his office who have made unusual successes in railroading and private business all over the country—thanks to the vigorous training they received under him.

ON SCHOOL BOARD.

Rock Island men have not only always had a place in city government, but some of them have continuously been members of the board of education. Morris Cahill, a pipe fitter, served for 20 years on the board and a good part of that time was president of the organization, helping shape the policy that gave Horton a school system, the equal of any in the state. Carl Lonborg, of the car department, has served upon the board of education a number of years. He is the father of four boys who have been unusually prominent in high school and college athletics. Two of his sons are now members of the Kansas University football squad, where they are known as the "Lonborg machine." J. E. Lewis, chief clerk to Shop Superintendent T. W. McCarthy, is also a member of the board of education and he is given credit for putting this organization on a firm financial basis, after it had passed through serious difficulties.

The Rock Island shop employes fathered the "Rock Island" band, formed a few years ago, and did all the work in

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Horton Homes.

- 1—Boilermaker Harry Whiffn.
- 2—Machinist George Pickering.
- 3—Machinist Vern Cox.
- 4—Blacksmith Chas. Fryman.
- 5—Boilermaker Chas. Widaman.
- 6—Pipeman Otto Thurman.
- 7—Blacksmith S. D. Bidwell.
- 8—Section Foreman Wm. Wischart.
- 9—Boilermaker John Fern.
- 10—City Water and Light Plant.
- 11—Home of Painter Guy Wiggins.
- 12—Rock Island depot.

- 13—Home of Carman Wm. Myers.
- 14—Machinist E. L. Andler.
- 15—Machinist Wm. Schutte.

- 16—Blacksmith Foreman Harry Harris.
- 17—Boilermaker Harry Whiffn.
- 18—Horton's \$100,000 High School.

Types of Attention

Making the Studious Kind Easier

By H. Addington Bruce

(Copyright)

PSYCHOLOGISTS classify attention under the three headings of involuntary attention, nonvoluntary attention and voluntary attention. The first is of comparatively little importance for most people, though for some it is, unhappily, over-important.

Thus, involuntary attention results when one experiences a sudden or intense sensation, as seeing a flash of lightning, or feeling an intense pain.

The attention may be involuntarily compelled by the persistent intrusion of some obsessive idea into the mind.

Nobody wants, for example, to spend most of his time brooding over an obsessive idea of death or sickness or disaster. But there are numerous people who do thus brood.

Nonvoluntary attention, also known as spontaneous attention, is altogether different from the involuntary type.

Nonvoluntary attention occurs when interesting objects of thought are experienced. It is the type of attention most readily sustained without causing fatigue.

We pick up a book, for instance, find it intensely interesting and soon are completely absorbed in it. Without effort and forgetful of everything else, we attend to it for hour after hour.

But now suppose it is not a novel we pick up, but a textbook. It does not interest us as an exciting novel would. Nevertheless, from a sense of duty, we force ourselves to attend to it diligently.

In this case our attention is of the vol-

untary type, a type distinctly superior to nonvoluntary attention. For, as observed by Prof. Betts in his "The Mind and Its Education":

"Voluntary attention is controlled from within—we decide what we shall attend to, instead of letting interesting objects of thought determine it for us."

However superior, unfortunately, the voluntary type of attention is the most fatiguing type. For practical purposes it, therefore, is important to use it as much as possible in combination with nonvoluntary attention.

That is to say, when we find ourselves under the necessity of paying sustained attention to something not particularly interesting to us—our daily work, let us suppose—the common sense thing is to try to introduce an element of interest into whatever must be attended to.

This is not so difficult as may be imagined. The duller object in the world has interesting elements if one will but take the trouble to look for them.

Once these elements are discovered, once interest is invoked to re-enforce voluntary attention, the effort to attend becomes infinitely less fatiguing, and the rewards of sustained attention are more easily and more surely gained.

Students, business men, all of us, should keep this fact constantly in mind. Remembering it and acting in accordance with it, the impossible often becomes the possible, success crowns labors hitherto scantily resultful.

ticed the smiles and stopped crying. The newcomers moved their baggage off the feet of their seat mates and apologized and the little pools of water in the aisles disappeared.

"And that wasn't all. On departing from every station, the conductor called out in a clear voice the next stop and repeated it again as the train approached the station. There could be no fear in the mind of any passenger that he was going to ride by his destination. And the porter, taking his cue from the conductor, likewise exerted himself to please the passengers. Even the newsboy showed an air of politeness and efficiency. And there could be no doubt but that the pleasant influence of the conductor reached the engineer—there were no sudden jerks and jumps as the train started and stopped. And the meals in the diner seemed to taste better! It was a joyous ride!

"And as the train neared Blue Island that evening for an extra stop, the conductor informed the Chicago suburban passengers on the train that they could get off there and catch their own train home, thus saving them from fifteen minutes to a half hour. It was an added favor that sent them home praising the Rock Island. Inquiry revealed that the conductor's name is Nicholas Lorang. He's a bear!"

Unusual Opportunity

The Navy Department has on hand a limited quantity of very fine Navy dark blue cloth, Melton and Kersey finish in 18 oz. and 30 oz. weights. The sale price per yard is \$6 for the 30 oz. cloth and \$5.25 for the 18 oz. cloth. In quantity purchases amounting to \$250 or more this price is reduced to \$3.80 per yard for the 30 oz. cloth and \$3.23 per yard for the 18 oz. cloth. The heavy cloth makes a wonderful overcoat and the lighter cloth an equally good uniform. This cloth is absolutely all wool and of fast dye, 54 inches wide, double width, 50 yards to the bolt. The prices are f. o. b. Great Lakes, Ill. Samples of this cloth may be obtained by writing to the Senior Member Board of Sale Naval Training Station, Great Lakes, Illinois (Department R.)

In addition to the cloth the Navy also has an excess stock of all wool dark grey blankets weighing 4½ pounds each. They are 84 inches long by 67 inches wide and the price by the blanket is \$8.23 each. In quantity purchases of \$250 worth of blankets a special price of \$6.27 is secured.

It is suggested that men combine their orders to secure cloth or blankets at the prices quoted above. Any information desired may be obtained from Lieutenant Commander N. B. Farwell (SC), U. S. N., Senior Member Board of Survey, Appraisal and Sale (Department R), Naval Training Station, Great Lakes, Illinois.

Fellowships Open

In order to provide an enduring memorial for the one hundred and twenty-seven Field Service men who gave their lives to the World War, and in order to perpetuate among future generations of French and American youth the mutual understanding and fraternity of spirit which marked their relations during the war, an organization has been established, known as the American Field Service Fellowships for French Universities, for-

Rock Island Magazine for December, 1920

He Smiled His Way Through and Passengers Smiled Too

THE following commendatory letter has been received in the office of the ROCK ISLAND MAGAZINE from a pleased patron and is further evidence of the fact that the traveling public is quick to appreciate courteous and efficient treatment:

"It was one of those dreary, drizzling, dull days that sometimes intrude themselves into the usually beautiful autumn weather of the Middle Western states. One of those chilly days, when the average railroad passenger is inclined to be a little peevish and fault-finding with his neighbor, the service and everything in general. When the thoughts of the coming winter, the high price of coal and uncertain business conditions are apt to crowd out the recollections of the pleasant summer in the Great West, the "catch" and the happy evenings spent in camp.

"Number Ten had a good crowd that day, including a number of children of the teething age and older, who were more or less trying on their parents as well as on those on their way home over

Sunday after a hard week's work. Passengers shuffled on and off in the usual week-end rush, the dripping umbrellas forming little pools here and there in the aisles as the newcomers came in to find their seats. Windows were opened, letting in the cold air and grips and suitcases dropped on the feet of the less wide-awake occupants of the car. Taken altogether, it was a trying day.

"And yet, everybody on the train was in good humor and apparently enjoying what ordinarily would have been a tiresome ride. The reason for this pleasant atmosphere was to be found in just one person of tact and efficiency who made it his business to give every passenger he came in contact with a bit of personal attention, a smile and a pleasant word. That person was the conductor. And he seemed to be getting a great deal of enjoyment out of it, too. The passengers all got in the habit of watching for him as he came down the aisle after each stop, punching the tickets and always smiling. That smile became contagious and the passengers smiled back at him. The babies no-

merly the Society for American Fellowships in French Universities. This organization proposes to award fellowships for advance study in France to students selected from American colleges, universities, and technical establishments and occasional fellowships for French students in American universities. These fellowships will, when endowed, be named after the men of the American Field Service who died in France; and it is intended, if sufficient funds can be obtained, to name a fellowship in memory of each one of these men.

The fellowships for 1921-22, not to exceed twenty-five in number, will be of the value of \$200 plus 10,000 francs, and are tenable for one year. They will be renewable for another year upon application, provided circumstances warrant it.

Applicants must be citizens of the United States and between twenty and thirty years of age. They must be:

1. Graduates of a college requiring four years of study for a degree, based on fourteen units of high school work; or,

2. Graduates of a professional school requiring three years of study for a degree; or,

3. If not qualified in either of these ways, must be twenty-four years of age and have spent five years in an industrial establishment in work requiring technical skill.

Applicants must be of good moral character and intellectual ability, and must have a practical ability to use French books.

Application blanks and further information about the fellowships may be obtained from the secretary, Dr. I. L. Kandel, 522 Fifth Avenue, New York.

Forget and Build

The October number of our Magazine, containing the article by Mr. Fritch, was worth a year's subscription to any magazine, and I wonder if we of the big Rock Island family really appreciate the reading that is contributed by such able men.

Of course, being a train dispatcher, I swell with pride when I note how Mr. Fritch praised the handling of the railway's business during the war, and as one of the Rock Island men I can say train despatching will be as efficient after as during the war. We have begun to recover and are now open-eyed looking toward fast returning normal conditions. Mr. Fritch says "we won the war, so let us charge up these things to the cost of the war—forget what we did and how we did it and get busy building."

Now after the continued hurrying, we are faced by the tremendous problems which follow after war. After the war we all became uneasy like animals after a storm. We have shifted from one foot to another and have looked for a big leader to guide us to a place of safety. When the ordinary man sees his leader taking the battle coolly the general thing likely to happen is that the ordinary man will follow the example of his leader and settle quietly and coolly to his work, and by encouragement turn out more work than before. The slogan, "Forget and Build," is a mighty good one.

Let us all remember to Boost, Boost, Boost toward the goal we so efficiently held three or four years ago, burying our small differences with those above and below us; demanding and expecting respect from those under us and cheerfully giving it to those above us.

E. C. INGELS, Pratt, Kan.

Why Some Men Fail

Neglect to Develop Their Talents

By Orison Swett Marden

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A BUSINESS man summing up the ability and character of an employe who had been with him a number of years said that he was brainy, exceptionally brilliant in many ways, of good habits and good character, but lacked one thing—the power to maintain discipline among the employes under him. This was the reason, he explained why he was letting the man go.

Now, from the time he began as a boy, this employe had been a hard worker and had done well in the lower positions. But when given the management of a department in a big concern he failed to measure up to the job. He did not know how to handle people. The employes ran over him, took advantage of his good nature and so he lost his position.

While he had made an effort to make the most possible of his life, taking advantage of every opportunity to improve his education and to advance in his specialty, he lacked one necessary thing and his ambition was thwarted. And it will continue to be thwarted till he strengthens that weak link in his business armor.

It is a good thing for the success candidate to stop now and then ask himself a few questions like the following: Am I obtaining the success I have a right to expect of myself? Am I getting into a rut? Am I in danger of remaining a perpetual clerk, a perpetual stenographer, a perpetual occupant of my present position, or am I growing, continuing to advance? Am I filling my position and giving more than is expected of me? Am I as resourceful, inventive and original as possible? Is there anybody near me who could fill my position better than I am filling it; anybody who could do my work better than I am doing it? Am I trying to improve my-

self in every possible way, or am I just fooling away my spare time and losing my chance of advancing? What is the matter with me?

The greatest disappointment of most human beings is the meagerness of their achievement, the commonness of their lives and their efforts in comparison with their earlier ideals and hopes.

You are, perhaps, dissatisfied with the measure of progress you have made. Your life up to date has probably been nothing in comparison with what you thought it would be when you looked forward years ago.

What has become of the mirage? You are right on the spot which you then pictured as so wonderfully beautiful; you have arrived where the foot of the rainbow then rested, but the rainbow is not there. What is the matter? Has your ambition cooled? Have your ideals faded out? What has become of your enthusiasm, your bubbling zest for life, your exuberant spirits and high expectations? What makes your present existence so tame?

Look out for the weak link in your success armor, the weak spot in your character that is holding you back. It is never too late to strengthen that. And whatever else you do, never let go your ambition. Whether you are 50 or 15, you will find that if you encourage your ambition you will bring out new powers which, perhaps, you did not know you possessed. We are all conscious that we have a great deal of unused ability, but we don't know just how to get hold of it. The best way to bring this latent ability out is to try in every way possible to make your ambitions, your dreams realities. Nothing that the mind of man can conceive is impossible.

Garden Improves Larder and Personal Efficiency

Z. L. REYNOLDS, accountant for the Rock Island at Manly, Iowa, set the pace for other employes on the Minnesota division last summer in raising a vegetable garden. In company with other employes in the division office, he leased a tract of company land adjoining the superintendent's office, rolled up his sleeves and went to work. Here is what was raised on the tract of one acre:

Two bushels of canteloupes.

Five hundred pounds of squashes; largest, 22 pounds.

Six bushels of string beans.

One hundred and fifty pounds of navy beans.

Fifteen pounds of Chinese beans.

Eleven bushels of tomatoes.

Four bushels of carrots, averaging one

pound.

Four bushels of parsnips.

Five hundred pounds of cabbage, the largest fourteen pounds.

Two bushels of turnips.

One hundred and fifty pounds of Mangel beets.

Thirty pounds of table beets.

Thirty-five bushels of Irish potatoes.

Five bushels of sweet corn.

Twenty bushels of field corn.

Fifty head of sunflowers.

One bushel of okra.

"I have put away in the cellar enough of the above to last our family all winter," says Mr. Reynolds, "and I sold more than \$25 worth during the summer. It costs us \$5 to have the ground plowed in the spring and the balance of the work during the season was by hand. I found I could work better in the office as the result of my work in the garden. The corn, sunflower seed and Mangel beets we feed to the chickens."

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Could Acquire Railroads

Employees' Savings, if Properly Applied,
Sufficient to Buy Control

By Sam Dunn, Editor, Railway Age

THE employees of railways and other large industrial concerns should seek to acquire a potent voice in their management, but they should seek to acquire it not through governmental action or by strikes, but by becoming part owners or even the controlling owners of the industries.

It can easily be demonstrated by incontrovertible facts that the employees of the railways and other large industries could save enough money from their present wages within five years to enable them to acquire control of the ownership and management of almost every large industry in the country and to constitute themselves a financial power of the first magnitude. The establishment of "industrial democracy" in this country would be beneficial to all classes of the people, if it was secured by the workers saving their wages and acquiring a part in the management of the industries as owners.

COULD OWN INDUSTRY.

Statistics from the railroads and other industries show that the practice by working men of only a reasonable amount of thrift and the co-operative use by them of their savings would within five years make them the owners of such a large part of the stocks of these concerns that they could not be denied the opportunity to participate in their management.

Take the railroad industry, for example. On October 1, 1920, the cost of living in the United States was 97½ per cent more than in 1914, prior to the war. Before the large advance in wages granted by the Railroad Labor Board last July, the railway employees already since 1914 had received advances in wages averaging 96 per cent. Therefore, the railway employees could now live as well as they did in 1914 and save every cent of the advance in wages granted them last July. That advance amounted to \$625,000,000 a year.

If the employees saved all this advance and invested it in railway stocks, and also invested in stocks all the dividends they would receive, they would in five years have invested in stocks over \$3,500,000,000. One-half of all the railway stock outstanding, if bought at par, would cost less than \$3,400,000,000. But the employees would not have to pay par for it. On the basis of present market prices, they could buy a majority of the stock of all the railways for about \$2,000,000,000, an amount they could accumulate by saving their recent advance in wages for about three years.

WHAT THRIFT WILL DO.

In other words, railway employees by the practice of a very reasonable amount of thrift could, in a period of three to five years, become the chief owners of the railroads. Leaders of organized labor and advocates of the Plumb plan have denounced the Esch-Cummins transportation act upon the ground that it as-



Mr. Samuel Dunn.

sure to the owners of railroad securities large returns. If that is true, then the advocates of the Plumb plan and the leaders of organized labor cannot logically contend that railway stocks would not be a good thing for working men to buy.

The employees of the United States Steel Corporation, the largest industrial concern in the country, are being paid even higher wages than the employees of the railways. One-half of the United States Steel Corporation's outstanding common and preferred stock would be less than \$435,000,000. By saving one-fifth of their present annual wages the employees of the Steel Corporation could, within five years, accumulate over \$480,-

000,000, which, of course, would be more than sufficient to buy control of the corporation's stock.

THE BETTER PLAN.

It would not only be more consistent with American ideals and institutions for the employees of our large industries to acquire a part in their management by saving and investing their own money, than by securing their nationalization and their management under some Soviet plan, but it would be far easier for them to do.

The result of the recent national election means unmistakably that the American people are overwhelmingly opposed to radicalism in all its forms. While railway employees may continue their propaganda for the Plumb plan, and thereby produce harmful effects, there will not be the slightest chance for them to secure its adoption during the life of the national administration which will begin on March 4, 1921, and end on March 4, 1925. All efforts to bring about a revolution in the management of our industries, by strikes and other forms of violence, are also bound to meet with complete failure. During the next four years, however, the employees of the railways could easily save enough from their own earnings to acquire a part in the ownership of the railroads which would make them very potent, if not dominant, in their management.

This is not only the true road to industrial democracy, but is probably the only road which actually is open in this country. Why should the workers follow such will o' the wisps as the Plumb plan and revolution by direct action, when, merely by the practice of the homely old virtues of thrift and self-help, they could get far more industrial power, and far more benefits for themselves, than by the use of any of the methods which radical leaders teach them they ought to employ?



Office force of General Foreman at Estherville, Iowa. Left to right—Otto Balcar, chief clerk; W. F. Wratten, Jr., roundhouse foreman; A. Andahl, C. H. Anderson, H. K. Robinson, Mildred Nurss, P. C. Howe, Anna Gehlitz, C. Miller, W. W. Wilson, fuel supervisor, Gertha Paul, J. W. Curran and G. W. Heyman, general foreman.

Thermit Welding Crossings for Rail Intersections

By Henry S. Mann
Mechanical Inspector

AS a result of the advantages of saving in first cost and permanence of construction effected by a number of street railways during the last five years by constructing Thermit welded, shop-built track frogs and crossings, some of these layouts, of various types, have been recently placed in service in St. Joseph, Missouri, at certain intersections of the street railway track with the steam railroad lines. As this special work is the first of its kind to be installed in steam railroad track, it will be interesting to observe how this form of special work which has proved so successful for street railway track will stand the exceedingly heavy traffic of steam roads.

Photographs 1 to 4 show the steps in welding frogs. The frog shown was made from street railway girder rails, but the general method of welding the steam railroad tee rail frogs is the same. The ends of the rail pieces which form the frog are cut to the desired shape with an oxy-acetylene torch. They are then lined up together and clamped on a layout bed, leaving a slight opening at the frog for the insertion of yellow pattern wax which is molded to the shape of the desired weld. The mold is then constructed around the wax pattern and wooden riser and pouring gate pattern inserted to allow space for the metal to be poured into the weld. These wooden patterns are later removed and the wax burned out of the mold by means of a preheating torch, which also serves to heat the rail ends forming the frog to a good red heat, suitable for welding.

SHOWS CHEMICAL REACTION.

A charge of Thermit which is a mixture of iron oxide and aluminum, deposited in a crucible suspended over the mold is then ignited. A chemical reaction takes place, during which the aluminum combines with the oxygen of the iron oxide to form aluminum-oxide (or slag) in a highly super-heated molten state while the iron is set free and is produced as a liquid steel at approximately 5,000 degrees Fahrenheit. This liquid steel is then tapped through the bottom of the crucible into the mold and amalgamates with the rail sections to be welded so that finally the entire mass will cool down to form a single homogeneous section.

Frog-welded special work can be made at the nearest place where a supply of compressed air is available and the completed layout then transported to the crossing and quickly set into position with a minimum delay to traffic. In the case of double track crossings, two halves of the crossing can be constructed in the shops and the projecting arms of each half later welded together at the crossing.

Fig. 5 shows an acute angle Thermit welded crossing for a double track street railway and single track steam railroad intersection. Figure 6 shows a Chicago,

Burlington & Quincy Railroad passenger train passing over this crossing. Figure 7 shows a square tee rail steam and electric crossing. Figure 8 a square frog-welded crossing with 100 pound running rails and six inch guard rails.

USED ON PAVED STREETS.

Profiting by the permanence of street railway track welded by the Thermit Insert process, steam railroads are turning more and more to the use of this method for the elimination of joints where their rails are laid in paved streets, also where main highways cross their tracks, necessitating the paving of a few joints at such points. Obviously, mechanical joints are inaccessible in such locations and the upkeep is considerable, involving, as it does, opening up the pavement at frequent intervals when bolts work loose or when the joint otherwise required attention.

The first steam railroad in the United States to take advantage of the Thermit weld for this class of work is the Baltimore & Ohio Railroad, which welded nearly one hundred joints on Pratt Street, Baltimore, in 1917, the rail in this instance weighing 141 lbs. to the yard, so far as we know, the heaviest rail that has ever been welded. The success of this installation has been such as to justify its more extensive use. Briefly, this weld is accomplished by pouring the super-heated steel obtained from the Thermit reaction into a mold surrounding the rail ends at the joint. This fuses with the base and web of the rail as well as with the lip and one side of the head. An insert cut from a rolled section of similar analysis to that of the rail itself is placed between the heads at the running face and the lower part of this insert is melted into the Thermit steel. The mold is so

constructed, however, that the head of the rail and top part of the insert are not melted but are merely heated to a welding temperature. The sudden expansion of the rail ends caused by the heating action of the molten Thermit steel surrounding them forces them together with tremendous pressure, and thus effects a pure butt-weld on both sides of the white-hot insert. When this has been accomplished the running face is ground to a true surface and the surplus metal ground out of the groove. The weld obtained in this way is so perfect that it is practically impossible to detect its location after the rails have been paved in.

NO MORE JOINTS.

In the case of highway crossings mentioned above the usual practice is to weld together three lengths of rail in the nearest shop. These are then transported to the highway crossing and quickly installed without any interference with traffic. Once installed, joint repairs are ended as there are no longer any joints to require attention.

Rail maintenance may also be reduced by Thermit Insert welding at train sheds where track is laid in concrete or other pavement, especially where the track is located above baggage or express offices and other storage rooms. The frequent loosening of mechanical joints at these places will cause the concrete to break up with the result that water dripping from trains above leaks through the ceiling causing deterioration to the contents of the store rooms below.

By eliminating the joints at these locations by means of Thermit welding a permanently welded joint is secured with no possibility of loosening, and no longer any danger of leakage. Most important

(Continued to page 35.)



Fig. 5—Acute angle Thermit welded crossing for double track street railway and single track steam railroad intersection.



Above—1—Figure 8—Square frog-welded crossing with 100-lb. running rails and 6-inch guard rails. Below—2—Figure 6—Bur-lington railroad train passing over square frog-welded crossing.

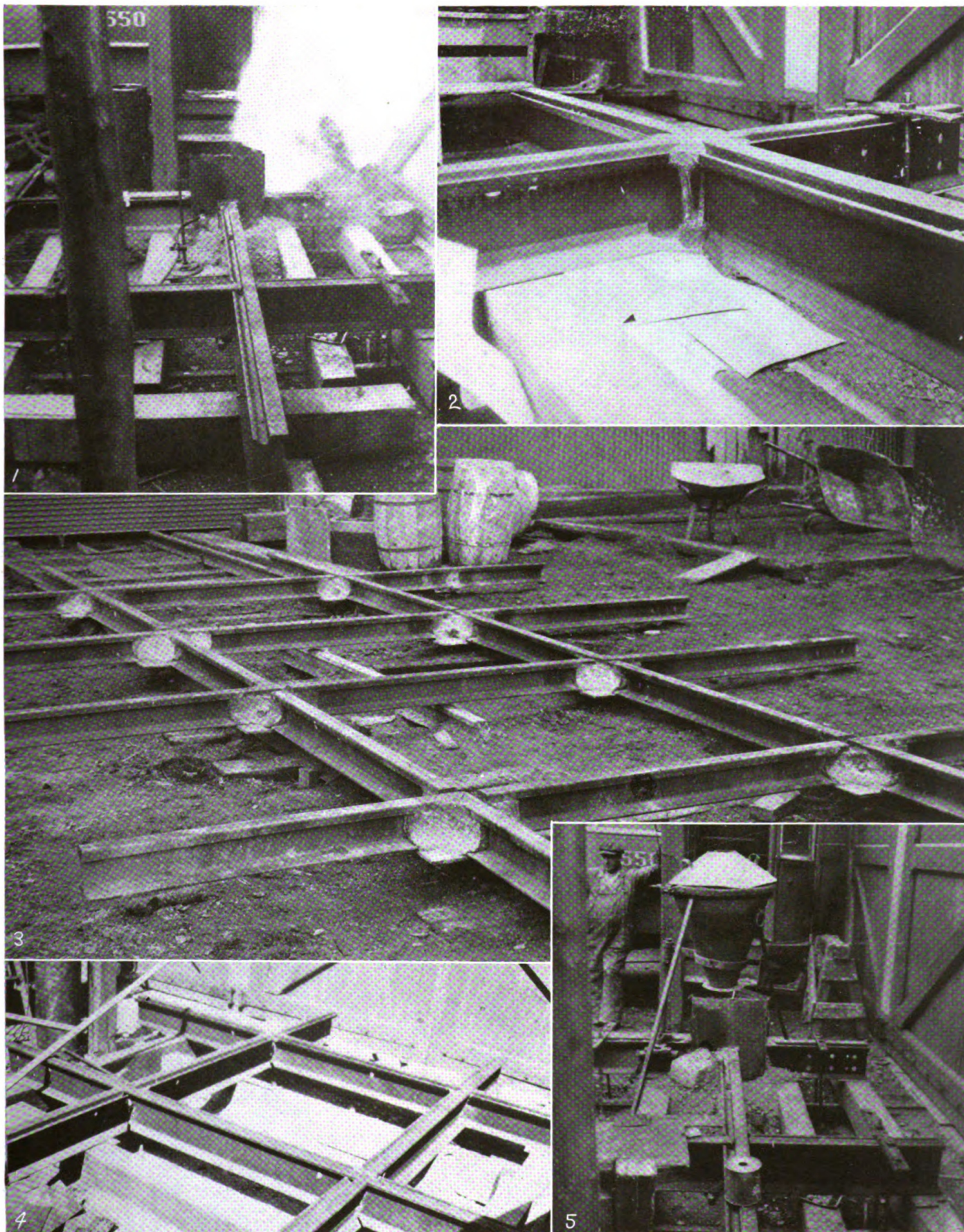


Figure 3 (1)—Preheating the mold. Figure 2 (2)—Yellow pattern wax applied to frog. Figure 7 (3)—Square tee rail steam and electric crossing constructed by Thermit welding. Figure 1 (4)—Rail arms lined up to form shape of crossing. Figure 4 (5)—Crucible in position ready to pour Thermit steel into mold.

WHAT THE WORLD IS DOING

THE new tactical peace-time organization of the regular U. S. Army, based on the army reorganization bill passed at last session of Congress, will have a paper strength of 337,221 men.

Semi-official reports from the French government prophesy a new form of in-



Joseph A. Elms of Boston, probably the oldest active telegraph operator. He is seventy-three and has been sending messages for fifty-six years. (Underwood & Underwood Photo.)

ternational association to take the place of the League of Nations, to be proposed by President-elect Harding.

The first snowfall of the present winter occurred in the Middle Western states on October 28.

The late Andrew Carnegie left an estate valued at \$23,247,161, of which his widow gets \$11,338,847.

Knút Hansen, a former street car conductor in Chicago, has been awarded the Nobel literature prize for 1920.

A new currency system is being planned for China and will retire all the present brass coins now in circulation.

The Hog Island shipyards at Philadelphia, built at a cost to the U. S. government of \$70,000,000, will be closed on February 1, unless disposed of by that date.

Officials of the Chicago Building Trades Council have signed an agreement to arbitrate all labor disputes before May 1, 1921, and will not ask for higher wages.

The anti-alien land law was overwhelmingly endorsed by the voters of California at the November election, forbidding aliens who are not eligible to citizenship under federal naturalization

laws from owning or leasing agricultural land in that state.

The new Irish Home Rule bill was passed by the House of Commons in London on Armistice Day.

Mongolia is reported to be in a state of revolt against China, with the center of the movement at Urga.

Bernard de Romanet made a new world speed record in an airplane near Paris on November 4, flying at the rate of 193 miles an hour.

The population of Alaska is now fixed at 54,718, a decrease of 14 per cent in the last ten years. There are 29,210 whites and 25,508 natives.

President Wilson has directed Secretary of State Bainbridge Colby to visit the South American countries in return to the visit of the presidents of these nations to America.

General John J. Pershing led the Armistice Day celebration parade at Camp Dix, New Jersey, participated in by men of the First Division, the "first to go over and the last to come back."

The National Association of Railway and Utilities Commissioners in session in Washington in November adopted a committee report showing that public ownership and operation of railroads have failed wherever tested.

Joseph P. Tumulty, secretary to President Wilson, is to be appointed by the president as presiding judge of the United States Court of Customs Appeals in Washington for life at a salary of \$10,000 a year.

The following names have been voted for the Hall of Fame in America: Samuel L. Clemens, James B. Eads, Patrick Henry, Wm. T. G. Morton, Augustus Saint-Gaudens, Roger Williams and Alice Freeman Palmer.

The State Department at Washington has issued a warning to travelers bound for Europe to take with them enough money to pay their return passage as American consuls abroad are not provided with funds for this purpose.

Announcement that he would complete the raising of a \$23,000,000 fund for starving and underfed children of Europe is made by Herbert C. Hoover, former food administrator. Appeals for money are to be made to the American people, he said.

Bolshevist agitators are trying to elude immigration authorities and gain entrance into the United States by coming as stowaways or in the temporary capacity of seamen, Commissioner of Immigration Frederick A. Wallis of New York reports.

The Democrats at the election on November 4 carried only the states of Texas, Arkansas, Louisiana, Kentucky, Mississippi, Alabama, Georgia, Florida, South Carolina, North Carolina and Virginia for President. All the other states,

including Tennessee and Oklahoma, went Republican.

There was an annual sun eclipse on November 10, although very few people were aware of it, as it occurred at sunrise.

Recognition of the new government of Mexico by the United States is in prospect, according to a statement issued by Secretary of State Colby.

Imports of Canadian wheat during the first 15 days of October were three times those for the whole month of October during any of the last seven years.

Preliminary plans for a paper conservation campaign, with "avoid waste and conserve scraps" as the slogan, were made at the opening session of the American Paper and Pulp Association convention in Chicago.

The New York State Waterways Association at Buffalo has expressed "unalterable opposition" to the proposal for a lakes to sea waterway via the Wellington canal and the St. Lawrence river. Speakers attacked the project as "economically unsound," and urged congress to refuse to appropriate United States funds for use in the work.

"Dueling is a foolish practice and there is no place for it in France since the war," said Leon Daudet, member of the Chamber of Deputies, in Paris and leader of the Royalist party in France, in refusing a challenge from Paul Denise, Deputy for the Department of Var, to meeting him on the field of honor. Daudet prior



Edward Hardy, twelve-year-old Columbia University freshman, strong mentally and physically. Entered school at age of three years. (Underwood & Underwood Photo.)

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to the war fought eleven duels, using swords or pistols.

The American Red Cross launched its fourth membership campaign on Armistice Day, November 11.

Since the government ban on amateur radio was raised last October, 872 amateur stations have been opened in the Chicago district, comprising Illinois and



Miss Mabel Boardman, first woman commissioner of the District of Columbia, and former Red Cross leader. (Underwood & Underwood Photo.)

eleven neighboring states, according to a report sent to Washington by Charles C. Kolster, United States radio inspector for the district.

Two carloads of undesirable aliens were shipped out of Chicago in November for the Atlantic Coast where they were put aboard ships for European countries.

Prince Purachatra of Kampengetch, half brother of King Rama VI of Siam, is in the United States to study American railroads in order to improve those of Siam.

George Silker Hawker, who asserted he was an American and a tailor who often made clothes for Abraham Lincoln, died in October in Ayr, Scotland, at the age of 102 years.

Post-war readjustments is at hand with no prospect of financial panic, says Archer Wall Douglass, chairman of the Committee on Statistics of the Chamber of Commerce of the United States.

One million weddings were celebrated in the United States in 1919, but only 70,000 new homes were erected, according to F. Roger Miller, secretary of the Chamber of Commerce of Macon, Ga.

A RECORD OF CURRENT EVENTS

Jack Dempsey, American heavyweight boxer, will meet Georges Carpentier, holder of the European heavyweight championship, in a bout probably near New York City during the early summer of 1921.

The United States sub-treasuries, which have been in operation for nearly seventy-five years in the principal cities of the nation, were discontinued on November 1, the Federal Reserve Banks absorbing them.

A census of Methodists, compiled by Dr. H. H. Carroll, formerly of the Census Bureau, for the Centenary Conservation Committee of the Methodist Episcopal Church, shows 36,622,190 Methodists in the world.

Sparta, a small village half a mile south of Sing Sing prison, which has been the hiding place of escaped convicts for years, has been bought outright by Frank A. Vanderlip, who will remodel it into a more desirable community.

Steps have been taken by a committee of prominent Philadelphians for holding in 1926 in that city, an international exposition, marking the one hundred and fiftieth anniversary of the signing of the Declaration of Independence.

Frederick I. Thompson of Mobile has been appointed a member of the United States shipping board for the Gulf division. Thompson is publisher of two Mobile newspapers and is an officer of the Southern Publishers' Association.

The French Olympic Committee has sent an official request to the International Olympic Committee that the Olympic games of 1924 be held in Paris. The Intermediate Olympic games to be held in 1922 have already been awarded to Brazil.



Prince Paul of Greece, nineteen-year-old son of former King Constantine of Greece, who was chosen king of his country by the Greek Parliament before the recent election which favored his father. (Underwood & Underwood Photo.)

The Chicago Postoffice paid over 36,000,000 individual money orders, totaling \$275,000,000 last year. In addition, the postoffice handled over 2,000,000,000 pieces of mail and sold over \$41,000,000 worth of stamps, stamped envelopes and other postage.

Edward S. Carman, manufacturer, of Cleveland, was elected president of the American Society of Mechanical Engineers in a mail ballot covering a membership of 13,000 engineers, managers and technologists in every industrial center in the United States.

The Greco-Roman baths of the United States Senate, installed nearly eight years ago, but never put into service, are now being cleared of the cobwebs and stains of time and will be in shape to offer their luxuries of steam, plunge, shower and electricity to the members of the new Senate when it assembles.

Dr. C. E. Sawyer of Marion, O., family physician to the Harding family, will accompany Mr. and Mrs. Harding to the White House on March 4 as the President's physician.

Seal your mail with the Stamp of Health



Buy Christmas Seals - and fight Tuberculosis

Meritorious Service

E. E. WHITEHURST, Agent, Brinkley, Ark., commended for having photograph taken of worn out refrigerator car which formed important evidence against claim.

Conductor **C. M. Wilson**, Engineer **C. F. Mundahl**, Fireman **J. Johansen** and Brakemen **John Bixby** and **J. C. Morgan**, Estherville, Iowa, awarded ten merits each for shoveling coal in chute in order to provide extra with fuel, thus avoiding serious delay.

Brakeman **M. R. Vance**, Conductor **H. Smith** and Engineer **J. Dwyer**, Illinois division, each awarded ten merits for aiding in firing engine.

Operator **O. L. Alspach**, Illinois division, awarded letter of commendation for discovering broken brake beam in passing train.

Agent **F. F. McNew**, Fairfield, Iowa, commended for getting passenger business for the Rock Island.

Conductor **H. McGee**, El Reno, commended for relieving a condition which would have delayed fast passenger train.

Conductor **J. J. Dillon** and Engineer **J. F. Forbes**, El Reno, commended for aiding another train to make terminal within the sixteen-hour limit.

Engineer **L. H. Pool**, Hulbert, Ark., awarded ten merit marks for firing engine account of fireman not showing up.

Night Yardmaster **F. L. French** commended for volunteering to make trip to Limon as fireman during one of his days off duty.

Conductor **Thomas Riley**, Des Moines, commended for securing passenger business for the Rock Island.

Conductor **W. W. Slaughter**, El Reno, commended for stopping leak in car of grain.

J. H. Mulligan, retired, Des Moines, highly commended for securing passenger business for the Rock Island to California.

Engineer **H. J. Finley** commended for plugging hole in release valve, broken on engine.

Philip Anglebretson, Manly, Iowa, commended for volunteering to call four train crews in order to avoid bad delay.

Brakeman **E. F. Colby**, Estherville, awarded ten merits for voluntarily firing engine when regular fireman was taken sick.

Brakeman **C. R. Ball**, Fireman **A. McCullem** and Engineer **A. J. McCrary**, Manly, Iowa, awarded ten merit marks each for aid in extinguishing bridge fire.

Engineer **L. C. Connell**, Manly, awarded ten merits for alertness in discovering car of coal on fire and extinguishing same.

Engineers **A. C. Thompson** and **E. F. Ludwig**, Cedar Rapids, commended for assisting roundhouse foreman in making repairs to engine.

Norris W. Baxter, section foreman, Kensington, Kans., commended for discovering brake beam on train, flagging train and aiding in repair.

Conductor **C. E. Cooke**, Shawnee, Okla., commended for aiding in moving freight from train, broken down, thus keeping shipments on schedule.

C. R. Miller, conductor; **F. A. Dennis**, brakeman, and **John Seevers**, brakeman, Des Moines Valley, ten merit marks each for assistance given in spreading dirt between Prairie City and Nobleton when

section men did not appear, saving delay to train.

E. A. Konshok, engineer, Des Moines Valley, ten merit marks account of valuable assistance given in repairing train pipe, when same was broken while rerailling tank near Pershing, thereby saving delay to train.

A. D. Gordon, engineer; **Lester Burton**, Fireman; **C. S. Needham**, conductor; **F. B. Hunt**, brakeman, and **R. B. Brunkella**, brakeman, Des Moines Valley, ten merit marks each for assistance given in extinguishing fire just west of Evans, in which large field of standing corn was threatened.

G. H. Bedwell, engineer, Des Moines Valley, ten merit marks for interest taken when laying off. Engineer **Whalen**, on No. 83, was taken violently sick at Ottumwa and no engineer available. Fireman **Schreckengost** took charge of engine and brought train to Evans and Engineer **Bedwell** took train to Valley Junction.

Frank A. Tyler, brakeman, Des Moines Valley, ten merit marks for volunteering to fire engine on 83 when Engineer **Whalen** was taken sick at Ottumwa.

L. L. Schreckengost, fireman, Des Moines Valley, letter of commendation for action in taking charge of engine on 83 and bringing train to Evans when Engineer **Whalen** was taken sick at Ottumwa.

Brakeman **Charles Gentry** and Porter **James Robertson**, Little Rock, commended for courteous treatment of passengers.

Operator **J. M. Lindsley**, Grundy Center, awarded ten merit marks for correcting wrong bill of lading.

Carpenters **Sander Amundsen**, **Fred J. Hickman**, **John W. Wilson**, **Randolph C. Piquine**, **Frank Skinner**, **Andy J. Smouse**, **Clay W. Green**, **Allie Kimball**, **Shellsburg**, and Conductor **A. W. Lyons**, Cedar Rapids, each awarded ten merit marks for extinguishing fire on right of way.

Brakemen **F. C. Zody** and **R. W. Dowdle**, Cedar Rapids, each awarded ten merit marks for making repairs on car

Yard Clerks **T. E. Garvin** and **L. Messenger**, Inver Grove, Minn., awarded ten merits each for extinguishing fire on trestle.

Fireman **T. E. Davis**, Manly, awarded ten merits for extinguishing fire in car of coal.

Conductor **Frank Cain**, Manly, Iowa, commended for inducing passengers to travel via Rock Island Lines.

Brakeman **A. F. Valley**, Valley Junction, Iowa, commended for discovering broken arch bar on car.

Porter **James W. Harrison**, commended for soliciting passenger business for Rock Island Lines.

Operator **C. W. Condell**, Manly, Iowa, commended for honesty in returning excess payment to passenger who overpaid his fare.

Engineer **George Kelly**, Colorado Springs, commended for discovering broken rail and stopping train in time to avoid accident.

Operator **Roy Conquest**, Colorado Springs, commended for inducing party to buy tickets over Rock Island Lines.

C. A. Gump, brakeman, Missouri division, commended for firing engine from Hadsell to South Lee.

W. J. Cowan, engineer, Missouri division, commended for first class handling of heavy train when vice-president was going over division.

J. R. Cook, section foreman, Missouri division, commended for flagging train which had two brake beams dragging.

Section Foreman **J. P. DeMoss**, Denton, Mo., commended for discovery of broken brake beam.

Brakeman **Asa Gunn**, Eldon, Mo., commended for firing engine when fireman was sick.

Harley H. Bradford, station helper, Bland, Mo., commended for discovering broken rail and having same renewed before trains arrived.

Section Foreman **Robert Roehrs**, Leslie, Mo., commended for discovery of broken spring hanger on mail car.

Section Foreman **Lee Sidebottom**, Barnett, Mo., commended for discovering broken brake beam.

Brakeman **B. Baldrige**, Herington, Kas., given ten merits for assisting to fire engine when regular fireman was not available.

Work to Keep Rock Island Trains On Time

By Supt. A. L. Haldeman

THE increase effective last May placed the railway employe at the top of the list of wage earners in his community.

Increased business and increased rates are both necessary to meet the increased payroll.

Increased solicitation is necessary to secure this increased business.

Improved service is necessary to hold the increased business after we get it.

Every employe, and particularly our station employes, who come more frequently in contact with our patrons, can be a freight or passenger solicitor, just as well as though he were carried on the traffic department payroll.

Will every employe be a booster? Tell your friends and the merchants you trade with, that the Rock Island wants their

business. Then we must all work to have our passenger, stock and redball trains on time.

Be good housekeepers by keeping our stations and station grounds clean and neat.

In short, we want to so run the railroad that it will stand out prominently and be commented on favorably by the public.

The agents at competitive points are asked to canvass the business houses at their stations, ascertain where the merchants secure their goods and endeavor to secure "routing orders". Such orders should be forwarded to the division freight agent in whose territory the station is located.

Let us see if we cannot make a record on solicitation during December.

Rock Island Magazine for December, 1920

Bedtime Stories

Peter Rabbit Meets Meadow Mouse

By Thornton W. Burgess

(Copyright)

*When there is something you must do
Don't waste a single minute.
The sooner you will have it done
The sooner you begin it.
—Danny Meadow Mouse.*

WHILE Chatterer, the Red Squirrel, was looking for Whitefoot, the Wood Mouse, in the Green Forest, over on the Green Meadows, Peter Rabbit was looking for Danny Meadow Mouse. Danny's home was not far from the dear Old Briar-patch, and he and Peter were and still are very good friends. So Peter knew just about where to look for Danny and it didn't take long to find him.

"Hello, Peter Rabbit. You look as if you had something very important on your mind," was the greeting of Danny Meadow Mouse as Peter came hurrying up to where Danny was sitting.

"I have," said Peter. "It is a message for you. Old Mother Nature says for you to be on hand tomorrow morning when school opens at sun-up over in the Green Forest. Of course, you will be there."

"Of course," replied Danny Meadow Mouse in the most matter of fact tone. "Of course. If Old Mother Nature really sent me that message"—

"She really did," interrupted Peter.

"Of course, there isn't anything for me to do but obey," Danny finished. Then his face became very sober. "That is a long way for me to go, Peter," said he. "I wouldn't take such a journey for anything or for anybody else. But Old Mother Nature knows, and if she has sent for me she must be sure I can make the trip safely. What time did you say I must be there?"

"At sun-up tomorrow morning," replied Peter. "We meet every morning at sun-up. Shall I call for you on my way there?"

Danny shook his head. Then he began to laugh. "What are you laughing at?" demanded Peter.

"I'm laughing at the very idea of me with my short legs trying to keep up with you," replied Danny. "I wish you would sit up, Peter, and take a good look all around to make sure that Old Man Coyote and Reddy Fox and Redtail the Hawk and Black Pussy the Cat from Farmer Brown's are nowhere about."

Peter obligingly sat up and looked this way and looked that way and looked the other way. There was no one in sight of whom he or Danny Meadow Mouse need be afraid. Peter said as much. Then he asked, "Why did you want to know, Danny?"

"Because I am going to start at once," replied Danny.

"Start for where?" asked Peter, looking much puzzled.

"Start for school, of course," replied Danny rather shortly.

"But school doesn't begin until sun-up tomorrow morning," protested Peter.

"Which is just the reason I am going to start now," retorted Danny. "If I

should put off starting until the last minute I might not get there at all. I would have to hurry, and it is hard work to hurry and watch for danger at the same time. I've noticed that people who put things off until the last minute and then have to hurry are quite apt to rush headlong into trouble. The way is clear now, so I am going to start. I can take



"Hello, Peter Rabbit. You look as if you had something important on your mind."

my time and keep a proper watch for danger. I'll see you over there in the morning, Peter."

Danny turned and disappeared in one

Pensioned Switchman Is Still Getting Business

GEORGE W. HARTZEL, of Los Angeles, a pensioned switchman of the Rock Island, doesn't believe in quitting work, altho he has been retired. His active interest in the Rock Island Lines, where he was employed for many years, has brought a letter of commendation from Vice-President and Passenger Traffic Manager L. M. Allen. In commenting upon the good work of Mr. Hartzel in inducing persons to travel over the Rock Island, Vice-President Allen wrote:

"Through the courtesy of Mr. D. C. Rees, secretary Pension Board, I have seen your letter of October 19th advising of your success in securing passenger traffic for the Rock Island, and this is written to express very keen appreciation of your activity in our behalf.

"The spirit which prompts you to keep the interests of the company in mind does you great credit, and I am going to take the liberty of having your letter repro-

of his private little paths through the grass, and Peter noted that he was headed toward the Green Forest.

Number 999

The following letter from the editor of the New York Central Magazine is self-explanatory:

"Quite a number of newspapers have printed and reprinted under prominent headlines such 'Famous Engine 999 Scrapped' and 'Locomotive Speed Engine Now Junk,' etc., a detailed story apparently originating with an anonymous interview at Watertown, N. Y., which is wholly incorrect.

"The New York Central officers here and elsewhere along the line have since received a large number of inquiries regarding old '999' but the true facts have not been published.

"Number '999' today, in its twenty-eighth year of service, is in active duty hauling passenger trains Nos. 30 and 37 on the Pennsylvania division of the New York Central, which covers Beech Creek coal district, these trains running between Avis and Clearfield, but it has been renumbered 1086. The pioneer speed locomotive, however, appears the same today as it did when it inaugurated the first really fast train service in America at the head of the 'Empire State Express' and made the speed record of 112.5 miles per hour in May, 1893, which even yet is unequalled. The only change in its general appearance is that '999' now sports modern regalia, such as an electric headlight and various up-to-date mechanical labor-saving appliances and safety devices. The Empire State Express celebrated its twenty-ninth birthday on October 26th."

Thomas Jordan, baggage checker at La Salle station, and W. A. Sheeder, chief clerk to the Station baggage agent, secured for the Rock Island Lines two Pacific coast passengers by directing them to Depot Passenger Agent Turpin for information. Their co-operation in this respect resulted in business being secured for the Rock Island which otherwise would have used some other road.

duced in the Employees' Magazine, as I am sure it will prove an inspiration to others and result in material additions to our revenues. Please accept my sincere thanks, and keep up the good work."

The letter of Mr. Hartzel to Mr. Rees follows:

"Boosting for the Rock Island Lines. By my efforts on October 6th, 1920, Dr. S. W. Arowood, from Canton, Georgia, I induced to purchase a ticket from Denver to Chicago, as he wanted to go via Salt Lake. Also Mr. W. F. Daugherty and mother from Chicago to Los Angeles, October 15, arrived here and Major Cunningham and mother from Los Angeles to Washington via Chicago on April 5, 1920. Mr. J. Daugherty on April 6, Los Angeles to Washington, D. C., via Chicago and return on April 29th, Chicago to Los Angeles.

"The above are those I induced to buy tickets via the Rock Island Lines on my humble efforts. This helps some."

Of Interest To Women

THE shops are showing a very interesting array of dress materials: broadcloths, serges, poplins, panamas, velour checks and plaids, and wonderful coatings, heather mixtures, tweeds and twills.

In silks there is every sort of color and weave, and for every occasion, evening, afternoon or street wear.

Cotton fabrics are also on view in plain and fancy crepe materials, foulards and gingham.

Embroidery will be used lavishly and fur is considered good for trimming.

Street dresses of dark blue tricotine are shown heavily braided in white soutache.

Brown will be much in evidence in shades ranging from chestnut to the tones of henna and terra cotta.

The fall blouse styles may be long over the hips, or end at the waistline.

Girdles are shown, usually as part of the blouse or cut in one with it. "Tie back" effects are very popular.

Some blouse models in heavy silk button at the center and up the chin, and are finished with flaring peplums to hip length. The best blouses are in subdued colors, with the trimming of bright colored embroideries.

Heavy embroidery in wools, chenille and silk, beading, and applied motifs are featured.

Leather will be a stylish trimming on serge and tricotine.

Dyed laces in popular shades, especially blue and brown, will be used. Black lace is shown on dinner and evening gowns, of velvet, taffeta or satin.

For the navy blue school dress a smart finish would be a collar and cuff set of orange or Canary organdy.

Plaited skirts are still popular; many so plaited that the plaits are apparent only when one walks.

The woman who travels may have a jacket suit, or a three-piece model, or a one-piece frock with short coat of fur, or a utility coat of duvetyn or tweed.

With a dark suit a blouse of matching color, but thin fabric mounted on a lining is best.

The hat should be small or of medium size, never large for wear with a tailored suit.

For informal evening affairs a dress of black velvet or satin is attractive, with short sleeves, round neck and a smart sash. Always long white gloves are required.

A collar of fine lace or embroidery may trim an evening gown.

Collars and laces tinted to a cream or ivory shade are very appropriate and charming.

Copper dyed and honey color laces are used for dress trimmings as well as for millinery.

Gray will be a good Fall and Winter color, as will also taupe in the light shades for young women; darker shades in taupe are reserved for matrons.

Tulle chiffon and crepe will be used for girdles, tied back in bows and finished with streamers.

Skirts of tailored dresses remain short and scant. Suit coats may be short, half long and three-quarters long, and though some belted models are shown, the majority are fitted at the waistline and flare below.

This is a very strong indication that circular skirts and draperies will be popular before the close of the season.

Tailored sleeves are straight and sewed into the armseye without fullness. Coat collars are straight and high and convertible.

The Russian blouse style is in evidence



and loose belt.

Afternoon dresses will show long sleeves and high, close fitting collars.

For home and evening wear skirts are comfortably full.

A dress of French serge may be attractively trimmed with rows of soutache braid.

Worsted embroidery and a shaped collar of chiffon form an effective decoration for a taffeta dress.

A frock of broadcloth may have nov-
(Continued to page 34.)

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

Beauty Hints

By Lucrezia Bori

The Famous Spanish Prima Dona

LOVELY hair is one of the assets women should possess. In order that it may retain its loveliness, it is imperative that you keep your hair scrupulously clean. If you are dowered with a wealth of hair that is inclined to be dry, you can frequently cleanse it by a good brushing instead of washing it. However, if you feel that it needs a shampoo, you will find you can get excellent results by alternating your hair-washing with dry shampoos. This form of cleansing the hair is excellent if you are in a hurry and cannot afford the time for the other. One virtue of the dry shampoo is that, besides having your hair thoroughly cleansed, you also enjoy the benefits of massage. This, of course, is secured when you work the dry powder in with your fingertips. This exercise of your scalp is exceedingly beneficial for the little muscles at the roots of the hair, which are stimulated by it, consequently the growth of your hair—whose length and good looks are greatly accelerated.

An excellent dry shampoo, which should be lightly dusted on your hair, is made as follows:

AN EFFECTIVE DRY SHAMPOO.

Orris root (powder)...8 ounces
Cassia flowers (ground
coarse)3 drams

Mix these well together and rub them through a fine hair sieve. This should not be used oftener than once a week. Unless care is used in brushing out the powder after the scalp has been thoroughly massaged, the pores are apt to get clogged. However, as a time-saver the dry shampoo is valuable.

Another easily made dry shampoo is compounded from the following:

Orris root (powdered)...½ ounce
Cornstarch 8 ounces
Oil of violets10 drops

This should be prepared in the same manner as the first formula, and used when occasion demands. If, however, your hair is quite blond or gray you will get better results by using a somewhat different preparation.

SHAMPOO FOR BLOND AND GRAY HAIR.

Fine cornmeal2 ounces
Orris root (powdered)...1 ounce

The cornmeal you select for shampooing purposes should be very finely ground. It will always give better results if, before you mix it, you place it in an oven to dry thoroughly. When preparing this shampoo, all you need do is to shake the cornmeal and orris root well together. To give the shampoo, shake the mixture or sift it into your hair. Rub it in quite vigorously, and after it has been on your hair ten minutes brush it out. This takes but a few minutes. You must be careful to remove all the powder. Shaking your hair will help to rid it of the powder. After this treatment your hair will be clean, dry and fluffy, as the powder absorbs all oily accumulations that detract so much from its beauty.

Of course, one of the best ways to keep your hair glossy is to brush it regu-

larly every evening. You should never go to bed with your hair dressed, for your hairpins are likely to tear it as your head moves on the pillow during sleep.

After you brush your hair it is well to leave it loose for a little while, so the air may circulate through it. Before you retire you should braid the hair loosely.

This nightly hair-brush treatment with an occasional dry shampoo, which necessitates further brushing, as well as some exercise of your scalp, will insure clean tresses and the lovely gloss well-kept hair always possesses.

If you want your nails to look clear and transparent, cut a piece of lemon. Rub them thoroughly with this and let them dig well into the rind of the lemon.

You can make your nails supple by dipping them in a cupful of hot water to which you have added a teaspoonful of lemon juice. Lemon juice prevents the cuticle from growing. It is splendid for making the skin of the hands smooth and white, and is just as good a cleanser as soap and water. Indeed, it should be used instead of soap and water when you are working with fruit or engaged in other household duties that demand frequent immersion of your hands in water. When you use soap too often it makes your skin hard and dry, and it will absorb more dirt than when it is kept smooth and soft.

After you have been handling any malodorous substance rub your hands thoroughly with lemon and all objectionable smell will be removed from them. At the same time the lemon will restore the delicacy of your skin.

Brushing your teeth now and then with lemon juice is excellent, provided you rinse your mouth thoroughly afterward so that the acid is washed completely away.

Even the feet may benefit by the use of lemon juice. Disfiguring corns may be removed by binding on a piece of lemon night after night until their removal is accomplished.

Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

TO cut down the waste and garbage there is only one really adequate aid—cutting down the amount of foodstuffs bought and cooked. There is no doubt that there is far too much cooking in most families. Many expert housekeepers, through fear of having a meager table, overdo the marketing and cooking. A liberal guess is thought to suffice, and the consequence is that food is wasted, and there is a needlessly full garbage pail.

Handling waste and garbage varies according to town and country facilities, but there are many first-class devices on the market which make the handling of waste less unpleasant.

For the apartment dweller there are sometimes built-in conveniences. There is the built-in corner underneath the kitchen window. Here a little compartment provides place for the garbage can, and as it has a metal door, the pail can be kept out of sight whenever it is not actually needed. Galvanized iron pails are usually considered the best in which to keep garbage, despite the fact that the enameled pails look whiter and cleaner. The enameled ones, however, are more likely to chip with the hard wear given them for this purpose, and they have frequently to be replaced if you insist on a snow-white pail.

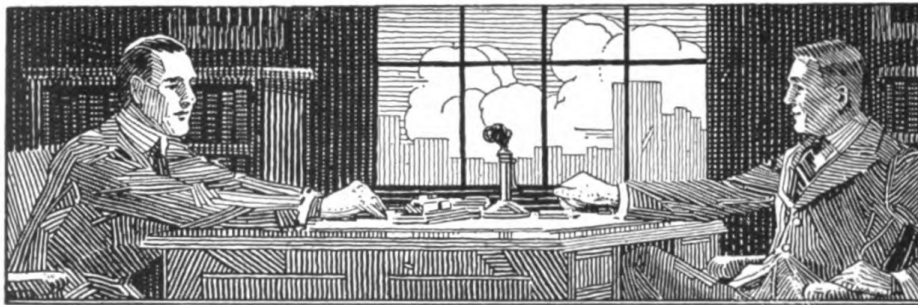
A garbage cache can be built into the suburban or country dwelling quite easily, and it is a far better plan than any other method of holding kitchen waste until called for.

There is a large paper garbage pail made to fit the inside of a metal pail, but all waste must be drained well first before it is placed in the bag, otherwise it will soak through.

Another sanitary device is the small square receptacle, rounded on one side. The cover slides, instead of having to be lifted, which makes for easier handling than the slightly more awkward method of having to hold the top in one hand while emptying the waste of the kitchen with the other hand.

For the disposal of paper there is the wire basket, especially needful in the detached house if papers accumulate more quickly than they can be disposed of ordinarily. This is a burner and is like an enlarged trash basket, except that it has a tin top. Papers are piled in, the tin lid is fastened down, and then the whole taken to some safe place outdoors, where a match is applied. The papers burn quickly inside the basket, and there is no danger of flaming bits flying about.

Of course, the last word in garbage disposal is an article in which to incinerate garbage, but it is not a cheap device. There is nothing so sanitary as this method. Garbage and paper may be dumped into an incinerator immediately, and all is reduced to ashes in a few moments. That means there never need be any waste matter about the kitchen or grounds for even a few hours. For the large house, especially in country districts, a device of this sort would seem to be a necessity, because of its sanitary features. Eventually, perhaps, we will all get away from the idea of carting garbage to remote dumping grounds, and everything will be quickly burned. This method was customary in many large cities abroad, where garbage was collected during the night and quickly incinerated. Such burning of waste makes a most excellent fertilizer.



1919 6,978 persons were killed and 149,053 injured, compared with 6,859 killed in 1898 and 119,507 injured in 1910.

Work on regulations to govern the installation of automatic control devices on the railroads, as required by law, has been begun by the Interstate Commerce Commission in co-operation with the American Railway Association.

Statistics compiled by the Bureau of Railway Economics disclose the fact that in August the railroads moved more freight not only than in August of any previous year, but more than in any previous month in any year in history.

J. J. Devereux, traveling freight and passenger agent on the Atchison, Topeka & Santa Fe, with headquarters at Salt Lake City, Utah, has been promoted to general agent, with the same headquarters. Mr. Devereux succeeds E. R. Leis, who has resigned.

Investigation of Illinois, Wisconsin and Missouri mining problems hereafter is to be conducted by newly created mining experiment station of bureau of mines, to be known as Mississippi Valley station, with headquarters in St. Louis, under direction of J. J. Rutledge, acting superintendent.

From telegraph operator at the small station of Verdi, Cal., on the Southern Pacific railroad, to superintendent of the Salt Lake division of the system, is the climb of E. L. King within twenty years. He has been appointed to take charge of the main line and all branch lines of the system between Sparks and Ogden.

Government legal aid has been invoked by the Chicago & Eastern Illinois to recover claims against the government growing out of federal railroad control. The carrier, instead of pressing its claims against the railroad administration, has filed a claim with the court of claims for \$14,607,397 as damages due as the result of federal operation.

Estimates of the railroads on the amounts due them under the guaranty provisions of the transportation act must be filed by Jan. 1, the roads were informed by the Interstate Commerce Commission. At the same time the Commission sent a questionnaire to the roads to obtain the details of the results of private operation during the first six months after federal control ended.

A department has been created by the American Railway Association to carry out a campaign among all railroads for a reduction of freight losses and damages, which last year cost American railroads \$104,000,000. A meeting of representatives of all member roads of association was held in Chicago November 15 and 16, at which general problems were discussed and means of co-operation outlined.

President J. M. Kurn, Vice-President T. A. Hamilton, Vice-President Alexander Hilton and other officials of the St. Louis-San Francisco Ry. Co. recently completed a trip of inspection over a great part of the Frisco Lines. Encouraging conditions were found to exist at every point visited and according to Floyd Bell, director of public relations, the officials were splendidly received by

As It Was Told to Me

The Chicago, Rock Island & Pacific has ordered 40,000 tons of rails from the United States Steel Corporation.

During the first eight months of the year all railroads of the country placed orders for a total of 65,343 freight cars.

The Pennsylvania railroad reports that on Oct. 30 the freight car movement reached a high record mark at 148,129 cars.

The Chicago & Northwestern have placed three new trains into service to meet the demand for travel to the Pacific Coast this winter.

W. R. Young has been appointed superintendent of telegraph and signals of the Grand Trunk Ry., with headquarters at Chicago, Ill., succeeding N. E. Baker, resigned.

The Interstate Commerce Commission on October 22 approved a loan of \$6,780,000 to the Pennsylvania for making additions and betterments to its roadway and structures.

W. V. Wilson, assistant comptroller of the Chicago, Milwaukee & St. Paul, with headquarters at Chicago, has been appointed comptroller, succeeding G. J. Bunting, resigned.

The Pennsylvania has opened a commercial office in Dallas, Tex., in charge of L. J. Warner, district freight representative, and L. G. Russell, district passenger representative.

A. Bernard has been appointed acting terminal superintendent of Chicago terminals of the Illinois Central railroad. He succeeds A. M. Umshler, who has been granted a leave of absence.

L. C. Gilman, president of the Spokane, Portland & Seattle Ry., with headquarters at Portland, Ore., has been elected vice-president of the Great Northern R. R., with headquarters at Seattle, Wash.

P. H. McCauley, superintendent of transportation of the Northern Pacific Ry., with headquarters at St. Paul, Minn., has been appointed general superintendent of transportation, with the same headquarters.

C. E. Oakes has been appointed shop superintendent of the Kansas City Southern Ry., with headquarters at Pittsburg, Kansas, succeeding William Turley, resigned. J. Gutteridge has been appointed general foreman of the car department,

with headquarters at Pittsburg, Kansas, with jurisdiction over the entire line.

The Traffic Club of Chicago entertained its members and friends election night with a dinner, vaudeville and dance at Hotel LaSalle, attended by railway representatives of all the leading lines entering Chicago.

Approval of a \$6,000,000 equipment loan to the Northern Pacific railroad is announced by the Interstate Commerce Commission. The railroad is required to finance itself about \$10,000,000 to carry out the projects involved.

Fewer persons were killed on railroads in 1919 than in any year since 1898 and fewer were injured than in any year since 1910, says a statement issued by the Interstate Commerce Commission. In

The Young Lady Across the Way



The young lady across the way says her father simply won't quarrel about politics and is too broadminded, in fact, even to listen to arguments on the other side.

the civic organizations of the various cities.

The Chicago Rock Island & Pacific R. R. will erect a freight station 40 by 260 feet, with office section of brick, tile roof, and freight sheds of frame covered with corrugated iron, at Enid, Okla.

R. M. Dozier, formerly assistant freight traffic manager of the Missouri Pacific at Chicago, has resigned to go to Memphis as president of the Union railway. W. C. Stanley, general agent of the road, is in charge of the office in Chicago.

In a statement given out at Winnipeg, President D. B. Hanna of the Canadian National Railways declared that employees of the National Railways cannot accept nomination for any political office and if any should do so they automatically cease to be employees of the road.

William Z. Ripley, professor of economics at Harvard University, has been employed by the Interstate Commerce Commission to develop a comprehensive plan for consolidation of the railroad systems of the United States, as contemplated by the Transportation Act.

Passenger and freight traffic on the railroads running into Chicago is reported running about 10 per cent less than a year ago in both departments, while operating income is about 10 per cent ahead. Officers say the rate advances came just in time and did not cause the slump, which did not really start until November. Freight contraction is expected to continue until commodity prices are stabilized.

The regular session of the American Railway Association was held at the Blackstone hotel on November 17. Various reports were presented, as follows: Division 1, operating (telegraph and telephone sections); division 2, transportation; division 3, traffic; division 4, engineering, (a) construction and maintenance section, (b) electrical section, (c) signal section; division 5, mechanical; division 6, purchases and stores; division 7, freight claims, and division 8, perishable freight.

The Chicago Union Station company has entered into an agreement with the postoffice department for the construction of a postoffice terminal in Chicago for handling parcel post and transient mail, which is to be utilized in conjunction with the Union Station project. The building will be constructed by the Union Station company and will be leased to the government for a term of 20 years at an annual rental of \$500,000 for the first five years, and \$310,000 annually for the last 15 years.

The Brotherhood of Locomotive Engineers' Co-operative National Bank of Cleveland, Ohio, received its charter October 26 from the Comptroller of the Currency and opened its doors for business November 1. This, it is said, is the first labor bank and the first co-operative commercial bank in the United States. The capital of the bank is \$1,000,000, with a paid-in surplus of \$100,000. The stock is owned exclusively by the brotherhood and its members, and was over-subscribed in excess of \$30,000, despite the fact that the annual dividends are limited to 10 per cent.

WHY

Is this style of dump car like a mule?

BECAUSE

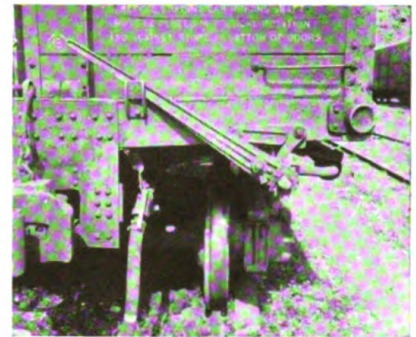
If you don't handle it right, it'll kill you.

HOW IS RIGHT?

First—Take a bar or pole like the man in the picture below and release the gravity locks that hold spindle or shaft in place.



Second—Before you release the gravity locks, be sure that the dogs at end of car are in position to hold. In other words, do not release the dogs until you have first released the gravity locks. If you do release the dogs first, then when you release the locks, the floor will drop and you are liable to be struck by the load from the car or by the car floor itself.



Third—Keep your head and body entirely from underneath the car. This man is taking a chance because even if the dogs at the end are in holding position, they may possibly give way under weight of the load or something may be wrong with the shaft, causing it to turn as soon as locks are opened.



Joseph Sebo, a carman, got under one of these cars something like the man in the picture and the floor dropped on his head, resulting in his serious injury

Don't monkey with the dumping apparatus at all unless you understand it. Let the man who knows how do the job.

(Distributed by the Safety Organization of Pere Marquette Railroad and The Grand Trunk Western Lines Railroad.)

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN



"Ideal Home", Endicott, N. Y. A Free Library for our workers and their friends. A similar library is located at Johnson City, N. Y., known as "Your Home." Reading rooms, dining room, kitchen, sewing rooms, club rooms, smoking rooms. In fact everything has been planned to give all the comfort of the real home. Everybody welcome Everywhere.

ENDICOTT=JOHNSON

Shoes for Workers and Their Boys and Girls

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.



Petroleum Products of Quality

Gasoline, Kerosene, Naptha
Gas Oil, Lubricants, Fuel Oil
Paraffin Wax, Road Oil

*Shiments in Tank Cars
and Barrels*

SINCLAIR REFINING COMPANY

111 West Washington Street

Chicago, Ill.

Digitized by

Google

City of Homes

(Continued from page 10.)

erecting a handsome band shell in a down town park, where summer concerts are given in the open air. They also contributed a sum equal to that of the city to help support the band. The majority of the players in the organization were Rock Island men.

BALL TEAM "CLEANS UP."

The Horton high school football and basketball teams have been "cleaning up" all of northeast Kansas for several seasons past. The majority of the boys on the team work in the shops during vacation and consider themselves Rock Island employees, just as the Rock Island folks consider the teams a part of them.

Horton has an excellent municipal lighting plant, and the Rock Island buys all its "juice" for light and power from the city. This co-operation helps the city give better service and saves the Rock Island installing a vast amount of electrical equipment in the shops. The city also has its water mains connected with the shop system, so that in case of fire the city pressure can be utilized as well as that belonging to the company.

Just recently connection has been made to furnish city drinking water to the shops, and 21 sanitary drinking fountains have been installed at various points throughout the building. These are made from boxes 4x4x6 feet, containing coils which keep the water cool in the summer. These contrivances save the time of a crew of men who carried drinking water for years from wells outside the shop grounds.

ALL TAKE COMMON INTEREST.

The railway employees at Horton have a part in every community enterprise. In fact, in community affairs it is impossible to tell just who are the railroad men, the uptown folks or those from the country roundabout. All take a common interest and do their part. The Rock Island folks are members of every church, every civic organization, every lodge, every fraternal body. Horton is a great lodge town and has some of the strongest fraternal bodies in the state, all made possible by the interest and activity of the railroad men of the town. Every night two or more lodges meet, and some of them have hundreds of members.

All in all, the Rock Island folks are so identified with every civic, religious, fraternal and philanthropic movement of the town of Horton and their interests are so closely interwoven with those persons not connected with the railroad that it is practically impossible to say where one ends and the other begins. And this is as it should be, for there are no sharp dividing lines in Horton, the town being almost one big family.

Rock Island employees at Horton, over a year ago, set about to solve the high cost of living in their own way. They saw no reason why they should pay \$2.50 a bushel for potatoes when the farmers in their section were selling them for about half that. So the shop men formed a co-operative buying club. A carload price was gotten from a dealer in another town and two of the Rock Island employees started out to sell the car before delivery. More than 100 Rock Island men entered the "pool" with the result that two carloads of potatoes were sold "cash in hand" and delivered in Horton at a cost of \$1.50 a bushel to the Rock

No Money Now

Make Your Choice of These Fine Shoes **FREE** And Get an Excellent Razor **FREE**

Men—here is a chance you must not let slip. Biggest bargains in shoes—not a penny to send with your order, and if you act quick while this offer lasts we will send a fine razor (worth \$2.00) FREE. We mean exactly what we say—the razor costs you nothing. Sent right with the shoes. Pay when shoes arrive—only \$4.98 for shoes—nothing to pay for the razor. If you are not satisfied with your bargain after examination just return shoes and razor and we will refund your money. This offer made to bring 10,000 new customers this month. Get your order in now—right away. Don't wait until offer is withdrawn.

Blucher Style For All-Round Wear



Special bargain in a shoe for all-round service (see picture at left). Made in classy lace Blucher style. Splendid quality calf uppers. Durable quality leather soles and heels. Color, black. At our price these shoes challenge all competition. Make your own decision after you examine and try them on. Sent absolutely on approval. Nothing to pay until shoes arrive. Sizes 6 to 11. Order these Blucher style shoes by No. 814. Price only \$4.98. Give your size. Order now!

Be Sure to Give Your Size

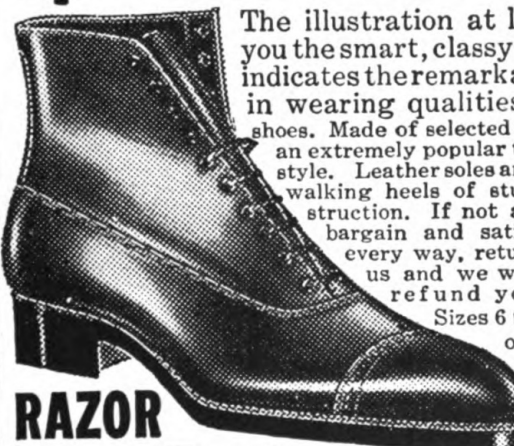
Great Bargain in Work Shoes



This shoe (shown at right) is built on lace Blucher last and made to stand hardest wear and to resist wetting. It is drill lined; has leather insoles; guaranteed counters; two full solid leather soles—clinched, nailed and sewed—running clear through to the solid strong heels. Color, tan. Built for a sturdy, durable work shoe, yet very dressy in appearance. Sent absolutely on approval. Sizes 6 to 11. Order by No. 700. Price \$4.98. Give your size.

Your Choice at \$4.98

Special Dress Shoes



The illustration at left shows you the smart, classy style, and indicates the remarkable built-in wearing qualities of these shoes. Made of selected leather over an extremely popular toe last; lace style. Leather soles and low broad walking heels of sturdiest construction. If not a wonderful bargain and satisfactory in every way, return them to us and we will promptly refund your money. Sizes 6 to 11. Black only. Order by No. 812. Price \$4.98. Give your size.

RAZOR

Stylish Brown Shoes



You must see these classy looking shoes to realize what a bargain they are. (Shown in picture at right). Very stylish and dressy, too. Color, dark brown. Made of specially selected fine quality leather on very latest style popular last. Solid wearing leather soles. Best workmanship. You won't pay \$7 or \$8 for shoes when you can have these at this remarkably low price. You have nothing to lose, so send your order today. Sizes 6 to 11. Order these shoes by No. 811. Price \$4.98. Give your size. Put X in coupon to show style.

SEND COUPON



This offer is simply sensational—it seems impossible—but it is genuine. Not a cent do you pay for the razor. You get it free—sent right along with the shoes and is packed in a neat case.

Think of getting FREE a razor you would pay \$2 for at stores—splendid steel, finely tempered, hollow ground, perfectly balanced. It's yours without a cent if you order the shoes while the offer lasts. Send now.

BIG 4 CO. 112-118 N. May St. Dept. 5055 Chicago

Now is the time for action. This is a special offer, and you don't want to miss it. No money now—just the coupon brings shoes and free razor.

BIG 4 CO. 112-118 N. May St. Dept. 5055 Chicago

Send the shoes marked X in the ☐ below and the free razor. I will pay \$4.98 for shoes on arrival. The razor to be free. It is understood that if I am not satisfied upon examination, I will return the shoes and razor and you refund my money.

☐ No. 814 Blucher ☐ No. 812 Dress ☐ No. 700 Work ☐ No. 811 Brown

Size.....

Name..... Original from UNIVERSITY OF ILLINOIS AT

Address..... URBANA-CHAMPAIGN



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

Murine
Night
and
Morning.

If your Eyes Tire, 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

Don't Send 1 Penny

Just send your name
and address, size
and color and I will
send this sweater to
you. You don't
pay one penny
until it is de-
livered to your
door by the
postman.



\$1.98
DELIVERY PAID

**Army
Navy**

For Men
or Women
This is a real
heavy winter
sweater,
made of
heavy mixed
marino yarn.
Slip-over
style, with V
neck and full
length sleeves.
Just like pic-
ture. Will give
excellent wear.
Sizes to fit Ladies
or Men 34 to 46. Colors, khaki or navy blue.

→ **\$4.50 Reduced to \$1.98**

No one has ever reduced price to this extent. It is
the biggest money-saving bargain ever offered. We
will sell only two to a customer and will not sell to
merchants or wholesalers.

Delivery Free Just send your name
and address, no money.
When the sweater is delivered at your door by
the postman, pay him \$1.98 for the sweater. We
have paid the delivery charges. Wear it. If you don't
find it all you expect, return it and we will cheer-
fully refund your money at once. Order by No. 72.
Dept. Z-1180.
Walter Field Co. 318 S. Michigan Ave., Chicago

Cured His RUPTURE

I was badly ruptured while lifting a trunk
several years ago. Doctors said my only hope of
cure was an operation. Trusses did me no good.
Finally I got hold of something that quickly and
completely cured me. Years have passed and the
rupture has never returned, although I am doing
hard work as a carpenter. There was no opera-
tion, no lost time, no trouble. I have nothing to
sell, but will give full information about how you
may find a complete cure without operation, if
you write to me, Eugene M. Pullen, Carpenter,
546 Marcellus Avenue, Manhattan, N.Y. I have
cut out this notice and show it to any others who
are ruptured. You may save a life or at least stop
the misery of a rupture and the worry and danger

New Time Card

One of the most sweeping changes in
passenger train schedules made by the
Rock Island in several years became ef-
fective on November 21, when the Golden
State Limited, the Rocky Mountain Lim-
ited and other fast trains were restored
to their pre-war schedules. This places
the Golden State Limited on practically
a sixty-eight hour running time between
Chicago and Los Angeles, with through
sleeping cars to San Diego and Santa
Barbara. New equipment also has been
added out of Chicago. The St. Louis-
Los Angeles service also is restored. Gol-
den State Limited (No. 3) leaves Chi-
cago at 6:30 p. m. and No. 11, for Texas
points, leaves at 1 p. m.

The line-up of schedules of 1-29 and
2-30 between St. Louis and Los Angeles,
3 and 4 between Chicago and Los An-
geles, 11-12 between Chicago and Kansas
City, and 11-311 and 312-12 between El
Paso and Kansas City, follows:

Chicago	11-311	1-29.	3.
St. Louis	1:00pm	11:30pm	6:30pm
Kansas City		9:45am	
Kansas City		6:50pm	
Kansas City	7:15am	9:15pm	8:30am
Kansas City	10:10am	10:15pm	9:25am
Herington	3:20pm		1:45pm
Herington	3:35pm		1:50pm
Pratt	8:15pm		5:50pm
Pratt	8:40pm		6:00pm
Dalhart	4:35am		12:15am
Dalhart	4:40am		12:30am
Tucumcari	7:30am	7:00pm	3:10am
Tucumcari		7:20pm	
El Paso	7:30pm	7:00am	
El Paso		7:15am	
Los Angeles		10:00am	1:10pm

Chicago	4.	2-30.	312-12.
St. Louis	9:15am	6:55am	12:30pm
Kansas City		8:00pm	
Kansas City		8:30am*	
Kansas City	6:30pm	9:10am†	7:00pm
Kansas City	5:30pm	7:30am	5:20pm
Herington	1:05pm		12:10pm
Herington	1:05pm		11:55am
Pratt	9:05am		7:10am
Pratt	8:55am		6:45am
Dalhart	1:20am		9:30pm
Dalhart	1:15am		9:25pm
Tucumcari	10:40pm	8:45am	
Tucumcari	10:27pm	8:20am	6:30pm
El Paso			7:00am
El Paso			
Los Angeles	11:15am	4:30pm	

*For Chicago. †For St. Louis.

Appreciates Service

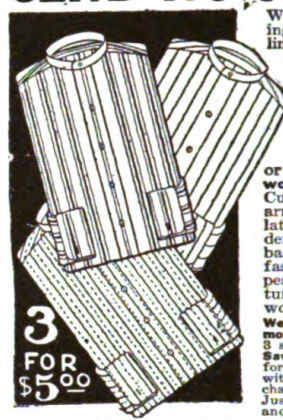
Declaring that he had seldom received
the attention and courtesy he had experi-
enced with the Rock Island, W. R. Apple-
by, dean of the School of Mines of the
state of Missouri, has written the follow-
ing letter of appreciation to the General
Passenger Agent of the Rock Island Lines
at Kansas City:

"Permit me to express my appreciation
of the interest that you showed in my
difficulty in getting reservations made
from Denver over your road out of Kan-
sas City to Minneapolis on October 22.

"I suppose you already know that two
lower berths were provided for us from
Kansas City to Minneapolis and that a
most courteous representative of your
road met us at the train before leaving.
Such attention I have seldom received at
the hands of any railroad and I want to
assure you that I appreciate it. I have
taken occasion to relate my experience
to many and I feel confident that any of
my friends, as well as myself, will be sure
to use the Rock Island whenever it is
possible to do so.

"I am advised by Mr. Leybold, of the
Dorr Company of Denver, who kindly
sent the telegram to you for me, that he
was called upon by one of your represen-
tatives, who was further investigating the
difficulty that we had in securing accom-
modations.

SEND NO MONEY



Write quick for this amaz-
ing shirt bargain. Only
limited lot. Wonderful
quality fine count per-
cale. Record breaking
cut price. Guarantee
\$8.00 value for only
\$5.00 C. O. D.

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

We guarantee to refund your
money if you can match these
3 shirts for less than \$8.00.
Save money—write today be-
fore this astounding offer is
withdrawn. We pay delivery
charges. Send only \$5.00.
Just send your name, address
and neckband size.

BERNARD, HEWITT & COMPANY
Dept. 170010 900 West Van Buren Street Chicago, Illinois

Rheumatism

A Remarkable Home Treatment
Given by One Who Had It

In the Spring of 1893 I was attacked by Mus-
cular and Sub-acute 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 treatment
that cured me completely, and it has never re-
turned. I have given it to a number who were
terribly afflicted and even bedridden with
rheumatism, some of them 70 to 80 years old,
and results were the same as in my own case.

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

Mark H. Jackson, No. 939 G. Durston
31dg., Syracuse, N. Y.

Mr. Jackson is responsible. Above statement is true

GOVERNMENT WOOL BLANKETS

PRICE
\$4.90



20,000 elegant wool army blankets purchased
direct from U. S. Surplus Division. Blankets
that are real wool and will keep you warm
for several years to come. The raw material
alone is worth more than the price we ask.
Slightly used in local camps, but practically
as good as new. Inspected, renovated,
laundered and sterilized by Government
authorities. Our price \$4.90.
Strictly new and just as received by the Gov-
ernment from the manufacturers. Our price
\$5.90. Regular value would probably be
16.00. Either of the above blankets are
extra large size.

As a matter of good faith mail us a deposit
of \$1.00 for each blanket order, balance on
delivery. We will ship blankets by express
unless otherwise instructed.

KINGSLEY ARMY SHOE CO.

2852 Cottage Grove Ave., Dept. B 262, Chicago, Ill.

LEARN PARLIAMENTARY Procedure and Public Speaking

Be the Leader. We teach you by
mail the rules of Parliamentary Pro-
cedure and the duties of the presiding
officer in conducting lodge,
union or club meetings—all
that governs the deliberative
or legislative assembly. The
Course, prepared by Herman
Ames Phillips, for 15 years
Journal Clerk, National House
of Representatives, and John
Philpot Curran, LL.B., is based
on the rules used in Congress.
Low cost, easy terms. Write for free il-
lustrated booklet of pointers for speakers.



AMERICAN PARLIAMENTARY SOCIETY

127 No. Dearborn St. Chicago, Ill.

Rock Island Magazine for December, 1920

AFTER 40?

A PLEASINGLY written booklet for those near or past middle life. It concerns a simple, drugless treatment that cannot interfere with daily work or doctor's care. It has delighted thousands, is prescribed by hundreds of physicians and indorsed by intelligent laymen all over the world. Not a book about infectious diseases, but whole-some truth. Just say: Send me, free of all charge.

"PROSTATOLOGY"

If depressed in spirit; if backache, sciatica or tender feet annoy you; if nerves are gone; if bladder weakness and disturbed slumber undermine your health, you will bless this book. Do it before you forget where you saw this notice.

THE ELECTRO THERMAL CO.
75A Kirk Bldg., Steubenville, O.

TOBACCO OR SNUFF HABIT CURED OR NO PAY

No matter whether used in pipe, cigarettes, cigars, chewed or used in the form of snuff. Superba Tobacco Remedy contains nothing injurious, no dope, poisons, or habit-forming drugs. Guaranteed. Sent on trial. If it cures, costs you one dollar. If it fails, or if you are not perfectly satisfied, costs you nothing. Write for full remedy today.

SUPERBA CO., M-20, Baltimore, Md.



A SPECIAL Factory Cut-Price

U. S. Officer's Shoes

Hand sewed, first grade factory, cut-down price. Direct to you at only **\$6.85**. Made of the best Waterproof Mahogany calf leather. If these shoes are not just as we say, send them back. You do not lose a cent. Retail price of this shoe is \$10.00. Built for work and dress at the same time. If you are sending money order or check do not include postage. Pay only for shoes. We pay postage.

U. S. Army Marching Shoes

First grade factory, cut-down price. Direct to you at only **\$5.15**. Retail price of these shoes is \$8.00. Made of the best elkskin waterproof leather.

U. S. NATIONAL MUNSON
ARMY SHOE CO., Inc.

Dept. 340
Westfield, Mass.



Send No Money

Snap this bargain up right now before it is too late. Only limited quantity. Amazing underwear bargain. Greatest offer ever made. **Two Guaranteed \$4 Each, Wool Unionsuits \$5.75.** Save big money on your underwear. Send postcard or letter today—this very minute, for these 2 beautiful perfect fitting heavy weight gray elastic rib unionsuits. Full cut. Seams reinforced and overcast. **Send No Money**—pay only \$5.75 on arrival, no more; we pay delivery charges.

We Guarantee to refund your money if you can match these 2 wonderful wool unionsuits for \$8.00. Order this amazing bargain this minute before it is too late. Just give name, address and business name.
BERNARD-HEWITT & COMPANY
Dept. U9012 200 W. Van Buren St., Chicago, Ill.

"Bunk" Black, Dead

The numerous friends of Conductor Edgar E. Black, more familiarly known as "Bunk Black," will be grieved to learn of his death at St. Anthony's Hospital, Rock Island, Ill., on November 15th, at 5:30 p. m., as a result of a stroke of apoplexy. He was stricken on November 3rd, at his home and was taken to St. Anthony's Hospital, where for nearly two weeks he waged a losing battle for life.

Mr. Black was born at Seaport, Maine, fifty-eight years ago. He entered the service of the Rock Island Lines as a water boy on a steam shovel crew at Grinnell, Iowa, forty-four years ago and has been in continuous service since that time, having entered the Train Service Department as a brakeman and rose to his present position, through steady and efficient performance of his duties and his great willingness at all times to be of assistance to others.

He was promoted to position of conductor in 1897 and for several years he has been in charge of the Rocky Mountain Limited train, one of the best trains in the service of the Rock Island Lines.

He was affiliated with the Order of Railway Conductors, Lodge No. 106 and was active in the affairs of the order.

In 1885, Mr. Black was united in marriage to Miss Delia Fenlon of Des Moines, Iowa, and is survived by his widow, three sons and one daughter, Charles Edward, of Spokane, Wash., Frank A., Louis T., and Miss Veronica Black, of Rock Island, who will greatly feel his loss. He is also survived by a sister, Mrs. Frank Madison of Grinnell, Iowa, and a brother, Fred, of Rock Island, and by two grandchildren.

During Mr. Black's long years of service he has been held in high esteem by the officers of the company and by his fellow workers on account of his efficient service and his cheerful disposition. He had a host of friends among the traveling public with whom he came in contact and who will miss his friendly greeting and his ever-ready assistance to those who needed it.

Funeral services for Mr. Black were held at Sacred Heart Church, Rock Island, Ill., on Thursday, November 18th.



Our Monthly Quiz

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

1. Where is the narrowest part of the Gulf Stream?
2. How many persons lost their lives in the Black Hole of Calcutta?
3. Of the Vice Presidents who became Presidents, which one served the longest term?
4. Which of the planets has the most moons?
5. How many grains make a carat in weighing precious stones?
6. How long did hostilities in the Spanish-American war continue?
7. What was the original system of electing United States senators?
8. In what century and where did Omar Khayyam live?
9. How is the displacement, used in measuring the size of ships, determined?
10. What is the meaning of "I Pagliacci," the name of Leoncavallo's popular little opera?

500 Rooms

Golden West Hotel

RATES
\$1.00 Per Day

**Absolutely
Fireproof**

San Diego



2 for \$5.25

Send No Money!

Two wonderful \$4.00 shirts for only \$5.25. Save at least \$2.75. Everybody wearing these semi-dress Gray Flannel Shirts for business, work and sport.

Cadillac Broadcloth Flannel Shirts
Two \$4.00 Shirts for Only \$5.25

Made of fine quality Cadillac Broadcloth Gray Flannel. Special Winter weight. One large pocket, faced sleeves and matched pearl buttons. **Cut Extra Full. Coat Front Style. Double-Stitched thru-out. Soft turn-down collar with satin faced neckband. Thoroughly Shrinked.** Try to match these shirts in any store at \$4.00. Yet we offer you two for only \$5.25.

Send No Money Write today. Shirts will be sent at once, transportation prepaid. Pay only \$5.25 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck-band size.

Desk F89012
BERNARD-HEWITT & CO. 900 W. Van Buren St., CHICAGO

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 **Pile's Pile Tablets** and you will bless the day that you read this. Write today.
E. H. Chapin, 107 Page Building, Marshall, Mich.

U.S. GRANT HOTEL

SAN DIEGO
CALIFORNIA
U.S. GRANT Jr. President

Horseraces—Polo—Golf—Boating
Fishing—Old Missions—Orange
Groves—Entertainment Galore!



Rates as attractive as \$2 day

SUNSET INN

TIJUANA
OLD MEXICO
"America's Monte Carlo"

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

Just across the
line from San Diego



Baron Long
MANAGING DIRECTOR

First Aids

(Continued from page 8.)

ferent than what one might ordinarily expect it to be and has no reference to the number of fragments into which the bone is broken, but does refer to the difference between the fracture where the skin over the fracture is not pierced and the case in which the skin is pierced. If the skin is not opened, the fracture is called a simple fracture no matter how badly the bone may be shattered. If the skin over the fracture is pierced the fracture is called compound.

A compound fracture is much more serious than a simple fracture because as long as the skin is intact no infection can reach the break of the bone from the outside, whereas, if the skin is pierced it opens a gateway for infection to reach the bone. So, instead of the few weeks of comparatively painless healing of the simple fracture without much danger, a compound fracture is caused with probable wound infected, inflammation, pus or matter, and perhaps months of sickness from blood-poisoning, with considerable danger of death.

HOW TO TELL FRACTURES

How do we know when a person has a fracture? In the first place there will be pain at the point of fracture, but a person might also have pain from a mere bruise. There are certain signs, however, which come only with a fractured limb. One is what we call deformity, which means that the limb is altered in shape, perhaps shortened or bent; always compare it with the uninjured side. Another sign of fracture is that there is loss of rigidity of bone. There will be a place in the bone where it will move something like a hinge. Of course, there ought to be no movement in the limb, except at the joints. Another sign of fracture is the inability to use the fractured limb.

This does not mean that the patient with a broken arm may not be able to move his fingers or his wrist or one with a broken thigh may not be able to use his ankle or his toes, but the man with a broken arm would not be able to raise his arm, the man with the broken thigh would not be able to walk.

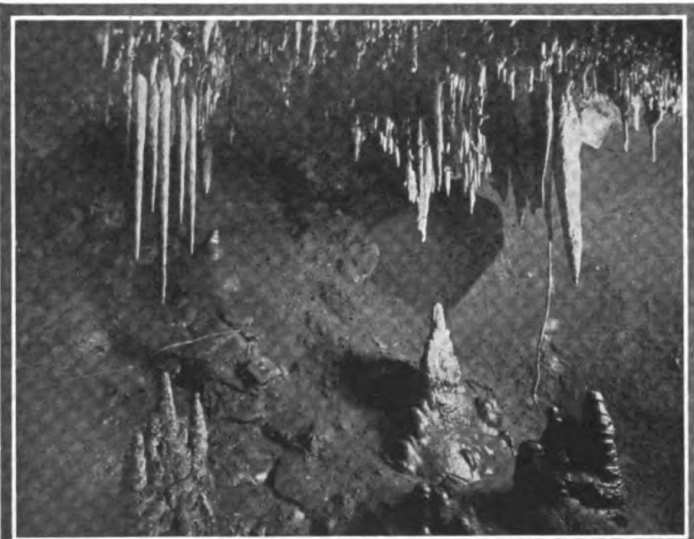
The portion of the upper extremity between the shoulder and the elbow is called the arm or the upper arm and contains one bone. The portion of the upper extremity between the elbow and the wrist is called the forearm and contains two bones. The portion of the lower extremity between the hip and the knee is called the thigh and contains one bone. The portion of the lower extremity between the knee and the ankle is called the leg and contains two bones.

FIRST AID RULES

How will you handle a broken bone until the doctor arrives? You will notice from what has been said above that great harm can be done to the patient by moving the broken fragments. In the first place the sharp, broken edges, if moved, will cause additional injury and also additional pain. In the next place if the fragments are moved too much they might convert a simple fracture into a compound fracture, thus doing to the patient the greatest injury it is possible to conceive of; consequently, unless the patient is in a position from which he must be immediately moved for his own safety no patient with a fracture, especially a fracture of the lower extremity, should be moved until some kind of splint is applied, because the fact that the limb is held by a splint will lessen the motion of

The Wonderful Cave of the Winds

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



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

Rock Island Employees of Peoria, Buy Your Ice of

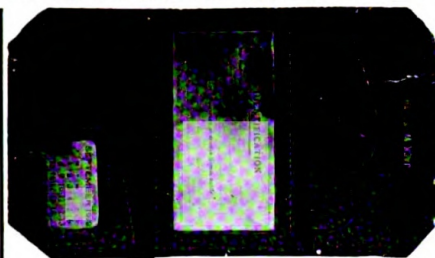
WOODRUFF ICE COMPANY

Manufacturers and Dealers in ICE—Made from Pure Distilled Water

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

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

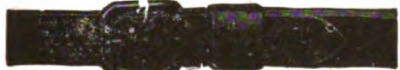
YOUR NAME IN GOLD FREE



On the New 1929 Model "LIMITED"

\$1.00 POSTPAID

For this WONDERFUL BAROIN 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 ins. Only \$1.00 postpaid with your name in gold free.



BELT \$2.00 Made of genuine cowhide leather. Is strongly made and will wear for years. All sizes furnished.

Your name in gold free and only \$2.00 postpaid
Be sure to give Waist Measure

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

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

Extra lines of gold stamping on any article 30c per line. Lodge Emblems stamped in gold 45c extra. Satisfaction guaranteed. Postage stamps accepted.
INTER-AMERICAN SUPPLY CO. Not Inc.
Dept. R-4 5034 W. Huron St., CHICAGO, ILL.

OFFICER'S ARMY SHOE



Munsen Last
Send No Money

\$6.98

Pay on arrival. Postage Free.

Mail coupon today to
Reliable Mail Order Company, Dept. 82
25 Huntington Ave., Boston, 17 Mass.
Send pairs. I'll pay postman on arrival.
My money back if I want it. Size,
Name
Address

FURS

A 2% Discount to all Rock Island employees.

A luxurious black skunk scarf, animal shape, silk lined, very specially priced \$34.50. Muff to match, silk lined, \$32.50. Sent on approval C. O. D.
If not 100% satisfaction, return within three days and I will send your money back in full.

MADAME ROSE, Room 439A Hudson Terminal Bldg.
30 Church St., New York City

LET US TEACH YOU at your OWN FIRE-SIDE the WORLD FAMOUS PALMER METHOD PENMANSHIP, leading quickly and easily to a style of handwriting embodying Legibility, Rapidity, Ease and Endurance. No age limit, if nerve force is unimpaired. Failure unknown when our plan is followed.

Write today for information
THE A. D. PALMER CO.
Dept. "C" 30 Irving Place, New York, N. Y.

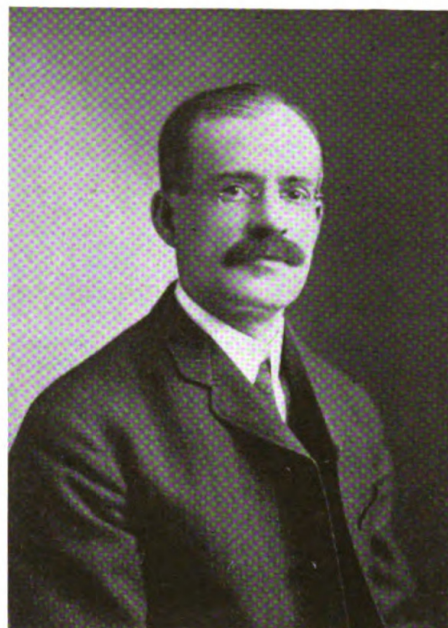
the fractured ends of the bone or prevent it altogether.

If it is absolutely necessary to move a patient before splints have been applied, one person should handle the broken limb while others attend to moving the patient. The person handling the broken limb should take hold of it with one hand firmly above the break and with the other hand firmly below the break and, as the patient is moved, see that the broken ends are not allowed to wobble around and move in various directions.

As to the application of splints, more will be said in an article to appear in a later number of the Magazine.

Stafford Improving

The many friends of J. McD. Stafford, joint ticket agent of the Rock Island Lines and the New York Central Lines at the LaSalle Station, Chicago, will be glad to learn of his improvement from the attack of paralysis he suffered



Mr. J. McD. Stafford.

in September. He has been given a temporary leave of absence, pending his recovery, and E. E. Steele, assistant, has been advanced to fill the temporary vacancy.

Mr. Stafford has been with the Rock Island Lines for thirty-two years and has been assigned to the LaSalle Station since July, 1903, succeeding the late E. H. Whitehead. He is a native of Baltimore and is 56 years old. He is at present confined to his home, 339 West Sixty-fourth street, Chicago.

That Beauty Contest

That the Rock Island Lines have many examples of feminine beauty in all departments is shown by the number of photographs coming into the office of the ROCK ISLAND MAGAZINE during the last month or so. It is urged, however, that all who know of women employees of the Rock Island whose photographs should be entered into the contest for the most beautiful Rock Island girl, and send them in as soon as possible so the committee may select the best representative of each division.



Own this Reliable FATHER TIME ELGIN R.R. Watch

Easy to Pay—The Royal Way

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

Don't Send a Penny—Your Credit Is Good

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

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Ask for Edition 259.

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

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SEVEN FALLS

THE SCENIC WONDER of COLORADO



LOCATED IN
SOUTH CHEYENNE CANYON
EASILY ACCESSIBLE

Wonderful auto road direct from
Colorado Springs, Colorado

SARASOTA

One Hun

THE ALL-YEAR 'RO

Located on the west coast of Florida

LOCATION

SARASOTA FARMS are located 1 to 3 miles from the city of Sarasota, a thriving town with a population of 2,500 people. It is served by the Seaboard Air Line Railway, having direct connections and sleeping car service out of Chicago and New York via Jacksonville.

Sarasota is the winter home of a large number of prominent Chicagoans who have built magnificent homes there, among which are the following:—

Potter Palmer and Honore Palmer, sons of Potter Palmer of Palmer House fame, Mrs. General Frederick Dent Grant, Edson Keith (Wholesale Millinery); Chas. Ringling and John Ringling, of Ringling Brothers Circus and Frank E. Scott, General Agent, Union Ticket Offices, Chicago Hotels.

The confidence placed in Sarasota and surrounding country by these people should be sufficient proof of the value of this land.

LAND THAT WILL GROW EVERYTHING

The climate of Florida permits the growth of vegetables and fruits all the year. Four crops can be raised, in addition to poultry, dairy products and hogs.

Sarasota Farms Give You an Income from Four Sources:

First: Dairy Products

Second: Poultry, Eggs

Third: Hogs

Fourth: Commercial Vegetable and Fruit Growing

IMMEDIATE RETURNS

The purchase of a SARASOTA FARM will enable you to start at once to make your land produce an income for you. No years of waiting for development work. You can take your first profit within six months from time of purchase.

TEN ACRES SUFFICIENT

Ten Acres of SARASOTA FARM land is enough to produce a good living. There is always a steady demanding market for everything produced on SARASOTA FARMS in the City of Sarasota, almost adjoining your property. Delivery to the many commission houses in Sarasota can be made within a few hours.

FLORIDA'S CROPS IN 1918—115 MILLION DOLLARS

Florida's crops in 1918 were worth 115 millions of dollars, according to statistics compiled by Comptroller Ernest Amos. The growth of the state as an agricultural empire becomes more pronounced with each succeeding year and indicates the variety and quantity of Florida's products. A summary of the report follows:

Corn—13,000,000 bushels.
Sweet Potatoes—4,054,000 bushels.
Oranges and Grapefruit—8,407,608 boxes.
Sugar Cane Syrup—120,000 barrels.
Cabbage—402,222 crates.

Tomatoes—400,800 crates.
Oats—500,000 bushels.
Watermelons—6,400 cars
Cucumbers—393,450 crates.
Cantaloupes—85,000 crates.
Snap Beans—602,000 crates.

Strawberries—640,000 crates.
Pecans—10,110,000 pounds.
Peanuts—5,200,000 bushels.
Tobacco, grown under shade—2,350,000 pounds.
Tobacco, open field culture—1,225,000 pounds.
Velvet Beans—1,250,000 bushels.
Lettuce—1,115,000 crates.
Celery—1,551,200 crates.

Florida produces more than 200 different crops. It ships 55,000 cars of fruit and vegetable of cattle, value \$35,000,000. Florida has horses and mules to value of \$20,000,000. The value of crops has increased since 1918. Fully 90% of these

AVERAGE TEMPERATURE

As supplied by U.

	Average Temperature in Degrees
January	58
February	61
March	66
April	71
May	76
June	79
July	80
August	80
September	78
October	73
November	65
December	60

FLORIDA CROPS HAVE GROWN

United States Department of Agriculture crop valuations per cultivated acre as compared with Florida:

Iowa
Illinois
Ohio
FLORIDA

These figures were compiled previous years, returns in all four states have direct proportion.

QUICK ACTION NECESSARY

Inasmuch as we have only 100 SARASOTA FARMS, it is advisable to act immediately in order to secure a share of this great opportunity.

FLORIDA

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UNIVERSITY OF ILLINOIS AT

URBANA-CHAMPAIGN for December, 1920

SARASOTA FARMS

Owned Only

AND INCOME FARM

in the heart of the producing center.

Peppers—482,000 crates.
Sea Island Cotton—26,000 bales.
Cowpeas—131,000 bushels.
Eggs—16,500,000 dozen.
Poultry—1,750,000; value \$1,000,000.
Milk—15,000 gallons; value \$5,000,000.
Butter—2,000,000 pounds; value \$800,000.
Honey—800,000 pounds.

ent farm, garden and grove products; er annum. Florida has 1,500,000 head 83,000 hogs, value \$20,000,000. Florida 00. These figures have materially in- ops can be grown on Sarasota Farms.

WINDS AND RAINFALL

Weather Bureau

Average Max. Temp. in Degrees	Average Min. Temp. in Degrees	Average Rainfall in Inches
69	51	2.71
70	53	2.85
77	58	2.35
80	61	1.80
86	67	2.67
89	71	8.47
89	73	8.18
89	74	8.86
88	72	7.25
82	65	2.45
76	58	1.69
70	52	2.01

LATEST VALUE

ture Reports give the following rela- a three principal Mid-Western states

.....\$12.22
.....12.48
.....13.36
.....109.76

to the war. During the last three abtless increased considerably and in

SARASOTA FARMS to offer to the public, to secure one.

This wonderful tract of land has been lying idle for the reason that the owners up to recently wanted to sell the property in one piece.

Offering this land in tracts of 10 acres and up, gives the small man, whose ambition it has been to own his "own" farm, the opportunity so long looked for.

CLIMATIC CONDITIONS

The Climatic Conditions of Florida permit all-year 'round bathing in the Gulf of Mexico on the shores of which is located the city of Sarasota, with its great and magnificent homes, beautiful palm trees and grand drives.

SCHOOLS

Located in the city of Sarasota and adjoining country are some of the finest schools in the state, where your children will get the proper care and teachings due them.

YOUR OPPORTUNITY

The average wage earner finds it hard in these days of high cost to make ends meet. This is your chance of owning a good paying farm, producing everything you use yourself and market for cash what is left. Get away from the cold blizzard and snow storms of the north. The rich man, just as soon as he can afford it, buys and builds in Florida, spending his winters there. But no longer is Florida a rich man's state.

SARASOTA FARMS give everybody the opportunity of living in this most wonderful state, with its even climate all year 'round.

TERMS

SARASOTA FARMS are sold on easy terms with possession of the property after 50% has been paid in. The price is within reach of everyone and a 10-acre SARASOTA FARM can be paid for in full by the average wage earner within two years, without denying himself anything during that period he is paying for his property.

GUARANTEE

We will guarantee that every SARASOTA FARM is as represented and that it will earn a good income if properly worked. We refer those who are interested in our proposition to any Bank, City Official or Citizens of the City of Sarasota.

We are not new in the land business but have been identified with Sarasota property for years and are well known for our integrity and honest dealings. To those who live in Chicago and surrounding territory we are willing to furnish local references of people who have been going regularly to Sarasota and who believed in it sufficiently to buy considerable property and build large substantial homes there.

Fill out the attached coupon. It does not place you under any obligation; we will mail you some very interesting literature and data on Florida and if you desire to buy, then we will be glad to do business with you.

SARASOTA IMPROVEMENT CO.

Sarasota, Florida

SARASOTA IMPROVEMENT CO.
Sarasota, Fla.

Gentlemen:—
Please send me full details regarding
SARASOTA FARMS—this without obligation
on my part.

NAME

ADDRESS

CITY

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URBANA-CHAMPAIGN

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President

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

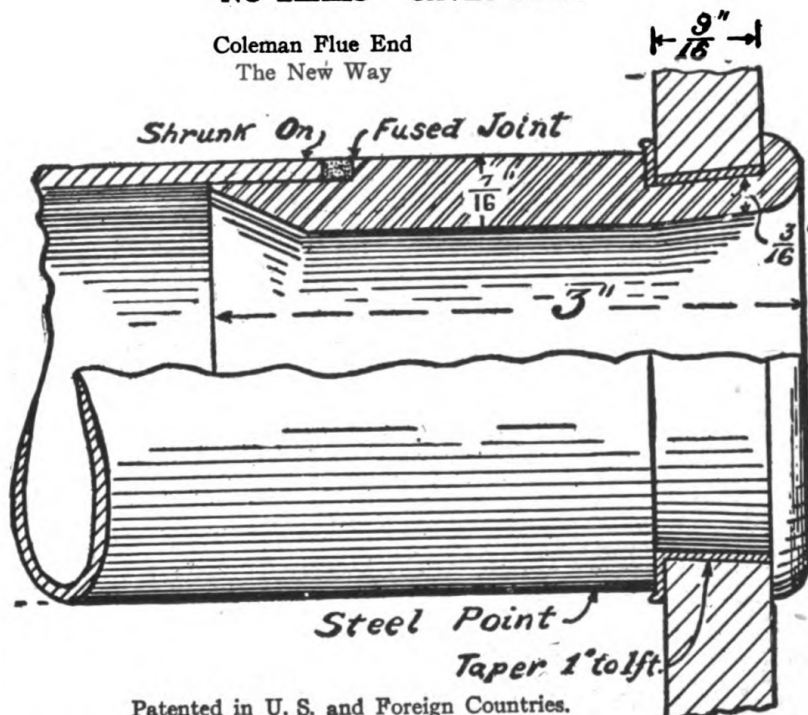
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MANUFACTURERS OF
COLEMAN'S NO LEAK SAFE TUBE END

**THE PERFECT FLUE
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The New Way



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

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

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

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THE INTER-STATE CATTLE LOAN COMPANY

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

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

Careful Service and Absolute Safety.

Of Interest to Women

(Continued from page 22.)

elty braid embroidery for decoration, or bands of velvet.

Brocaded satin and serge go well together.

Girdles are again in vogue; usually they form part of the blouse or are cut in one with it; some are in tie back style. Jacket effects are shown on some of the new blouses, with closings to the chin.

ORDERS FOR PATTERNS.

Orders for any of the patterns described on this page should be sent to the Rock Island Magazine, La Salle Station, Chicago, with remittance in cash or stamps.

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

3405.—A stylish gown. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require $5\frac{1}{2}$ yards of 36-inch material. The width of the skirt at lower edge with plaits extended is about 2 yards. Price 10c.

3411.—Girl's coat. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 10-year size will require $3\frac{1}{4}$ yards of 44-inch material. Price 10c.

3412.—Girl's dress. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. An 8-year size will require $3\frac{1}{4}$ yards of 44-inch material. Price 10c.

3423.—Misses' dress. Cut in 3 sizes: 16, 18 and 20 years. A 16-year size will require $4\frac{1}{2}$ yards of 36-inch material. The width of the skirt at the lower edge is about 2 yards with plaits extended. Price 10 cents.

3410.—Junior's dress. Cut in 3 sizes: 12, 14 and 16 years. A 14-year size will require 4 yards of 44-inch material. Price 10c.

3429.—Girl's dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size will require $3\frac{1}{2}$ yards of 36-inch material. Price 10 cents.

2273.—A dainty set for dolly. The pattern includes all styles illustrated, is cut in 6 sizes for dolls: 10, 18, 20, 22, 24 and 26 inches in length. The dress requires $1\frac{1}{4}$ yards of 27-inch material, the petticoat $\frac{1}{2}$ yard, and the combination $\frac{1}{2}$ yard for an 18 inch doll. Price 10 cents.

3424.—Ladies' dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A medium size will require $5\frac{1}{2}$ yards of 44-inch material. The width of the skirt at lower edge is about $1\frac{1}{2}$ yards. Price 10 cents.

3430.—An up-to-date style. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require $4\frac{1}{2}$ yards of 54-inch material. The width of the dress at lower edge is $1\frac{1}{2}$ yards. Price 10 cents.

3422.—Ladies' lounging or rest robe. 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 $6\frac{1}{4}$ yards of 36-inch material. Price 10 cents.

3438.—Two dainty aprons. Cut in one size: Medium, No. 1, will require $\frac{1}{4}$ yard of 36-inch material; and No. 2 will require $1\frac{1}{4}$ yards. Price 10 cents.

3408.—Ladies' house dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46-inch bust measure. A 38-inch size requires $6\frac{1}{2}$ yards of 36-inch material. The width of the skirt at lower edge is about 2 yards. Price 10c.

R. I. Club Meets

"Oh, by Gee, by Joe, by Jiminy," sang 200 members of the Rock Island Railway Club on Tuesday night, November 9, at the regular bi-monthly dinner at the Chicago City Club. "We're going to double our membership."

Any white male employee of the Rock Island is eligible, either as a resident or a non-resident member. The annual dues for resident members is \$10, payable quarterly in advance. About twenty-five new members appeared at the November dinner. It is planned to make the Rock Island Railway Club membership the largest in its history during the next few months. A big time is planned for the January 11th dinner. A musical troupe was the feature of the November gathering, attended by both officials and employees of the Rock Island.

E. L. King has been appointed superintendent of the Salt Lake division of the Southern Pacific with headquarters at Ogden, Utah.

R.I.R.R. Employees

There is a Parker Pen to suit any and all of you. Slender, easy flowing ones for the R. R. Clerk. Sturdy, steady pointed pens for the Conductor. A style and size to fit every need. The splendid compact models for a lady's purse make acceptable gifts.



Safety Sealed

Parker Pens can't leak. They are "safety sealed" throughout. No opening in barrel. Inks only the point. The "Press-the-Button" self-filling device is hidden in the end of the barrel.

The "Lucky Curve" feed regulates the ink flow. No scratching, no blotting. Always ready for use.

The Parker Patent Clip fastens on like a washer. Holds the pen at pocket level and costs but 25c extra. A Parker will satisfy everyone. Millions in use today.

As Low As \$2.50

Parker Pens may be bought for as little as \$2.50. Fancy gold banded pens, silver inlaid pens, special art designs and other beautiful models sell at a higher price.

Dealers Everywhere

The leading druggists, stationers, jewelers, etc., all sell Parker Pens. Call on the nearest one and examine his assortment of Parkers. You could not choose a better gift than a Parker.

Parker Pen Company
Janesville Wisconsin

New York Boston Chicago San Francisco

PARKER
LUCKY-CURVE
SAFETY-SEALED
Fountain Pens



Thermit Welding

(Continued from page 15.)

of all, the obliteration of the joint prevents pounding of the rail at this point, lengthens the life of the rail and does away with the expense of tearing up the concrete in order to open up the joint and shim the rail. This method of eliminating joints can be used on steel and concrete bridges where it is desirable to eliminate either all or a part of mechanical joints applied, and by so doing tends to reduce the damage to such structures caused by pounding and constant vibration from trains passing over structures.

Grand Opera Big Success

Chicago's home season of Grand Opera got under way on Wednesday, November 17, and proved the greatest so far given, both from an artistic and a social standpoint.

The season opened with the premiere of Gino Marinuzzi's opera "Jacquerie," which was sung by Yvone Gall, Olga Carrara, Edward Johnson, and others. The opera was conducted by the composer-director, who supervised the production in person.

The following day, Wolf-Ferrari's "Jewels of the Madonna," was given for



Galli Curci.

the first time this season, introducing Rosa Raisa. This opera was the occasion of Pietro Cimini's debut as a conductor.

Many of our readers are great opera lovers and look forward yearly to this annual carnival of music. To say that this is "the greatest of seasons" is putting it mildly and it is expected that many members of the Rock Island family will attend the different operas given by their favorite stars during the season which is now on.

John S. Braddock, father of Walter D. Braddock, advertising manager of the Rock Island Lines, died at the family home in Little Rock, Ark., on November 21 at the age of 76 years. The elder Braddock was well known in real estate circles of the Southwest, having been active in the realty field for many years. He had been ailing for several months.



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We Guarantee Your Comfort
with every Brooks' Appliance. New Discovery. Wonderful. No obnoxious springs or pads. Automatic Air Cushions. Binds and draws the broken parts together as you would a broken limb. No salves. No plasters. No lies. Durable, cheap. Sent on trial to prove it. Full information and booklet free.
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PATENTS

Inventors Invited to Write for Information and Particulars
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SLOAN'S GOES RIGHT TO THE ACHING SPOT

You can just tell by its healthy, stimulating odor, that it is going to do you good

THOUSANDS of men and women, when the least little rheumatic "crick" assails them, have Sloan's Liniment handy to knock it out. Popular over a third of a century ago—far more popular today.

That's because it is so wonderfully helpful in relieving external aches and pains—sciatica, lumbago, backache, neuralgia, overstrained muscles, stiff joints, weather exposure results. A little is all that is necessary, for it soon penetrates without rubbing, to the sore spot. No muss, no stained skin.

All druggists—35c, 70c, \$1.40.

Sloan's Liniment

Pain's enemy

EARN REAL PHONOGRAPHS



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

Send NO MONEY

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

E. D. L. Phonograph and a selection of 6 records free

GOVERNMENT SHOES At 1-3 Their True Value



Russet Shoe

20,000 pair genuine Russet shoes, slightly worn, but neatly repaired with genuine Oak leather. Uppers guaranteed two years. Dyed everlasting black when requested without additional cost. Worth \$12.00, wearing value. Our price, \$2.90.



Field Shoe

25,000 pair Field Shoes, slightly worn but neatly repaired and repolished wherever necessary. Manufactured under Government specifications for strength and durability. Three thicknesses of sole leather, foot leather lined, waterproof, slightly worn, but a \$15.00 value. Our price, \$3.90.



Trench Shoe

15,000 pair Trench shoes, slightly worn, but neatly repaired and repolished wherever necessary. Equal new in wearing value. Heaviest of high grade leather, waterproof, triple sole, studded with hob nails, and heels with metal horseshoe; worth \$18.00, our price, \$4.90.

As an evidence of good faith mail us a deposit of \$1.00 for each pair of shoes ordered, stating style shoe desired. Balance on delivery.

KINGSLEY ARMY SHOE
3852 Cottage Grove Ave. Dept. S262 Chicago, Ill.

News from the Divisions

Notice to Correspondents.

All correspondents who contribute to the Division News are instructed to send their photographs to the Editor of the Rock Island Magazine, LaSalle Station, Chicago, as it is desired to run a small cut of each correspondent in the January issue. Photographs should be mailed immediately.

ARKANSAS DIVISION

Memphis Terminals

By G. H.

We are glad to report that Mrs. W. J. Duval, wife of the chief claim clerk, is convalescing nicely after a recent operation.

C. C. Malone, from Mr. H. W. Morrison's office in Little Rock, visited his railroad friends in Memphis on November 9th, after a business meeting held here.

Division Engineer B. B. Shaw and Mrs. Shaw passed through Memphis November 10th, en route to California, where they will spend several weeks.

CEDAR RAPIDS DIVISION.

Superintendent's Office.

By O. O. Bowers.

William H. Groetz, switch engineer at Burlington, is on a three-months' leave of absence, account of sickness.

H. R. Greer, brakeman, is now the proud father of a baby girl, born November 10th, and named Marjorie Eolise.

Engr. J. J. Cain, who made runs on 1054 and 5, Clinton to Bennett and return, has been assigned to passenger runs 401 and 2, Muscatine, Montezuma and return Muscatine, which was recently made vacant by Engr. F. K. Parneter, who is assigned to the Burlington to Cedar Rapids passenger runs.

Cedar Rapids Division work train was taken off November 13th, on account of ground frozen and unable to work with this kind of equipment during the winter months.

V. B. Appleman, who was an extra agent, is now assigned to Sperry station and has moved his family to Burlington, Iowa.

Charles Peterson (superintendent's secretary) and wife took their vacation during the first part of October, time being spent mostly in Denver and the surrounding mountains.

E. D. Hungerford, Division superintendent, and wife, made a short visit to their old home in New York state during the first part of October.

Mrs. E. H. Peters, formerly Miss Leorena Fitzgerald, Train Master's clerk, was presented with a beautiful library lamp as a wedding gift by the Trainmen on C. R. Division Lodge No. 56. She is very much pleased with the lamp, as well as the thoughtfulness on the part of the Trainmen for their remembrance on that occasion.

The first snow of the season in this territory came on October 27th and we were again greeted with the reminder of approaching winter Saturday and Sunday Nov. 13 and 14.

Cedar Rapids Shop News.

By E. J. M.

Mr. G. N. McReynolds is our new general foreman, he being transferred from Trenton, Mo. shop. The boys wonder why he is so quiet since the election. "Mac" thinks the majority voted wrong. Well, anyway, we'll probably realize our error in the years to come.

Mike Healy is noted as the "loud-voiced wonder". When he yells "Play ball!", the whole shop vibrates. The only worry Mike has is that the mice will nibble the corner of his service card.

James Whitmore and Hank Mott were elected Captain and lieutenant in the "J" squad and sure do fill that capacity "par excellence".

Thos. Menary is the watchful "fire chief" and guardian of the shop. When his men prance gaily to fire practice at the sound of the whistle the chief's 36 chest rises up to a 44 expansion.

Kenneth Caffie put in a full week and gave the boys a surprise. Kenneth is improving quite rapidly.

You have heard of the eleventh hour. Well, Mike Newcomb has become famous as the "Nine-Hour Man".

"Happy" Joe Birch is always on the job. But for heaven's sake, Joe, shed that straw hat!

McMann and Baker are the tank shop comedians. They have quite a sketch and "Mac" is very helpful and alert while on the job.

Wan's triple play, unassisted, in the last round's series went well with the home folks. Wanby used to play shortstop on the old Cedar

Rapids Central Association team. When the news was received a collection was gathered and a pair of diamond cuff links were sent him as a token of our appreciation of his great accomplishment.

Freddy Stenber was held up by what we think must have been a retired jeweler. He took Freddie's 35 simoleons, but refused his watch.

Mr. and Mrs. Fred Verenk recently entertained at dinner in honor of Mrs. Verenk's father, E. E. Cutting, of Iowa Falls, a retired Rock Island engineer, who celebrated his eighty-third birthday. He was employed by the Rock Island for over forty years. Among the out-of-town guests were Mr. and Mrs. Will Cutting, St. Joseph; Mrs. Fred Verenk, Jr., and children; P. A. Murphy and J. A. Reichley, Minneapolis; Fred Washburn, Burlington, and Ira Clarke, Manly.

COLORADO DIVISION.

Goodland Items.

By G. L. Zellers.

E. Blair, agent at Dresden, Kans., has been transferred to an agency at Arriba, Colo.

J. E. Chostner, formerly agent at Selbert, Colo., has taken the agency at Kanorado, Kans.

C. D. Sullivan, of Colorado Springs, has been appointed fourth operator at Limon, this being an increase in the force at that point.

Conductor Sid Hubbard is enjoying a vacation of thirty days and is being relieved by Conductor G. B. Sellers on 39 and 40.

Conductor J. S. Walsh is spending a few days in Topeka and Conductor W. S. Coons is taking his place on the "Jersey".

Engineer A. Shaw and family have returned from a thirty days' vacation spent among old-time friends and acquaintances in the Tri-Cities.

Wednesday evening, September 1, Miss Maude Johnson and Paul F. Soden were married at the court house, Judge Donly performing the ceremony. After an elegant dinner served by the sisters of the bride, Misses Alma and Florence, with a few intimate friends as guests, the newlyweds departed for California, on their honeymoon.

The bride is a daughter of Lafayette Johnson, and has lived in Sherman county from childhood. The groom is a son of Mr. and Mrs. Fred Soden, and is the efficient yardmaster for the Rock Island at this place.

Conductor Arthur Kumm was injured at Limon recently by being caught between two cars, squeezing his body about the hips. He will be laid up for a week or two.

"Safety First" and "Prevent Claim" meetings were held in Goodland recently. Among out-of-town attendants were Agents Carlisle from Colby, Tracey from Levant, Broderick from Gem, Garber from Stuttgart, Osborne from Limon, Division Freight Agent Faus from Colorado Springs.

The following brakemen have taken examination for promotion to positions as conductors: Ferguson, Kost, Suggs, Chance and Benjamin.

Night Roundhouse Foreman Davis Funk has returned from Fairbury, Nebr., where he spent several days receiving medical attention.

Miss Lola Brinker, storehouse office stenographer, and sister, Miss Beulah Brinker, clerk in the car foreman's office, spent several days recently in Denver.

Machinist George Newton was injured quite badly recently when one of the emery wheels in the back shop broke and falling on Mr. Newton's foot, broke one of his toes. He was taken to Dr. Beckner's office, and it was necessary to take his toe off, but he is getting along nicely at last reports.

George Kelly, William Kincaid, "Hickory" O'Brien and C. L. McGuire have returned from Eada, Colorado, where they were duck hunting. The boys reported a good time and lots of ducks.

George Saunders, storehouse keeper, is smiling at everybody. The reason for such a jovial, good natured action was that a big desk for his room, which he has been trying to get for a year, had arrived and is installed.

Machinist Jerry Kolacny and family have just returned from Glen Rock, Wyoming, where they have been for some time, but expect to spend the winter here.

Machinist Vernon De Long reported to work after being at his home in Fairbury, Nebraska, with a paralytic stroke, for several weeks.

Engineer B. A. Douglass, formerly engineer on this division, was a recent visitor. B. A. has been working in the Arkansas Valley for the past two years for the Rock Island.

Engineer W. A. Nichols and Fireman C. J. Aronel have been assigned to the second work train on the Colorado division.

A Goodland boy received a merited promotion recently when Fred Erickson went to Manly, Iowa, to take position as car foreman for the Rock Island at that place. Fred has practically grown up in the Rock Island service, and knows the duties of his position well. He hated to go just before election and thus lost his vote, but the time to accept promotions is when they are tendered, so he passed up the voting this year.

Rock Island Magazine for December, 1920

DAKOTA DIVISION.

Estherville News.

By M. W.

Roadmaster Petersen and wife attended the Grand Chapter of the O. E. S. in Des Moines the last of October.

Walter Gleason, assistant accountant, recently spent a week end at Owatonna, Minnesota, visiting his parents. He claims he made the trip to Albert Lea, a distance of 36 miles, in 48 minutes.

Chief Time Keeper Arnett has his arm out of the sling and is trying to limber it up in order to help get the next payrolls out.

Chief Accountant Francis X. Foran was absent from the office several days on account of having an infection in one of his eyes, caused by a scratch received while playing with his young son.

Mr. Bruche, traveling timekeeper, has made several trips to Estherville recently checking up the work of the timekeeping department.

Brakeman I. L. Weller, who was injured at Gruver October 27th, to such an extent that the amputation of his left arm was necessary, is doing nicely.

M. S. Miller, private secretary to Manager Jones, spent his vacation at Estherville. We also understand there was another member of the Des Moines office force spending a vacation in Estherville at the same time.



Jimmy, the "call boy" at Estherville, and his dog, "Teddy." You never see one without the other.

Mrs. F. Brockway and daughters, family of Engineer Brockway, have returned from Wisconsin, where they have been visiting for some time.

L. H. McCoy, painter, is visiting at Eau Claire, Wisconsin.

Mrs. T. J. Conway, wife of Engineer Conway, visited at Clinton, Iowa.

Mrs. R. Roberts, wife of Machinist Helper Roberts, visited at Desmit, S. D.

Anna Gelnitz is the new clerk-stenographer in the chief dispatcher's office, Mrs. Ridley having resigned. W. Maddin of Limon, Colorado, is the new clerk at the roundhouse.

R. Blank is the new motor car inspector on the Dakota division, former Inspector Spencer having resigned in order to devote all of his time to the moving picture show business.

Mrs. Carl Wells, personal record clerk, is spending her vacation at Marshalltown, visiting her mother.

Mrs. Geo. McCutchen left October 28th for Leesburg, Florida, where she goes each year to spend the winter on the McCutchen fruit farm. Several years ago, Conductor and Mrs. McCutchen purchased this farm and set out a grove which is now matured and has developed into a producing farm.

Engineer and Mrs. A. E. Ammon have returned from a month's visit with their daughter, Mrs. Percy Harris, at Seattle, Washington.

Conductor F. Wood, who was in the hospital at Iowa City for some time, is working again. Mr. Wood was recently elected treasurer of Emmet county.

Dispatcher Broms and wife spent a few days in Des Moines. Mr. Broms attended a meeting of train dispatchers, representing the dispatchers from the Dakota division.

Engineer Harvey Hipple, Orlando Lough and Engineer Needham were at Des Moines the latter part of October, where they took the consistory degree of Scottish Rite Masonry.

Fireman Charlie H. Rankin, a former member of the United States Marine Corps and who was twice cited by the French government, has been awarded the fourteenth Croix de Guerre for his colors of the Croix de Guerre.

Roadmaster Buseman is fortifying the rail-

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road at MP 388 on the Watertown line. George says he is looking for snow this winter and is getting ready for it. November 1 there was six inches on snow on the Watertown line.

Francis Murphy is the new car clerk at the roundhouse.

Maria Andrea, stenographer to the chief clerk, spent the week-end in Kansas City, November 6th.

Switchman Niel was injured by a refrigerator car door swinging out and striking him across the head just above the eyes.

The new washout plant has been completed at the Estherville roundhouse and is giving very good satisfaction.

Division Freight Agent and Mrs. Knapp gave a Republican party at their home the evening of November 2nd. The evening was spent in playing cards and receiving election returns.

Mrs. Knapp is a relative of Mr. Coolidge. Mrs. F. Kirk and children, family of Master Carpenter Kirk, spent a week visiting relatives in Chicago the first part of November.

Trainmaster Martin is recovering after a week's illness.

Section Foreman Fred Zoellner and wife, of Cazenovia, Minnesota, expect to visit relatives at Marinette, Wisconsin.

Floyd Horton, station helper at Ocheyedan, Iowa, expects to visit at Fort Wayne, Indiana.

Mrs. A. Dahlberg and daughter, wife and daughter of Coppersmith Dahlberg, are visiting at Bethany, Mo.

C. E. Lundin, operator at Worthington, made a trip to Ogema, Wisconsin.

Miss Florence Dauber of the accounting department is spending her vacation visiting at Sioux Falls, Duluth, Minnesota and Minneapolis.

LeRoy Loveland, coppersmith helper, visited at Cedar Rapids.

H. A. Littell, operator at Dows, and family visited in Des Moines.

Agent J. V. Noll, of Sibley, expect to go to Chicago on business soon.

Sioux Falls Gleanings.

By A. W. K.

On account of the reconstruction period which we are now passing through, all lines of business seem more or less affected, and on account of this the railroads also get hit pretty hard. The L. C. L. business is not moving very heavy at the present time, but the carloads are keeping up pretty well. This station showed a nice increase in revenue last month over the same month last year.

Our tariff clerk, Geo. P. Brown and family recently made an over-Sunday trip to Ortonville, Minn., to visit friends and relatives and upon his return he had a nice fish story all framed up, as he said fishing at Big Stone Lake was good.

Our car clerk, J. J. Mitchell, put one over on us a few weeks ago by slipping away for a few days and upon his return Jack was passing the cigars and advised us that he was a married man. Mr. Mitchell was married to Miss Ronan formerly of Worthington, Minn. Here's our best wishes, Jack.

Steve Lacky, our freight checker, has moved his family again this last week. He says he is now settled for the winter unless some one should happen to come along and buy the house.

A. F. Pilcher, our general agent, recently took a short vacation and made a trip up in northern Minnesota in and about Hibbing. Mr. Pilcher's health has not been of the best and upon his return we were glad to learn that it was much improved.

Miss Eva Clark, better known as "Pocahontas," was our abstract clerk until a short time ago, when she decided to go to college. She is now attending the Sioux Falls College. Eva's work was very satisfactory while she was with us and we know she will make good at anything she may undertake.

C. C. Bickal, Assistant Agent, went on his annual hunting trip when the law opened up. He and some others went to Lake White Wood, and upon his return advised us that he got the limit and could have got more but he said he run out of salt.

"Sir Sidney," our freight foreman, is going to take a trip to Chicago and will also go to Milwaukee.

Miss Christine Hanson is now filling the place formerly held by Miss Clark, and is succeeding very nicely with the work.

W. A. Keller, freight trucker, recently took an over-Sunday trip to Windom, Minn.

The Clerk's Union held their regular meeting on evening of November 17th and for which occasion a committee was appointed to look after the light lunch and entertainment which followed the meeting. A good time was had by all.

R. Dickson, freight trucker, recently took a few days leave and made a trip to Pierre, to visit his son Harry, who is employed at the Capitol Building. Mr. Dickson reports that the crops were very good in that part of the state.

Harold Elman, our general baggage agent, has been kept busy of late as quite a number of passengers are now bound for the Sunny South or for the Golden Gate.

H. G. Peters, our operator and ticket agent, informs us that the passenger business seems to be somewhat better of late. The cold weather are having evidently has something to do with that, as he reports quite a number of passengers are bound for the Pacific Coast and also for points down south.

Rock Island Magazine for December, 1920

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DES MOINES VALLEY ITEMS

By C. M. Andrews

C. L. Davison, accountant clerk, and wife spent their vacation visiting in Denver and Colorado Springs, returning via Kansas City. "Chuck" reports a nice time.

H. S. Life is being checked in as agent at Carlisle, vice J. L. McVay, assigned to other duties.

Orva Leach, stenographer superintendent's office, is spending his vacation in New York.

C. R. Milligan, agent at Keokuk, is again contemplating his trip to California. Here is hoping he succeeds this time.

The melon crop in the vicinity of Sand Prairie was exceptionally fine. This can be vouched for by a number of our employes.

Superintendent A. T. Abbott spent November 3rd and 4th in Chicago attending time card meeting.

Our very congenial transportation clerk, Miss Willa Newlin, spent her vacation in Ft. Worth and Houston, Tex., returning via her old Missouri home. She reports a wonderful time.

John L. Gallagher, general clerk superintendent's office, is now on a 30-day leave of absence in the far West. Understand he is making his home terminal at Ashland, Ore. We are not looking for John to return alone.

Ed Heimbaugh is wearing a never-fading smile due to the arrival of a baby girl. Congratulations, Ed.

Mrs. J. W. Jacobs, wife of Chief Clerk J. W. Jacobs, has just returned from Horton, Kans., where her mother went through a very serious operation. We are glad to hear she is on the road to recovery.

Our very efficient file clerk, Francis Bower, has finally decided for himself a sunny spot in the far South to spend his vacation. Francis says, "Galveston for mine".

It has just recently developed that on the Des Moines Valley Division superintendent's office, there are some real live ones, especially among the fair sex. We are carrying bouquets to Marie Grinstead and Garnita Whiting for being the prize organizers of the whole bunch. These young ladies recently promoted a wienie roast which was staged at the home of Roy Rinehart, chief accountant, who was good enough to surrender his home to a crowd of hungry and playful guests on the eve of November 8th. W. E. Heimerdinger, engineer, was undoubtedly the center of attraction. All had a wonderful time and are planning to have another party real soon. We take off our hats to the Rineharts for their hospitality, as they were responsible for our successful party.

On October 27th, train dispatchers of the Des Moines Assembly gave a banquet at the Savery Hotel in honor of President and Mrs. Lührson of Chicago. Plates were laid for 56 and all dispatchers and wives not actually on duty were present. Out of town guests were: Mr. Mort of the C. R. I. & P. at Manly, Iowa; Mr. Brams, Estherville; Mr. Huser, Rock Island; Mr. Hurley, of the Union Pacific, Omaha, Nebr.; W. C. Westlake and wife, of Manly, Iowa. An interesting talk was made by Toastmaster J. R. Jones, followed by E. F. Welsh, chairman of the Association at Des Moines. Immediately following, Mrs. J. M. Porter, president of the Lührson Ladies Club, spoke. The principal address was given by Mr. Lührson, who made a very interesting talk on the growth and development of the association.

EL PASO DIVISION.

Dalhart Doings.

By A. P.

Rapid progress is being made on the Dalhart passenger station and office building, which is expected to be complete in December.

The El Paso Division engineer force had a picnic at Obar, N. M., the week ending October 9th, running centers and setting ballast stakes.

G. A. Rouse is back to work in the engineering department after spending two weeks vacation in Colorado Springs. Mr. Rouse reports a fine trip.

Miss Maxine Turner, stenographer in the Superintendent's office, was called to El Paso last week account of serious injury of her brother-in-law, Mr. O'Dougherty, who met with a motor car accident.

R. Bunner from Herington, Kansas, has been appointed accountant of the C. R. I. & G. accounts, in the Superintendent's office here.

W. A. Brown is acting assistant chief clerk during Mr. R. C. Anderson's absence. Miss Clara Suter has bid in the position of R. & E. clerk, vacated by Mr. Brown.

Harry Brown, night ticket clerk, has accepted a position at the freight house as foreman of the loading platform.

W. S. Phillips, Chief Dispatcher, is on his annual vacation. Although he says he is not from "Old Missouri," (the best State in the Union) Windsor and the St. Louis Division is a good place to spend your vacation. Isn't it, Mr. Phillips? Bill Ellis is acting as Chief Dispatcher during Mr. Phillips' absence.

Messrs Kenneth Lovell, formerly seal clerk, and Asa Dilworth, check foreman at the freight house, have accepted positions in the Midway Bank and Trust Company.

J. B. Mable, supervisor of work equipment, recently spent a day in Dalhart with his nephew, J. H. Kline and family.

Miss Helen Phillips relieved Mr. Gibney, car distributor, recently. Mr. Gibney is spending a few days in Pratt, Kansas.

Miss M. M. Coney has bid in position as A. P. E. clerk in the superintendent's office.

R. N. Childers, agent at Dalhart, has accepted the position as travelling freight agent.

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working out of Los Angeles, Cal. We regret very much to see Mr. Childers leave Dalhart, but are glad to see him get this promotion. H. W. Clutter has been appointed agent at Dalhart. Mr. Clutter is a fine fellow in every respect and we feel sure he will make us a good agent.

Misses E. M. Doland and Winnie Sharp gave a shower party recently in honor of Miss Grace Manyhouse, stenographer in the M. M. office, who left for Eldorado, Arkansas, where she is to embark on the matrimonial sea. The office force extends their hearty congratulation to Mr. Howell, who we understand is to be the lucky man.

We are glad to see Miss Helen Ralston, roundhouse clerk, back at her desk again, after spending several weeks in Little Rock, Ark., and other points. Grady Turner, who has been acting as roundhouse clerk during Miss Ralston's absence, has accepted position in car foreman's office at this point.

T. A. Hancock, chief clerk, M. M. office, has returned after a hurried trip to Oklahoma City, Kansas City and a few other places.

Master Mechanic J. C. Cole and wife have returned from a trip through the northwest and report a very pleasant vacation.

ILLINOIS DIVISION.

Silvis Notes.

By C. O. Anderson.

Boilermaker Helper Chas. Gang was called to Peoria, Ill., the early part of November, on account of serious illness of his brother.

Silvis has received a number of the new Santa Fe and Mikado type locomotives of the 2000 and 3000 series from the American Locomotive Works at Dunkirk and are being set up for service on the Iowa and Missouri divisions.

Hunting season is now on and Silvis shops is well represented in the rabbit field. The superintendent and mechanical engineer's office also have some good hunters who always bring home their share of the game.

Machinist Samuel Townner of the link department was called to Stratford, Ont., on account of the serious illness of his father.

Richard Thornbloom, better known as Nick, slipped one over on the shop boys a few weeks ago when he left his drill press and boarded the Milwaukee train for Freeport, Ill., where he was married at Miss Jennie Hastings. Mr. and Mrs. Thornbloom have gone to housekeeping in Moline and have the best wishes of all their friends.

Mr. Dodson of the pattern department and wife made a trip to Rapid City, Wis., and Silver



R. K. Cummings, Rock Island agent at Midlothian, bought an acre of ground a few years ago, built a "shack" on the lot and is now planning to put up a nice home.

Grove, Iowa, to visit their daughters, who are teaching school at these places.

Machinist Jesse Ray was called to New York City the early part of November on account of the serious illness of his mother.

Draftsman F. L. Fugate of the assistant mechanical engineer's office, went to Iowa City November 6th to see the football game between Iowa and Northwestern.

Our shop superintendent, Mr. S. W. Mullinix, and his assistant, Steve Mueller, Mr. G. A. Hull, assistant mechanical engineer, and his chief draftsman, Al Leppia, General Storekeeper C. H. Rost and Storekeepers J. C. Kirk and W. L. Hunkert attended staff meeting at Kansas City November 10th and 11th.

Boilermaker Helper Eugene Naert was called to Grand Rapids, Mich., on account of the death of his uncle.

Miss Rachel Coda, assistant timekeeper of the superintendent's office, spent part of her vacation with relatives at Detroit and Flint, Mich.

Draftsman A. O. Anderson was called to Chicago November 11th to attend the funeral of his aunt.

We are glad to hear that Cal Clark, chief clerk to the general storekeeper, has at last located a house in Moline and has now moved his family here. Cal says that this move was made in record time.

A. Dick, formerly of the store department, has been assigned to the pattern office, replacing Frank Broman, who was transferred into the drafting room.

At present time the Silvis shops are handling these foreign-line locomotives for general repairs, namely P. R. T. engine No. 11, Rock

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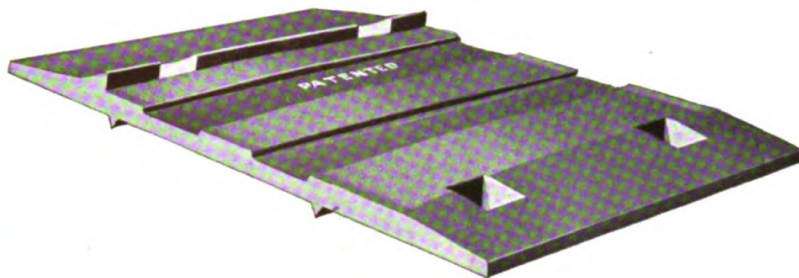
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County engine No. 2.

Rock Island News.

By K. M.

Dave Berman, division engineer's stenographer, has been transferred to the Oklahoma division as secretary to the superintendent at El Reno.

Chief Clerk C. A. Bowen has returned from his much-needed vacation, having enjoyed a pleasant trip through Virginia and Eastern points.

The East seems to have proven quite attractive to our vacationists this year. Dispatcher H. T. Coughlin and family being one of the last of our list to inspect that vicinity.

We are glad to include Stephen Lanpher in the personnel of our office as stenographer to Division Engineer Hayes. Mr. Lanpher was formerly clerk at Bureau.

Victor Lindberg, car record clerk in the freight house, after voting on November 2nd, left for a week's trip to Minneapolis, Omaha and Des Moines.

Edgar V. Hill, yard clerk, 20th street freight office, left November 9th for a trip to Jacksonville, Fla. Ed. says he is going down to look over some land, but we believe he will not stop short of Havana, Cuba.

Seneca, Ill.

By T. F. C.

Taking note of things about us, we are of the opinion that "hard times" are "bunk", regardless of what our numerous political factionists "harp" about. Roundhouse Foreman John A. Dixon and Helper Fred Abraham are both breezing about in new cars.

These be trying days for Albert Jackson, our worthy pumphouse foreman. Every morning you can hear either Jackson or the pump "cutting loose". The pump has it on Albert, in age, though, and usually wins out.

Davey, our first, second and third trick "Op.", can line you up on a good proposition in spuds, apples and onions right now, though he is salting a good many of each variety away for the greater demand during the holidays.

Ed Gorman is back on the job as section foreman, having returned from an extended vacation with an extra gang near Minooka.

We congratulate Michael Forester, our rip track foreman, who was recently promoted to chief inspector of the interchange yard. He has served the company faithfully and deserves this new boost.

Mr. and Mrs. James Flannery returned last week from Idaho where they visited their son, Gerald, who is conducting a sheep ranch near Boise.

A new baby "Cashier" recently arrived at the home of Cashier and Mrs. V. J. Timones. Looks somewhat like the old man.

Martin Amundsen of the car shops is the owner of a beautiful new cottage at the lower end of Rock avenue. Five years ago Martin resided in bunk car No. 19025, along the west passing track. He has three splendid children, one of whom is now attending the Northwestern University at Evanston, Ill.

"Hidalgo Day" was fittingly observed in our Mexican settlement. A pageant hastily arranged by Pedro Martinez illustrated the meaning of this day in the republic to the south of us.

Martin Welsbach of the yardmaster's office returned recently from a visit with his sister in Colorado Springs. We hope he can stay "put" for a few weeks now.

IOWA DIVISION.

Council Bluffs.

By J. W.

Henry (Irish) McCarthy, employed in the locomotive department, evidently thought that the old adage, that "two can live as cheaply as one," would not fall if applied to his case, and as a result Henry is now happily married. We have not learned who the lady is yet.

C. W. Morrow and Geo. Johnson, general and assistant yardmasters, respectively, have returned from their vacations and have nothing to say that would indicate an unfavorable vacation.

Myer Stephens spent a few days visiting relatives and friends at Chariton and Ottumwa, Iowa, during the past month.

Work was begun on the new turntable to be installed here, and we hope that it will soon be completed as the large engines to be turned present a difficulty whenever it becomes necessary to turn them, account the turntable now in use is not large enough to accommodate them.

Arthur Kramer has invested part of his back pay in the purchase of a new typewriter and we believe he will be thoroughly competent to handle any machine at his present rate of speed.

Engine number 2598 came out on the Iowa division yesterday, and several marked differences were noted in this new piece of equipment over the other engines of the 2500 class.

It is with deepest regrets that we report the passing of our fellow worker, and member of the local S. U. of N. A., James E. McPherson. Mr. McPherson died, following a short illness of heart disease. He leaves his wife and little daughter, together with a host of friends to mourn his loss. The employees at this place join relatives and friends in extending their deepest sympathy to the bereaved in their loss.

Switchman Moore who had the misfortune to have both legs crushed under the cars, is improving nicely, at a local hospital, and according to reports received Mr. Moore will not lose either of his limbs.

Fred Schlein, formerly roundhouse foreman at Rock Island, Ill., was here for December, 1920

this place, is now located at Valley Junction in the same capacity. We wish him all the good luck his new place may have for him. J. A. Adams, who succeeded Mr. Schleih at this place is meeting with the hearty approval of all employees at the roundhouse, and also at the yard. Here's hoping he stays.

Paul Edson left Saturday in company with his mother for a visit in Missouri.

Myer Stephens was off a few days last week on account of illness, but at present writing is back at work again.

Harry St. Clair, and Paul Edson are doing very nicely in their new capacities as call boy and yard checker, respectively. Harry is successor to Paul on the calling job.

Iowa City.

By "Schendy."

O. S. & D. Clerk Frank L. Lewis spent his vacation in Colorado Springs. Incidentally, Pike's Peak changed hands again for 25c.

Expense Clerk Paul Prybil has purchased a new car. Runs faster than the little red one.

Vernon Rogers, former night baggageman, has gone braking. From baggage-smasher to freight breaking is but a step.

Shindy and Kopetsky sold their megaphones after the Chicago-Iowa game.

Five Dollars Reward to the person who can furnish us the picture taken of Conductor Henry Schrage when he attended the Conductors' Convention down at St. Louis.

Agent C. W. Plumley, of West Liberty, was called to Muscatine recently to act as witness in a lawsuit. In waiting for his connection at Wilton he engaged in earnest conversation with Agent Doyle, presumably bearing on Article X. While thus occupied his train slipped right in and did its work and slipped right out again, leaving Bill still arguing. It was necessary for C. W. P. to get a gas car to take him to Muscatine in time for the lawsuit.

Quite a lot of excitement was caused in West Liberty during the past two weeks, owing to the mysterious noises coming from the direction of the Iowa division yard. Along about a quarter after eight each night weird, uncanny sounds would be heard down around the depot and more than one honest man's hair started heavenward. On investigation it was found that instead of the noise being caused by the wind whistling through some skeleton's ribs, it was only Conductor Bledsoe trying out his new tail hose.

Chas. Wise, one of our truckers who was operated on for appendicitis recently, is improving rapidly and we hope he will soon be back on the job again.

Iowa, 20: Northwestern. 0—Schindy's guess 21. And still they want to put in anti-propheteering laws. 'Taint everybody can guess 'em that close. We also picked Cox to carry Georgia.

Don't understand why it is that whenever we pay a visit to West Liberty, Charlie Brownell always manages to have an officer standing around handy until we leave.

The usual freight house crowd attended the last show here, and the same crowd will be lined up when the next one hits town again. Funny thing about that bunch—you never see 'em in church.

KANSAS CITY TERMINAL DIVISION

By J. B. W.

Mr. Colvin, clerk in the claim department, spent his vacation at home and is now back on the job waiting for another vacation.

W. V. Howard, superintendent Una Tie plant, made a trip to Kentucky recently on personal business, maybe all. If so, we wish him luck.

Five "birds" from the local office, Geo. Porter, Jack Brennan, Lee Whitmire, Gene Groves, and Irb Davis, visited St. Louis and took in one of the ball games between New York and St. Louis, in which St. Louis won. It is said that from the time they left Saturday night until they returned Monday morning they were some busy bunch. They met Mr. Inman in St. Louis and they all took in the game together.

Hugh Wright, who was a clerk on the bill desk, was down to see us Friday. After seeing that the RI was still running and saying "Hello" to his friends, he departed from whence he came.

Jerry Dobson, clerk in the yard office, took it seriously Saturday the 16th of October and got married to Miss Grace Martin. Some one must have told him two could live as cheap as one. Where are the cigars, Jerry?

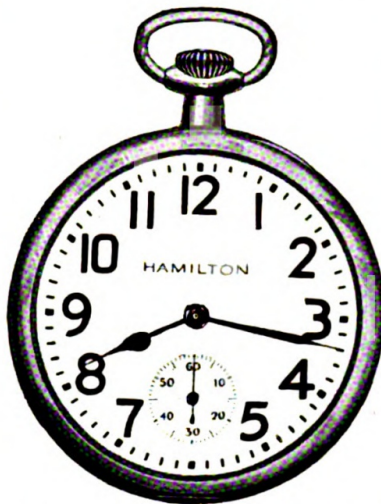
Now, you ball fans, listen! For official dope on the different plays in the world series games, consult no other than A. A. Smith. He spent his vacation in Cleveland, saw said games and came back full of first hand dope. For references or verification on certain plays he brought back a large armful of Cleveland newspapers pink sport sheets and all.

Fred Cutler took the consistory in the Masons then visited Colorado Springs and Denver while he was on his vacation. Jimmie McCauley also took the consistory at Leavenworth at the same time.

George Chaplin, salvage agent, took the fatal leap September 6th. He married our little friend and co-worker, Miss Bess Thurman, and the whole blooming office bunch, including Mr. Herbig, got playful and went out to call the same night. Yes, we all went out in numerous quantities, each taking his own little bell or tin pan, and believe me there was some noise. But these "two doves" were game and invited the angry mob inside, where refreshments were served. After their new nuptials were through, indeed

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by the bunch, the rugs were taken up and the rest of the evening spent in dancing.

Mr. Lee, who was chief clerk to Mr. Atwood, division freight agent, has been transferred to Wichita and is now traveling freight agent. Ray Dugan, formerly at the local office, is now Mr. Atwood's chief clerk.

Miss Warren, chief expense clerk, spent her vacation visiting relatives in Iowa. She also visited her brother in Chicago while on the trip.

Mr. McVay, chief bill clerk, has a C melody saxophone which he is learning to play, and when he does, Oh, Boy! then we will have some regular music.

There was a smoker at the B. R. C. lodge hall, 1322 Grand avenue, November 13th, given by the central committee. There were two or three boxing bouts and a real battle royal. All the "fight bugs and fans" in the local office and yards were there to see somebody get mugged up.

Vice-President Fritch visited this terminal, November 10th.

Don Osborn, ex-navy man in the superintendent's office, and John Johnson, from the local, participated in the Armistice Day parade.

Jim McCauley is now working in the office of the general freight agent. We at the local office will miss Jimmie's smiling face, but wish him the best of luck in the new position.

Chief Operator Casey, who has been seriously ill for the past three weeks, is reported slightly improved, but far from a recovery.



Airplane view of Horton, Kan, by George T. Bliss.

The entire special service department is wreathed in smiles. Reason: Back pay arrived. Supt. Rourke attended the staff meeting at El Reno, October 30th.

L. R. Ferguson, assistant accountant, spent a strenuous four days delving into the mysteries of Scottish Rite Masonry the latter part of October. He reported for work, tired but happy. You know Ferg.

The annual meeting of the system board of the Maintenance of Way & Shop Laborers was held at the Coates House at Kansas City Nov. 3rd to 8th. A good representation was present.

E. J. McNamee on the switching desk, after being exposed to a dangerous malady, contracted a severe case of love, or that dreaded disease known as the "I-cannot-live-without-you" fever. There is but one known cure, and that is marriage. Yes, Mac has committed matrimony and of course is somewhat bashful about same, this being his first. We wish Mac and his bride a bright and prosperous future.

Miss Sheble, one of our dictaphone operators, has gone and done the same thing. The disease seems to be spreading in this office, but still Esther gave us a surprise when she married without giving us a hint that it was to be so soon. A reception was given the newlyweds at the home of her parents, Nov. 8th, and several from the local office attended. We will certainly miss Esther at the office, but our best wishes are with her.

The U. S. Bureau of Explosive lecture by Col. Taylor, held at the Sweeney Building, was well attended by Rock Island employees. It is to the interest of all operating forces to attend these lectures.

Mr. Lee, now traveling freight agent at Wichita, accompanied a trainload of stock from Wichita for exhibit at the Royal Live Stock Show which will be held here Nov. 15th to 20th. Mr. H. N. Reed also accompanied a train from Herington to Kansas City. These trains originated in Texas.

The American Royal Live Stock Show at Kansas City Nov. 15th to 20th, claimed to be the largest stock show ever staged in Kansas City, showed more than 6,000 animals. Among the judges of the show were Emilio R. Casares, of Buenos Aires, Argentina, who is a leading live stock man in South America. We have a report on the movement of 150 cars of stock from Texas, showing that the Rock Island has obtained its share of the inbound movement for this show.

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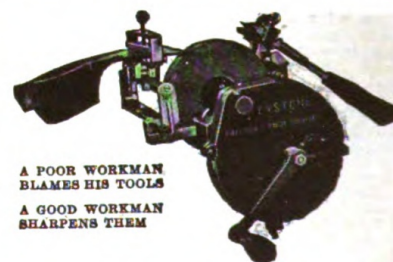
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KANSAS DIVISION.

Topeka News.

By H. A. P.

Will Davis, interpreter and investigator in the Claim department with headquarters at Topeka, has severed his connections with the Rock Island after 15 years of service.

The painters are here again and soon the offices will all be "spick and span."

H. M. Schoonover of the water service department is again at his desk after having been laid up with two cracked ribs and broken bones in his wrist sustained in a fall.

C. H. Quinche, supervisor of heating, for the first time in six years, is taking a vacation. He expects to spend about three weeks visiting among friends and relatives in Eastern Kansas, Missouri and Iowa. He is being relieved by Wm. Gordon.

T. P. Carr, signal supervisor at Peabody, is going around with a broad smile. He says that a 9-lb. boy is the greatest ever and will soon be taking a ride with "Dad" on the motor car.

This is great weather for ducks and we have seen quite a few hunters with the limit allowed by the law.

The usual winter California rush is now on, but seems heavier than ever as No. 3 is now carrying all the equipment it can handle and all space is taken. Topeka is sending her share, as the space allotted to Topeka is reserved for a week ahead.

Harry Maxey, abstract clerk in the Topeka Freight Office for 12 years, left the service of the Company on September 1 and went to his home in Cottonwood Falls on account of poor health. He died at his home on November 12th and will be greatly missed by all that knew him. He is the brother of O. Maxey, supervisor of Weights.

Mrs. Mabel Lusk, assistant chief clerk in the local freight office, visited friends over Sunday in Kansas City on Nov. 7.

Cliff Lowe, ticket agent at Topeka, is taking physical culture each afternoon on his farm west of the city, clearing up a patch of new ground, dynamiting trees and stumps and burning them up. He is gaining in flesh and his muscles are hard as rock. Cliff is some "log roller."

Gertrude Real, of the local freight office, visited Kansas City on a shopping tour on November 13.

The local freight office is receiving a much-needed coat of paint inside. On account of the crowded condition and this being the busiest office in Topeka, it is necessary for the work to be done at night.

KANSAS DIVISION.

Herington Briefs.

By "Suds."

"Suds" acknowledges with thanks contributions by "Pan Handle Pete."

A Shriner special from Salina to Norton passed through Herington recently, having with them a fine band which gave a concert here, and a bear for a mascot. The train was handled over the division by a Shriner train and engine crew.

Business in Herington yard is very good at the present time, eight switch engines are kept busy, 12 east-end crews, 10 south-end crews 5 local crews, and two work trains, besides the El Paso division business, all of which makes things hum.

Caboose Inspector Fleming has been spending his vacation in Oklahoma City and Fort Worth.

O. O. Jameson is now assistant yardmaster at Herington, succeeding W. L. Moran who has resigned to work for the El Paso and Southwestern at El Paso. Mr. Moran has worked in Herington for a number of years, and has many friends who regret to see him leave.

The Herington baseball team which is made up largely of Rock Island men proved one of the best amateur aggregations in this part of the country. They won nine out of the last ten



E. H. Heath, chief clerk, Herington, with his assistants.

games played. On Oct. 19th Herington defeated Junction City by a score of 7 to 6. Claude Hendricks, of the Chicago Cubs, pitched for Herington and Williams, of the Kansas City Blues, for Junction City. Frank Wendtland of the freight house lost the ball over the round-house fence for a home run with two men on bases.

The many friends of Harvey Holt, formerly division accountant, will be glad to hear of his

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good fortune in securing a position with the Interstate Commerce Commission at Chicago.
R. E. Bunner, assistant accountant in the Superintendent's office at Herington, has been transferred to Dalhart as accountant. Bob has a host of friends in Herington who regret to see him go, but—"you can't keep a good man down," and we hope he'll land at the top.
R. E. Kane, clerk in Master Mechanic's office at Horton, was a Herington visitor recently.
Miss Gladys Hildreth, daughter of Conductor B. A. Hildreth, and Berle Needham, assistant accountant in the Master Mechanic's office, were married on October 2nd at Adrian, Missouri. They have the best wishes of their many friends.
L. F. Shedd, safety supervisor, was a visitor in Herington recently.

It is with regret that we record the death on October 18 of Martin Tait, dispatcher at Herington for many years. "Mart," as he was familiarly known to his many friends, was the friend of all who knew him, and the sympathy of his many railroad associates is extended to Mrs. Tait in her bereavement.

The Young family in train service out of Herington is increasing, there being four brakemen by that name now running out of this point.

Geo. E. Sandner, night roundhouse foreman at Caldwell, has been spending his vacation in Colorado. While he was in Colorado his son, Raymond, suffered a serious sick spell, but is recovering nicely.

Dispatcher and Mrs. W. E. Mitchell spent their vacation in Caldwell, visiting old friends.

On October 13th, the Brotherhood of Railway Clerks held their first dance of the winter season in the K. of C. hall at Herington. Under the supervision of Mrs. Harold Hill, Miss Ada Boutwell and Mrs. E. J. Hyatt, the hall was tastefully decorated in orange and black and palms. Music was furnished by the Standcliffe orchestra. Refreshments were served, and all present enjoyed the evening immensely.

A. O. Ingram, second trick operator at Caldwell, is arranging to engage in farming on a small scale, according to reports received from that point. With a suburban farm, team and three cows, he plans to take a few whacks at old man H. C. L., and in addition secure outdoor exercise.

MINNESOTA DIVISION.

Manly News.

By J. V. H.

Miss Kenna VanAkin, who for the past three years has been clerk to the trainmaster at Manly, has resigned.

Operator G. A. Meyer, Iowa Falls, recently took unto himself a wife. We don't think George should dictate to the other people about where they park their cars. One more doesn't make it any more crowded, does it, George?

W. P. Morrow, engineer, is now comfortably located in his new home which he has just recently purchased.

Rollermaker John Jones, Machinist H. A. Doxey and Motorcar Inspector Lee Burt will be among those taking consistory degrees at Cedar Rapids during the week of October 18th.

S. P. Perkins, master carpenter, has purchased a new home in Manly and is moving his family here from Fatherville.

Miss Doris Winter is the new trainmaster's clerk at Manly.

No doubt, we could all be taught a few lessons in patience and perseverance by the little daughter of Ralph Pitts, boilerwasher at Iowa Falls. This little miss is five years old, and is compelled to stay in bed, braced in a cast for three months. She is looking forward to Christmas, at which time she will be given permission to get up and look into her stocking.

Roadmaster G. Tjaden is spending a brief vacation in the Dakotas.

L. B. Candfield is acting as agent during the absence of R. O. Staley, the latter being in the hospital.

Mrs. A. N. Kalb, wife of the agent at Owatonna, has left for California points where she will spend the winter.

Agent C. J. Castle at Marble Rock has been granted leave of absence and the agency at that point is being filled by George Cleveland.

F. B. Griffith, roundhouse foreman at Manly, who recently had two toes mashed, is now able to be around and expects to be on the job again within a few weeks.

The personal record desk in the superintendent's office has been assigned to Miss Maude Snyder.

L. L. Johnson is the new yardmaster at Manly, vice J. S. Laird, transferred. Mr. Johnson hails from Little Rock, Ark.

J. W. Kennedy, agent at Nora Springs, is enjoying a well-earned vacation. W. J. Klein is acting as agent during his absence.

MISSOURI DIVISION.

Eldon, Iowa, Items.

By "Verdi."

Dave Provance, our blacksmith, was injured last Sunday while fixing a draw bar. Sam Zagorac, from Moline, Ill., is working in his place. Miss Elizabeth Hibbert, yard clerk, has gone to Trenton where she has accepted a place as yard clerk.

Rollermaker L. G. Kerr and son, Machinist Helper Newell, were called away to Farmington, Ill., by the death of Mr. Kerr's father. Sympathy is extended to Mr. Kerr and family.

Assistant Foreman Gus Busch and wife returned home last week from a visit in Kansas City.

Ed. Harris, baggageman, and his mother, Mrs.

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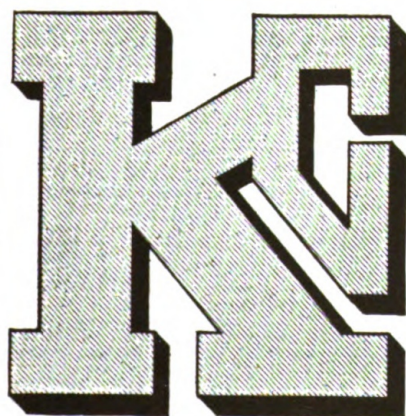
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Louise Burns, spent a day recently in Kansas City, visiting friends.

Switchman Bill Sapp pitched in the game between Trenton and Coffey, Mo.

The R. H. clerks have a new office to work in now. The general foreman's office was carried around back of our office and we were moved into it. We like it just fine.

General Foreman, Frank H. Nachtrieb and wife have gone to Lafayette, Ind., where they are visiting relatives. Mrs. Nachtrieb's father, Philip Quigley, operator of treating plant, accompanied them.

Please allow us to introduce the trainmaster's new stenographer, namely Master Forest Vass of Eldon.

Night Foreman Perry Beckner spent a couple days in Trenton recently, visiting his parents. He says he found the home folks all well and happy.

Our boys down here at Eldon are just like the boys at any other joint. Kindhearted, full of fun, and when it comes to hard work, a better set workers could ne'er be found.

St. Joseph Items

General Agent John J. Goodrich spent several days visiting the general offices in Chicago recently.

John Sprengel, formerly traveling freight agent for the Rock Island at Wichita, Kas., has been made joint freight and passenger agent at St. Joseph.

Frank Burbank is one of the recent additions as clerk in the office of General Agent Goodrich.

Trenton Items.

By M. H. D.

Poe Burkeholder and family recently returned from a very pleasant month's vacation spent with the former's sister who lives on a ranch out of Pocatello, Idaho. Mr. Burkeholder derived much benefit from the rest and change and became quite an enthusiast on the subject of alfalfa.

Harvey Laird, one of the Rock Island's efficient conductors, was recently married to Mrs. Mae Ballinger, of Spickards, Mo. They are now at home to their friends after a short honeymoon.

Miss Elizabeth Hibbert, who has been yard clerk at Eldon since August 1918, has been transferred to a similar position at Trenton.

John Baugher, accounting clerk, suffered a very painful accident recently when his right arm came in not too gentle contact while he was asleep with one of the windows in his sleeping room, cutting it severely. The arm will be badly scarred, although it is doing as well as could be expected, considering the extent of the injury.

P. V. Doyle and bride stopped over in Trenton recently for a visit with his brother, Chief Clerk M. H. Doyle and family, while en route to



Earnest Ham, section foreman, Raytown, Mo., who is not worried about H. C. L. He recently sold thirteen of his pigs for \$177.

their home in Chicago. Mrs. Doyle was formerly Miss Elizabeth McGuire of Dublin, Ireland.

Trainmasters C. G. Smith, J. A. Sullivan and Homer Fairmon have been very busy getting out the new time card, effective November 21st.

W. McMurtrie, division supervisor, claim prevention, returned from a vacation spent in southern points. Mrs. McMurtrie and children remained in El Reno for a visit with relatives.

Mrs. Reddig, wife of Superintendent H. F. Reddig, is visiting in Bellfontaine, Ohio.

Guy Flesman resigned his position as accounting clerk in Superintendent's office, to accept a position in the Farmers' Exchange Bank in Trenton.

Horrie Rush has returned from a forced vacation, caused by fracturing the bones in his left leg, while playing ball. He, however, will be compelled to use crutches for some time.

A. C. Shields, division engineer, has just returned from attending a meeting, AREA, Committee, No. 20, Uniform General Contracts, held in Pennsylvania Hotel, New York City, for the purpose of preparing the committee's final report for convention to be held in March 1921.

Trenton very fittingly celebrated Armistice Day. The members of the American Legion, preceded by the band, marched in uniform, followed by members of the G. A. R., Women's

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Relief Corps, Boy and Girl Scouts, and school children. In the afternoon there was speaking in the big tent by Governor-elect A. M. Hyde of Trenton, and Senator Jas. Reed, and a football game between the teams of the Trenton and Kirksville high school at the ball park. A band concert in the evening was followed by fireworks, the throwing of confetti, and a general good time. It was, as a whole, a busy and a happy day.

NEBRASKA DIVISION.

Fairbury News.

By M. B. K.

Brakeman Dunn has been granted an indefinite leave of absence on account of the illness of his father.

Conductor Brill has been assigned to 353 and 354 from Bern to Horton and expects to move to Bern soon.

Brakeman Calder has bid in passenger work.

Prevent Claims Supervisor Ray Wells was called home November 12th on account of the death of his mother. He has our sympathy in his loss.

Operator A. S. Carver is now on a vacation. I am informed he is visiting relatives in Dodge City.

Instrumentman Kelley passed around cigars and candy about the middle of October. The occasion? He married "the nicest girl in the world." The happy couple have our very best wishes. Mr. and Mrs. Kelley visited Chicago, Buffalo, Niagara Falls, New York and Washington on their wedding trip.

Robert Mundell is our new A. F. E. clerk.

Safety Supervisor W. H. Stillwell held the regular safety meeting in the Superintendent's office November 11th. Judging from the attendance, this is a very popular meeting on this division.

Operator Draelants enjoyed a two week's leave of absence about the middle of October.

C. E. Berge has been assigned as agent at Richfield.

F. M. Yocum has been assigned as first trick operator at Lincoln.

Mrs. R. M. Pryor has been assigned as agent at Munden.

I. D. Hornbeck has returned to work after



Superintendent Allen of Fairbury (to left), Margaret Bryant and J. S. McWilliams, and their "catch."

several weeks' leave of absence.

Operator Morris resigned, effective October 26th.

Operator E. G. Monroe has been granted leave of absence.

Operators O. L. and B. K. Bledsoe have been granted ten days' leave of absence.

Operator R. H. Chandler has again returned to work on this division.

Mechanical Department.

By "Hiney."

In this state of Nebraska it is against the game and fish laws to "gas" any game. Consequently somebody is keeping decidedly quiet. Using a 12 gauge shot gun with black powder comes under the provision of this law.

The forces in the roundhouse at Fairbury were cut the first week in November. One machinist, one boilermaker, one pipefitter, one painter, one carpenter, two machinist helpers, two boiler-maker helpers and one electrician was cut off. The forces in the car department were also reduced.

"Bill" Goldstein, pipefitter, has resigned and is now working in Havelock for the Burlington.

Clarence Bigham, machinist, who was cut off is now working for the M. K. & T. at Parsons, Kans.

Jim Odey has taken extra passenger work temporarily. This is the turn held by Pat Connell who has Kelly's turn on 37 and 38. Arthur is laying off on account of sickness.

Dave Funk from Goodland was down to see us this month. This is the first time Dave has been down to see us since he chaperoned the Goodland Base Ball Team.

We are up against it again. The 1700's had been here just long enough for us to get the numbers of them well learned when they are leaving us and we get 19 and 2000's in their place. However, it seems to suit all concerned very well.

Phillipsburg Doings.

By A. E. W.

Original from Phillipsburg and wife, Bert Clark and wife and C. P. O'Leary and wife took in the big

Rock Island Magazine for December, 1920

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Shriner Ceremonials at Salina, Kans., the fore part of November.

Night Foreman, McAlpin, took a few days off to join the "Mrs." at Moline, Ill., the fore part of November.

Jack O'Leary spent a few days the fore part of November in Manhattan, Kas.

Laborer John Culberth took 30 days off in November to file a claim on a homestead in Colorado.

Fred McPherson took a few days off the fore part of November to enjoy life.

Boilermaker Arthur Jacobs was forced to take a few days off to rest up the fore part of November.

Don Berkeybile took a few days off the middle of November to visit his brother at McCook, Nebr.

Martin Reed, engineer on the night switch engine, is taking a 30-day layoff to join the "Mrs." and children who are on a ranch at Elliott, Mont. Mr. Reed is being relieved by Engineer Grubb.

The repairs for the hoisting engine in the coal chute at Phillipsburg, arrived about the middle of November. It is expected within a few days everything will be O. K. for service.

John Bolz Dies

Many Chicago terminal people will learn with sorrow of the death of John H. Bolz, on Oct. 15, 1920, from typhoid fever. He worked for the Rock Island at Forty-seventh street as stockman in 1910, and later was appointed local storekeeper at the One Hundred and Twenty-fourth street shop (Blue Island), which position he held until Dec. 31, 1912, when he resigned and accepted a position in the store department of the New York Central, at Streator, Ill. Funeral services were held at Blue Island, Oct. 19, 1920.

The Copper Beeches

(Continued from page 9.)

creature weaker than himself seems to be his one idea of amusement, and he shows quite remarkable talent in planning the capture of mice, little birds, and insects. But I would rather not talk about the creature, Mr. Holmes, and, indeed, he has little to do with my story."

"I am glad of all details," remarked my friend, "whether they seem to you to be relevant or not."

"I shall try not to miss anything of importance. The one unpleasant thing about the house, which struck me at once, was the appearance and conduct of the servants. There are only two, a man and his wife. Toller, for that is his name, is a rough, uncouth man, with grizzled hair and whiskers, and a perpetual smell of drink. Twice since I have been with them he has been quite drunk, and yet Mr. Rucastle seemed to take no notice of it. His wife is a very tall and strong woman with a sour face, as silent as Mrs. Rucastle, and much less amiable. They are a most unpleasant couple, but fortunately I spend most of my time in the nursery and my own room, which are next to each other in one corner of the building.

"For two days after my arrival at the Copper Beeches my life was very quiet; on the third, Mrs. Rucastle came down just after breakfast and whispered something to her husband.

"Oh, yes," said he, turning to me; "we are very much obliged to you, Miss Hunter, for falling in with our whims so far as to cut your hair. I assure you that it has not detracted in the tiniest iota from your appearance. We shall now see how the electric-blue dress will become you. You will find it laid out upon the bed in your room, and if you would be so good as to put it on we should both be extremely obliged."

"The dress which I found waiting for

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me was of a peculiar shade of blue. It was of excellent material, a sort of beige, but it bore unmistakable signs of having been worn before. It could not have been a better fit if I had been measured for it. Both Mr. and Mrs. Rucastle expressed a delight at the look of it, which seemed quite exaggerated in its vehemence. They were waiting for me in the drawing-room, which is a very large room, stretching along the entire front of the house, with three long windows reaching down to the floor. A chair had been placed close to the central window, with its back turned towards it. In this I was asked to sit, and then Mr. Rucastle, walking up and down on the other side of the room, began to tell me a series of the funniest stories that I have ever listened to. You cannot imagine how comical he was, and I laughed until I was quite weary. Mrs. Rucastle, however, who has evidently no sense of humor, never so much as smiled, but sat with her hands in her lap, and a sad, anxious look upon her face. After an hour or so, Mr. Rucastle suddenly remarked that it was time to commence the duties of the day, and that I might change my dress and go to little Edward in the nursery.

"Two days later this same performance was gone through under exactly similar circumstances. Again I changed my dress, again I sat in the window, and again I laughed very heartily at the funny stories of which my employer had an immense repertoire, and which he told inimitably. Then he handed me a yellow-backed novel, and, moving my chair a little sideways, that my own shadow might not fall upon the page, he begged me to read aloud to him. I read for about ten minutes, beginning in the heart of a chapter, and then suddenly, in the middle of a sentence, he ordered me to cease and to change my dress.

"You can easily imagine, Mr. Holmes, how curious I became as to what the meaning of this extraordinary performance could possibly be. They were always very careful, I observed, to turn my face away from the window, so that I became consumed with the desire to see what was going on behind my back. At first it seemed to be impossible, but I soon devised a means. My hand-mirror had been broken, so a happy thought seized me, and I concealed a piece of the glass in my handkerchief. On the next occasion, in the midst of my laughter, I put my handkerchief up to my eyes, and was able with a little management to see all that there was behind me. I confess that I was disappointed. There was nothing. At least that was my first impression. At the second glance, however, I perceived that there was a man standing in the Southampton road, a small, bearded man in a gray suit, who seemed to be looking in my direction. The road is an important highway, and there are usually people there. This man, however, was leaning against the railings which bordered our field, and was looking earnestly up. I lowered my handkerchief and glanced at Mrs. Rucastle, to find her eyes fixed upon me with a most searching gaze. She said nothing, but I am convinced that she had divined that I had a mirror in my hand, and had seen what was behind me. She rose at once.

"'Jephro,' said she, 'there is an impertinent fellow upon the road there who stares up at Miss Hunter.'

"'No friend of yours, Miss Hunter?' he asked.

Back Island Magazine for December, 1920

"No, I know no one in these parts."
"Dear me! How very impertinent! Kindly turn round and motion to him to go away."
"Surely it would be better to take no notice."

"No, no, we should have him loitering here always. Kindly turn round and wave him away like that."

"I did as I was told, and at the same instant Mrs. Rucastle drew down the blind. That was a week ago, and from that time I have not sat again in the window, nor have I worn the blue dress, nor seen the man in the road."

"Pray continue," said Holmes. "Your narrative promises to be a most interesting one."

"You will find it rather disconnected, I fear, and there may prove to be little relation between the different incidents of which I speak. On the very first day that I was at the Copper Beeches, Mr. Rucastle took me to a small out-house which stands near the kitchen door. As we approached it I heard the sharp rattling of a chain, and the sound as of a large animal moving about."

"Look in here!" said Mr. Rucastle, showing me a slit between two planks. "Is he not a beauty?"

"I looked through, and was conscious of two glowing eyes, and of a vague figure huddled up in the darkness."

"Don't be frightened," said my employer, laughing at the start which I had given. "It's only Carlo, my mastiff. I call him mine, but really old Toller, my groom, is the only man who can do anything with him. We feed him once a day, and not too much then, so that he is always as keen as mustard. Toller lets him loose every night, and God help the trespasser whom he lays his fangs upon. For goodness' sake don't you ever on any pretext set your foot over the threshold at night, for it is as much as your life is worth."

"The warning was no idle one, for two nights later I happened to look out of my bedroom window about two o'clock in the morning. It was a beautiful moonlight night, and the lawn in front of the house was silvered over and almost as bright as day. I was standing, wrapt in the peaceful beauty of the scene, when I was aware that something was moving under the shadow of the copper beeches. As it emerged into the moonshine I saw what it was. It was a giant dog, as large as a calf, tawny tinted, with hanging jaw, black muzzle, and huge projecting bones. It walked slowly across the lawn and vanished in the shadow upon the other side. That dreadful silent sentinel sent a chill to my heart which I do not think that any burglar could have done."

"And now I have a very strange experience to tell you. I had, as you know, cut off my hair in London, and I had placed it in a great coil at the bottom of my trunk. One evening, after the child was in bed, I began to amuse myself by examining the furniture of my room and by rearranging my own little things. There was an old chest of drawers in the room, the two upper ones empty and open, the lower one locked. I had filled the first two with my linen, and, as I had still much to pack away, I was naturally annoyed at not having the use of the third drawer. It struck me that it might have been fastened by a mere oversight, so I took out my bunch of keys and tried to open it. The very first key fitted to perfection, and I drew the drawer open."

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open. There was only one thing in it, but I am sure that you would never guess what it was. It was my coil of hair.

"I took it up and examined it. It was of the same peculiar tint, and the same thickness. But then the impossibility of the thing obtruded itself upon me. How *could* my hair have been locked in the drawer? With trembling hands I undid my trunk, turned out the contents, and drew from the bottom my own hair. I laid the two tresses together, and I assure you that they were identical. Was it not extraordinary? Puzzle as I would, I could make nothing at all of what it meant. I returned the strange hair to the drawer, and I said nothing of the matter to the Rucastles, as I felt that I had put myself in the wrong by opening a drawer which they had locked.

"I am naturally observant, as you may have remarked, Mr. Holmes, and I soon had a pretty good plan of the whole house in my head. There was one wing, however, which appeared not to be inhabited at all. A door which faced that which led into the quarters of the Tollers opened into this suite, but it was invariably locked. One day, however, as I ascended the stair, I met Mr. Rucastle coming out through this door, his keys in his hand, and a look on his face which made him a very different person to the round, jovial man to whom I was accustomed. His cheeks were red, his brow was all crinkled with anger, and the veins stood out at his temples with passion. He locked the door and hurried past me without a word or a look.

"This aroused my curiosity; so when I went out for a walk in the grounds with my charge, I strolled round to the side from which I could see the windows of this part of the house. There were four of them in a row, three of which were simply dirty, while the fourth was shuttered up. They were evidently all deserted. As I strolled up and down, glancing at them occasionally, Mr. Rucastle came out to me, looking as merry and jovial as ever.

"'Ah!' said he, 'you must not think me rude if I passed you without a word, my young lady. I was preoccupied with business matters.'

"I assured him that I was not offended. 'By the way,' said I, 'you seem to have quite a suite of spare rooms up there, and one of them has the shutters up.'

"He look surprised, and, as it seemed to me, a little startled at my remark.

"'Photography is one of my hobbies,' said he. 'I have made my dark room up there. But, dear me! what an observant young lady we have come upon. Who could have believed it? Who would have ever believed it?' He spoke in a jesting tone, but there was no jest in his eyes as he looked at me. I read suspicion there and annoyance, but no jest.

"Well, Mr. Holmes, from the moment that I understood that there was something about that suite of rooms which I was not to know, I was all on fire to go over them. It was not mere curiosity, though I have my share of that. It was more a feeling of duty—a feeling that some good might come from my penetrating to this place. They talk of woman's instinct; perhaps it was woman's instinct which gave me that feeling. At any rate, it was there, and I was keenly on the lookout for any chance to pass the forbidden door.

"It was only yesterday that the chance
Rock Island Magazine for December, 1920

came. I may tell you that, besides Mr. Rucastle, both Toller and his wife find something to do in these deserted rooms, and I once saw him carrying a large black linen bag with him through the door. Recently he has been drinking hard, and yesterday evening he was very drunk; and, when I came up-stairs, there was the key in the door. I have no doubt at all that he had left it there. Mr. and Mrs. Rucastle were both down-stairs, and the child was with them, so that I had an admirable opportunity. I turned the key gently in the lock, opened the door, and slipped through.

"There was a little passage in front of me, unpapered and uncarpeted, which turned at a right angle at the farther end. Round this corner were three doors in a line, the first and third of which were open. They each led into an empty room, dusty and cheerless, with two windows in the one and one in the other, so thick with dirt that the evening light glimmered dimly through them. The center door was closed, and across the outside of it had been fastened one of the broad bars of an iron bed, padlocked at one end to a ring in the wall, and fastened at the other with stout cord. The door itself was locked as well, and the key was not there. This barricaded door corresponded clearly with the shuttered window outside, and yet I could see by the glimmer from beneath it that the room was not in darkness. Evidently there was a skylight which let in light from above. As I stood in the passage gazing at the sinister door, and wondering what secret it might veil, I suddenly heard the sound of steps within the room, and saw a shadow pass backward and forward against the little slit of dim light which shone out from under the door. A mad, unreasoning terror rose up in me at the sight, Mr. Holmes. My overstrung nerves failed me suddenly, and I turned and ran—ran as though some dreadful hand were behind me clutching at the skirt of my dress. I rushed down the passage, through the door, and straight into the arms of Mr. Rucastle, who was waiting outside.

"So," said he, smiling, 'it was you, then. I thought that it must be when I saw the door open.'

"Oh, I am so frightened!" I panted.

"My dear young lady! my dear young lady!—you cannot think how caressing and soothing his manner was—and what has frightened you, my dear young lady?"

"But his voice was just a little too coaxing. He overdid it. I was keenly on my guard against him.

"I was foolish enough to go into the empty wing," I answered. 'But it is so lonely and eerie in this dim light that I was frightened and ran out again. Oh, it is so dreadfully still in there!'

"Only that?" said he, looking at me keenly.

"Why, what did you think?" I asked.

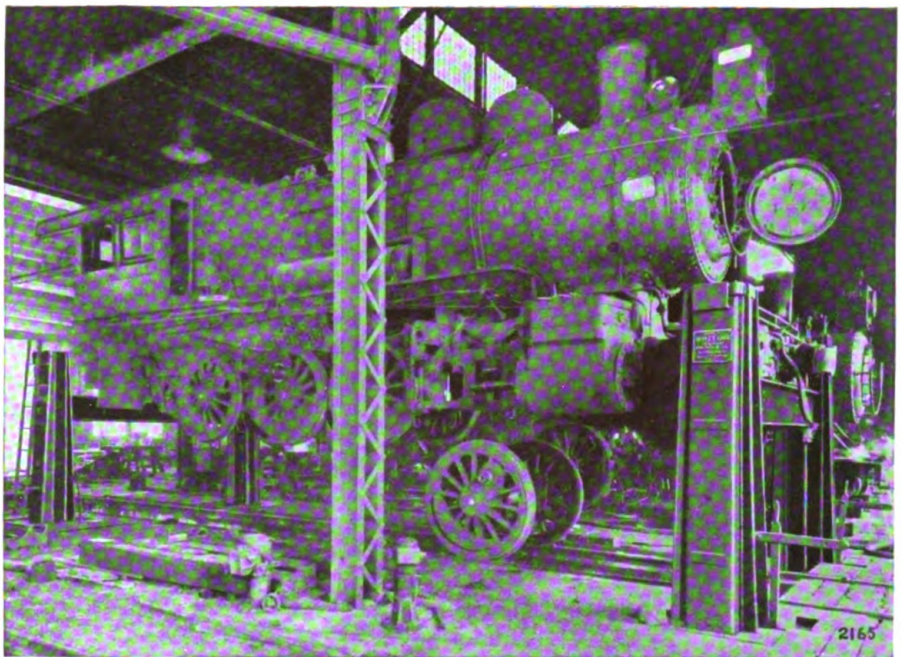
"Why do you think that I lock this door?"

"I am sure that I do not know."

"It is to keep people out who have no business there. Do you see?" He was still smiling in the most amiable manner.

"I am sure if I had known—"

"Well, then, you know now. And if you ever put your foot over that threshold again—here in an instant the smile hardened into a grin of rage, and he glared down at me with the face of a demon—"I'll throw you to the mastiff."



View showing Whiting Locomotive Hoist in operation removing one pair of wheels

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"I was so terrified that I do not know what I did. I suppose that I must have rushed past him into my room. I remember nothing until I found myself lying on my bed trembling all over. Then I thought of you, Mr. Holmes. I could not live there longer without some advice. I was frightened of the house, of the man, of the woman, of the servants, even of the child. They were all horrible to me. If I could only bring you down all would be well. Of course I might have fled from the house, but my curiosity was almost as strong as my fears. My mind was soon made up. I would send you a wire. I put on my hat and cloak, went down to the office, which is about half a mile from the house, and then returned, feeling very much easier. A horrible doubt came into my mind as I approached the door lest the dog might be loose, but I remembered that Toller had drunk himself into a state of insensibility that evening, and I knew that he was the only one in the household who had any influence with the savage creature, or who would venture to set him free. I slipped in in safety, and lay awake half the night in my joy at the thought of seeing you. I had no difficulty in getting leave to come into Winchester this morning, but I must be back before three o'clock, for Mr. and Mrs. Rucastle are going on a visit, and will be away all the evening, so that I must look after the child. Now I have told you all my adventures, Mr. Holmes, and I should be very glad if you could tell me what it all means, and, above all, what I should do."

Holmes and I had listened spellbound to this extraordinary story. My friend rose now and paced up and down the room, his hands in his pockets, and an expression of the most profound gravity upon his face.

"Is Toller still drunk?" he asked.

"Yes. I heard his wife tell Mrs. Rucastle that she could do nothing with him."

"That is well. And the Rucastles go out tonight?"

"Yes."

"Is there a cellar with a good strong lock?"

"Yes, the wine-cellar."

"You seem to me to have acted all through this matter like a very brave and sensible girl, Miss Hunter. Do you think that you could perform one more feat? I should not ask it of you if I did not think you a quite exceptional woman."

"I will try. What is it?"

"We shall be at the Copper Beeches by seven o'clock, my friend and I. The Rucastles will be gone by that time, and Toller will, we hope, be incapable. There only remains Mrs. Toller, who might give the alarm. If you could send her into the cellar on some errand, and then turn the key upon her, you would facilitate matters immensely."

"I will do it."

"Excellent! We shall then look thoroughly into the affair. Of course there is only one feasible explanation. You have been brought there to personate some one, and the real person is imprisoned in this chamber. That is obvious. As to who this prisoner is, I have no doubt that it is the daughter, Miss Alice Rucastle, if I remember right, who was said to have gone to America. You were chosen, doubtless, as resembling her in height, figure and the color of your hair. Hers had been cut off, very possibly in some fit of madness through which she

has passed, and so, of course, yours had to be sacrificed also. By a curious chance you came upon her tresses. The man in the road was, undoubtedly, some friend of hers—possibly her fiancé—and, no doubt, as you wore the girl's dress and were so like her, he was convinced from your laughter, whenever he saw you, and afterwards from your gesture, that Miss Rucastle was perfectly happy, and that she no longer desired his attentions. The dog is let loose at night to prevent him from endeavoring to communicate with her. So much is fairly clear. The most serious point in the case is the disposition of the child."

"What on earth has that to do with it?" I ejaculated.

"My dear Watson, you as a medical man are continually gaining light as to the tendencies of a child by the study of the parents. Don't you see that the converse is equally valid. I have frequently gained my first real insight into the character of parents by studying their children. This child's disposition is abnormally cruel, merely for cruelty's sake, and whether he derives this from his smiling father, as I should suspect, or from his mother, it bodes evil for the poor girl who is in their power."

"I am sure that you are right, Mr. Holmes," cried our client. "A thousand things come back to me which make me certain that you have it. Oh, let us not lose an instant in bringing help to this poor creature."

"We must be circumspect, for we are dealing with a very cunning man. We can do nothing until seven o'clock. At that hour we shall be with you, and it will not be long before we solve the mystery."

We were as good as our word, for it was just seven when we reached the Copper Beeches, having put up our trap at a wayside public-house. The group of trees, with their dark leaves shining like burnished metal in the light of the setting sun, were sufficient to mark the house even had Miss Hunter not been standing smiling on the door-step.

"Have you managed it?" asked Holmes.

A loud thudding noise came from somewhere down-stairs. "That is Mrs. Toller in the cellar," said she. "Her husband lies snoring on the kitchen rug. Here are his keys, which are the duplicates of Mr. Rucastle's."

"You have done well indeed!" cried Holmes, with enthusiasm. "Now lead the way, and we shall soon see the end of this black business."

We passed up the stair, unlocked the door, followed on down a passage, and found ourselves in front of the barricade which Miss Hunter had described. Holmes cut the cord and removed the transverse bar. Then he tried the various keys in the lock, but without success. No sound came from within, and at the silence Holmes' face clouded over.

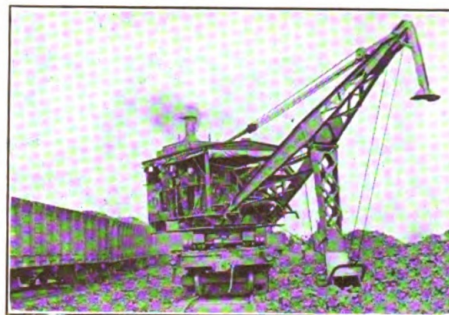
"I trust that we are not too late," said he. "I think, Miss Hunter, that we had better go in without you. Now, Watson, put your shoulder to it, and we shall see whether we cannot make our way in."

It was an old rickety door, and gave at once before our united strength. Together we rushed into the room. It was empty. There was no furniture save a little pallet bed, a small table, and a basketful of linen. The skylight above was open, and the prisoner gone.

"There has been some villainy here," said Holmes; "this beauty has guessed Miss Hunter's intentions, and has carried his victim off."

"But how?"

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"Through the skylight. We shall soon see how he managed it." He swung himself up onto the roof. "Ah, yes," he cried; "here's the end of a long light ladder against the eaves. That is how he did it."

"But it is impossible," said Miss Hunter; the ladder was not there when the Rucastles went away."

"He has come back and done it. I tell you that he is a clever and dangerous man. I should not be very much surprised if this were he whose step I hear now upon the stair. I think, Watson, that it would be as well for you to have your pistol ready."

The words were hardly out of his mouth before a man appeared at the door of the room, a very fat and burly man, with a heavy stick in his hand. Miss Hunter screamed and shrunk against the wall at the sight of him, but Sherlock Holmes sprang forward and confronted him.

"You villain!" said he, "where's your daughter?"

The fat man cast his eyes round, and then up at the open skylight.

"It's for me to ask you that," he shrieked, "you thieves! Spies and thieves! I have caught you, have I? You are in my power. I'll serve you!" He turned and clattered down the stairs as hard as he could go.

"He's gone for the dog!" cried Miss Hunter.

"I have my revolver," said I.

"Better close the front door," cried Holmes, and we all rushed down the stairs together. We had hardly reached the hall when we heard the baying of a hound, and then a scream of agony, with a horrible worrying sound which it was dreadful to listen to. An elderly man with a red face and shaking limbs came staggering out at a side door.

"My God!" he cried. "Some one has loosed the dog. It's not been fed for two days. Quick, quick, or it'll be too late!"

Holmes and I rushed out and round the angle of the house, with Toller hurrying behind us. There was the huge famished brute, its black muzzle buried in Rucastle's throat, while he writhed and screamed upon the ground. Running up, I blew its brains out, and it fell over with its keen white teeth still meeting in the great creases of his neck. With much labor we separated them, and carried him, living but horribly mangled, into the house. We laid him upon the drawing-room sofa, and, having despatched the sobered Toller to bear the news to his wife, I did what I could to relieve his pain. We were all assembled round him when the door opened, and a tall, gaunt woman entered the room.

"Mrs. Toller!" cried Miss Hunter.

"Yes, miss. Mr. Rucastle let me out when he came back before he went up to you. Ah, miss, it is a pity you didn't let me know what you were planning, for I would have told you that your pains were wasted."

"Ha!" said Holmes, looking keenly at her. "It is clear that Mrs. Toller knows more about this matter than any one else."

"Yes, sir, I do, and I am ready enough to tell what I know."

"They pray, sit down, and let us hear it, for there are several points on which I must confess that I am still in the dark."

"I will soon make it clear to you," said she; "and I'd have done so before now if I had time."

if I could ha' got out from the cellar. If there's police-court business over this, you'll remember that I was the one that stood your friend, and that I was Miss Alice's friend too.

"She was never happy at home, Miss Alice wasn't, from the time that her father married again. She was slighted like, and had no say in anything; but it never really became bad for her until after she met Mr. Fowler at a friend's house. As well as I could learn, Miss Alice had rights of her own by will, but she was so quiet and patient, she was, that she never said a word about them, but just left everything in Mr. Rucastle's hands. He knew he was safe with her; but when there was a chance of a husband coming forward, who would ask for all that the law would give him, then her father thought it time to put a stop on it. He wanted her to sign a paper, so that whether she married or not, he could use her money. When she wouldn't do it, he kept on worrying her until she got brain-fever, and for six weeks was at death's door. Then she got better at last, all worn to a shadow, and with her beautiful hair cut off; but that didn't make no change in her young man, and he stuck to her as true as man could be."

"Ah," said Holmes, "I think that what you have been good enough to tell us makes the matter fairly clear, and that I can deduce all that remains. Mr. Rucastle then, I presume, took to this system of imprisonment?"

"Yes, sir."

"And brought Miss Hunter down from London in order to get rid of the disagreeable persistence of Mr. Fowler."

"That was it, sir."

"But Mr. Fowler, being a persevering man, as a good seaman should be, blockaded the house, and, having met you, succeeded by certain arguments, metallic or otherwise, in convincing you that your interests were the same as his."

"Mr. Fowler was a very kind-spoken, free-handed gentleman," said Mrs. Toller, serenely.

"And in this way he managed that your good man should have no want of drink, and that a ladder should be ready at the moment when your master had gone out."

"You have it, sir, just as it happened."

"I am sure we owe you an apology, Mrs. Toller," said Holmes, "for you have certainly cleared up everything which puzzled us. And here comes the country surgeon and Mrs. Rucastle, so I think, Watson, that we had best escort Miss Hunter back to Winchester, as it seems to me that our *locus standi* now is rather a questionable one."

And thus was solved the mystery of the sinister house with the copper beeches in front of the door. Mr. Rucastle survived, but was always a broken man, kept alive solely through the care of his devoted wife. They still live with their old servants, who probably know so much of Rucastle's past life that he finds it difficult to part from them. Mr. Fowler and Miss Rucastle were married, by special license, in Southampton the day after their flight, and he is now the holder of a Government appointment in the Island of Mauritius. As to Miss Violet Hunter, my friend Holmes, rather to my disappointment, manifested no further interest in her when once she had ceased to be the center of one of his problems, and she is now the head of a private school at Walsall, where I believe that she has met with considerable success.

THE END.

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*A boomer he has been, my boys,
A boomer he will be;
He finds his sorrows and his joys
Roaming on land and sea.*

*The question is, is he a lout?
What makes him pull the pin?
Why is he anxious to get out
As soon as he gets in?*

*The wander germ in his blood has
been,
He allowed the disease to grow;
Far-off hills that he sees are green
And he has to get up and go.*

*You were made good and steady, pards.
You can easily stay at home,
Playing the part of faithful guards,
Having no wish to roam.*

*But the boomer is made from a differ-
ent stamp,
Built on a different plan;
Don't think that he is a brainless
tramp
Because he's not your kind of a man.*

*When he comes along your way,
Don't turn the poor guy down,
Give him a hand and help him stay,
If he thinks he likes your town.*

*There are two things to judge him by
When you meet him in life's rough
road;
He should have a good and fearless eye,
Up-to-date receipts and the up-to-
date code.*

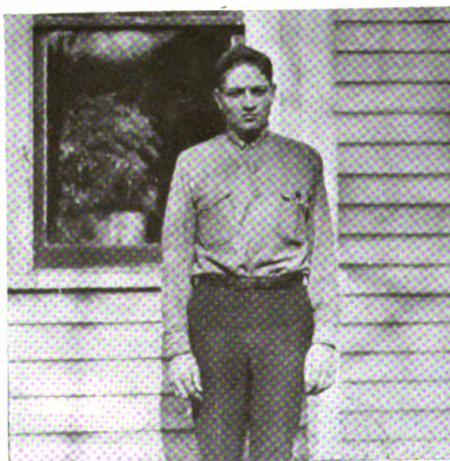
*If he has these, do what you can
To help him in his way,
For we will be equals, every man.
When it comes to the last Great
Day.*

G. W. BELLAMY.

Turn In The Road

(Continued from page 6.)

But my boomer days were over by the time I moved into our OWN home. You will say I couldn't do much work on the railroad and do all of this. Well, the



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Rock Island paid me \$1,787.25 for labor last year. All the stuff you see today around my place is paid for from the grindstone to the automobile, yes, horses, cows and all. Of course, we are still owing some on our place yet but that does not worry me at all as we can meet it nicely. I find that there are a great many opportunities right here in Emmet County. You don't have to go to California and raise English walnuts or grape fruit. If you don't believe it just try an acre of potatoes next year or an acre of popcorn or onions. If you can't get any ground anywhere else, ask your Superintendent about some waste ground along the railroad right of way. Just one more word about the Rock Island Railroad. I forgot to tell you that

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I had worked on twelve different lines of railroads, but when it comes to courteous treatment and co-operation between officials and employes, the Rock Island has them all beat. I have worked on the Oklahoma, Kansas, Arkansas and Dakota Divisions of the Rock Island and it's the "good old Rock Island" everywhere you go. But of course I have my own ideas about the Dakota Division.

And as I sit down to my Thanksgiving dinner this year in my OWN home and my name still on the board occasionally, with by boomer days behind me, I feel that I have something to be thankful for.



Freight Claims High

(Continued from page 7.)

compared with last year. Additional efforts should be made to reduce the item.

All other freight, while showing a reduction this year as compared with last year, is still about twice as much as it should be. Just stop and think, for a minute, what these figures show! For every day in the year, figuring on a total of 365 days, we paid, on this class of freight during last year, \$2,760.70 as against \$1,310.00 during the seven preceding years and against \$2,215.90 during the present year, and on all classes of freight we paid, during last year, \$6,581.39 per day, for the seven preceding years \$2,973.95 per day, and the estimated payments for this year figure \$5,329.29 per day, or almost double the amount per day paid during the seven years from 1912 to 1918 inclusive.

ORGANIZATION LAUNCHED.

In order to bring about the reduction in loss and damage claims as rapidly as possible, the Rock Island has created the position of general supervisor of claim prevention and appointed O. Maxey to that place. His headquarters will be in Chicago and he will continue to have jurisdiction over scales, weighing, explosives and the reclamation, conservation and distribution of grain doors and other cooperative material.

In addition, a supervisor of claim prevention has been appointed for each division. W. H. King has been made district supervisor for the First District with headquarters at Des Moines, Iowa, and A. L. Dewey, supervisor for the Second District, with offices at El Reno, Okla.

This Magazine is read by almost everybody on the railroad, if not by all, and presumably this article will be read by particularly all of the readers of the Magazine.

Prevent-Claim Campaign

The Rock Island has instituted an active campaign to prevent causes for loss and damage claims and supervisors of claim prevention have been appointed and assigned to each division and district to be directly responsible for preventing claims and to devote their entire time to this work with full authority to correct improper practices. In addition, the heads of the different departments of the Rock Island organization have instructed yardmasters, trainmasters, chief dispatchers, inspectors, traveling auditors, agents, police and special service employes, receiving and delivery clerks, traveling freight and passenger agents and others, to become supervisors of the Prevent Claim Organization and will make memoranda of practices or conditions which need correction and report same to superintendents and district supervisors.

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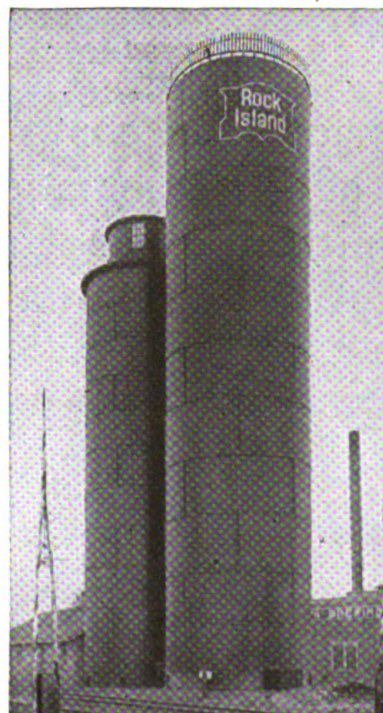
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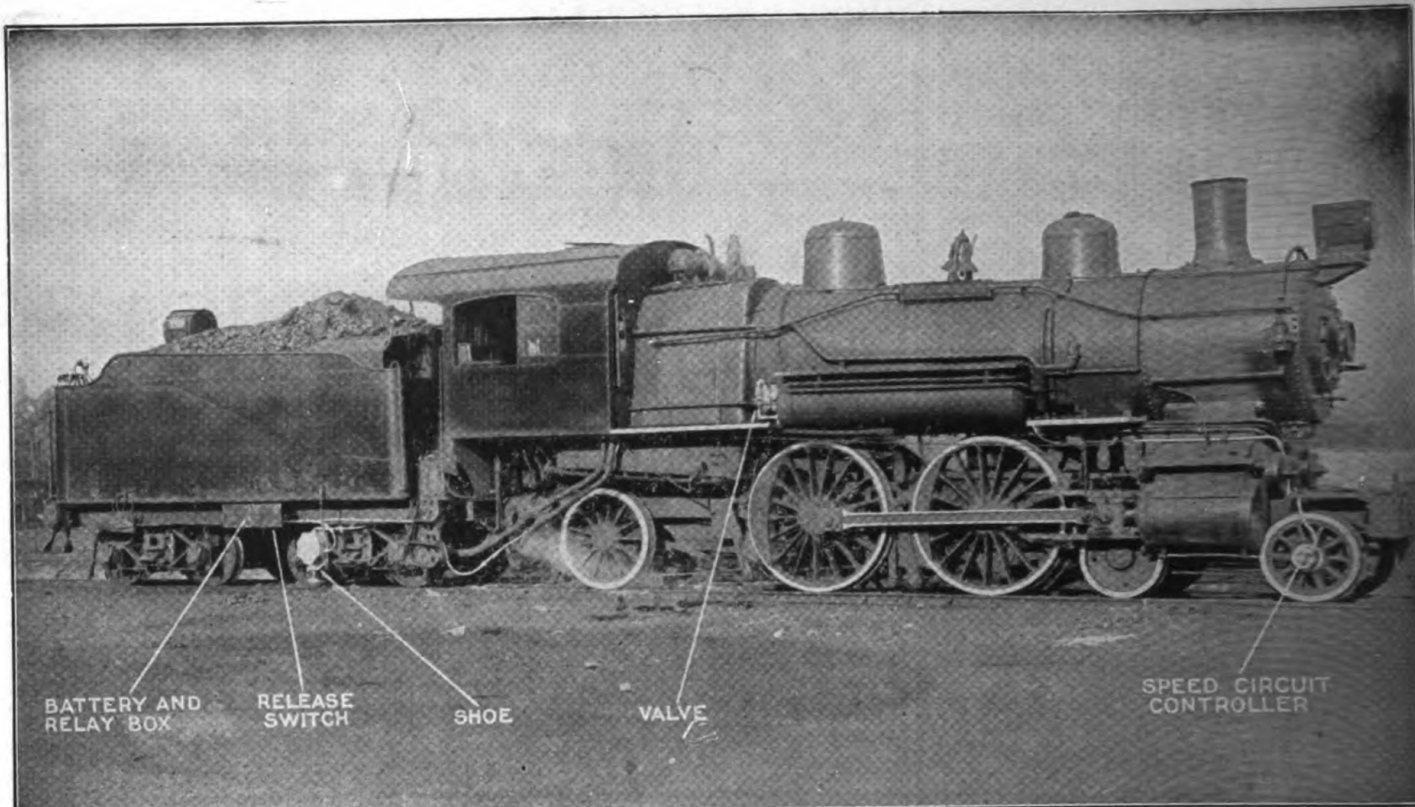
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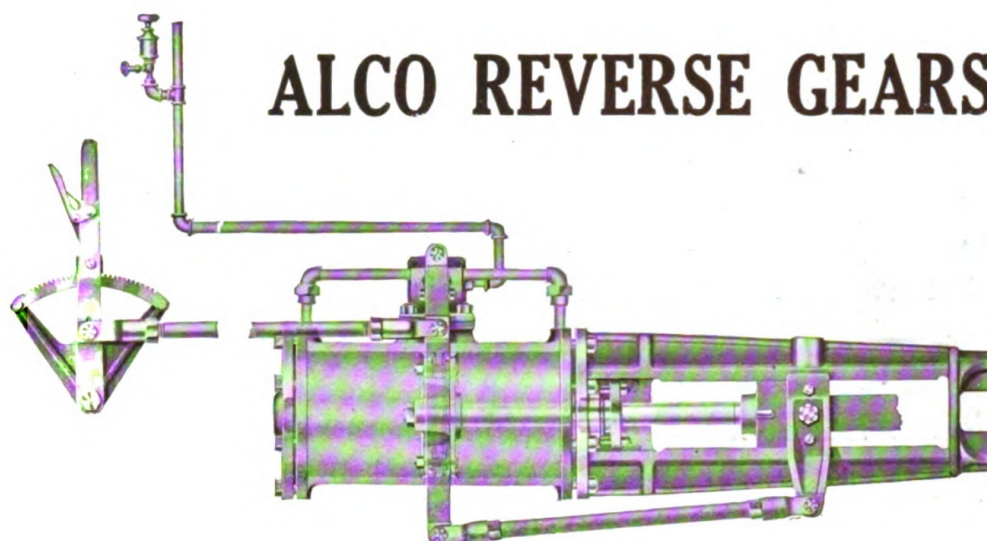
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UNIVERSITY OF ILLINOIS AT

URBANA-CHAMPAIGN
Rock Island Magazine for December, 1920

SPRINGFIELD DISTRICT COAL MINING COMPANY

SPRINGFIELD, ILLINOIS

Producers of

SPRINGFIELD DISTRICT COAL

STEAM

DOMESTIC

MINES LOCATED ON

CHICAGO & ALTON R. R.

WABASH R. R.

ILLINOIS CENTRAL R. R.

CHICAGO & ILLINOIS MIDLAND R. R.

BALTIMORE & OHIO S. W. R. R.

CHICAGO, PEORIA & ST. LOUIS R. R.

CHICAGO, INDIANAPOLIS & WESTERN R. R.

ILLINOIS TRACTION SYSTEM

Ten Years Ago

(Notes from Rock Island Magazine of December, 1910.)

Former President H. U. Mudge makes annual report of Rock Island Lines for year ended June 30, 1910.

New Rock Island railway shop offices opened at Silvis, Ill.

Federal government announces coming prosecution of Chicago packers on the charge of violating anti-trust laws.

The Woman's Suffrage Party of Chicago and Cook county organized for county election.

President Taft inspects Panama canal. Women of the state of Washington gain the right to vote.

Among Rock Island employes retired were John Concannon, L. T. Clark, John P. Clifford, John Taylor, Evan Roderick, Henry F. Royce and William Laventure.

The office of signal supervisor was moved from Topeka to Herington, Kas.

Carl Nyquist was elected secretary and treasurer of the Society of Railway Financial Officers at meeting at Old Point Comfort, Va.

A. W. Kelso has been appointed superintendent of Rock Island at Fairbury, Nebr., succeeding C. L. Brown, transferred to Des Moines.

C. R. Dobson appointed general foreman, car department, Cedar Rapids, Iowa.

Council Bluffs reports that work is begun on extension of the outer wall of the roundhouse there to allow the new 999-class engine in so the doors can be closed.

Eldon, Iowa, reports that "Sunshine Walker is back on the job."

Rock Island employes at Fairbury, Nebr., gave their fourth annual ball on November 24.

General Foreman G. E. Bronson of Phillipsburg attended foremen's meeting at Goodland.

Of Interest to Agents

Instructions have been issued to all yardmasters that in making up trains, no circumstances should wooden flat cars be placed in the center or on the head end of trains but always on the rear of trains next to caboose.

Conductors and agents are warned that whenever L. C. L. freight is transferred by train crews some member of the station force should do the checking and make necessary notations on the way bills, thus preventing delays or losses due to packages being separated from waybills at transfer points.

All employes are asked to make an earnest effort to save waste paper, keeping separated waste paper from old records (which are authorized to be destroyed), and tissue paper, as the latter is worth much more

The Meditations of Hambone

MOS' O' FOLKS JES' BOUT EZ SOON LISTEN AT A HAHND LUCK STORY EZ T' HEAH YUH BRAGGIN' BOUT WHUT YUH'S GOT!

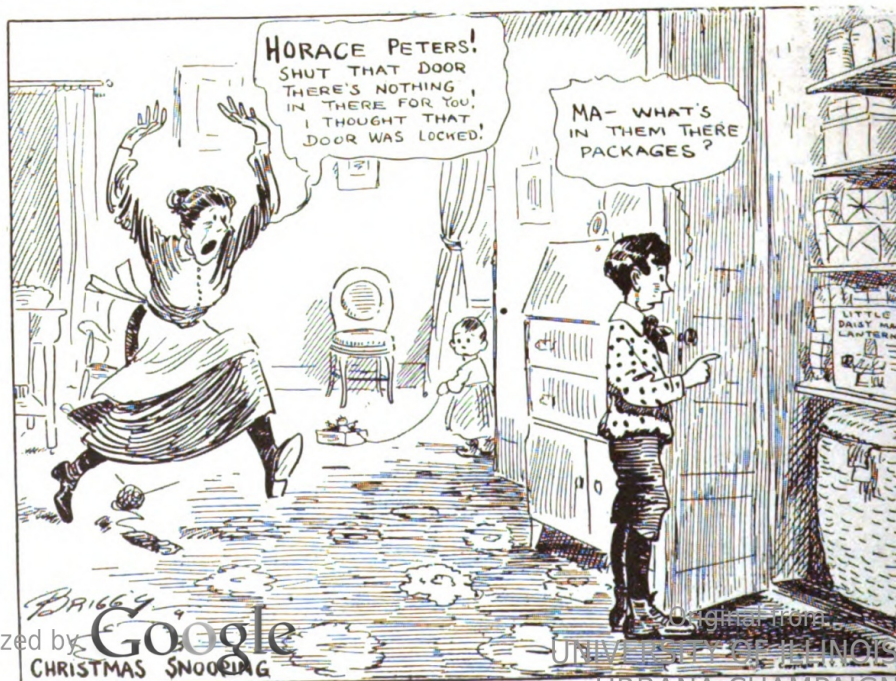


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Lands a Big Order

J. L. Hayes, division engineer of the Rock Island Lines at Rock Island, Ill., finds time occasionally to pick up a little freight for the company, while not engaged in duties in connection with the engineering department. Mr. Hayes recently succeeded in landing 150 cars of freight for the Rock Island, destined to Springfield, Ohio, for the International Harvester Company. The shipment is valued at more than \$750,000.

Days of Real Sport



DRIVER
CHRISTMAS SNOORING

Answers to Quiz

The following are answers to questions asked on another page of this magazine:

1. The Gulf Stream is narrowest at the Straits of Florida, between Florida and Cuba.

2. Of the 146 persons crowded in the Back Hole of Calcutta in July, 1756, all but twenty-three died from suffocation.

3. Of the Vice Presidents who became President, John Tyler served the longest term, since William Henry Harrison, elected President on the Whig ticket in 1840, died within one month after his inauguration.

4. The planet Saturn has eight moons, a greater number than any other planet.

5. About three and one-fifth grains make a carat.

6. Hostilities in the Spanish-American war began on April 23, 1898, and ended with the signing of the protocol on August 12 of the same year.

7. United States senators were originally elected by the State Legislatures. The seventeenth amendment proclaimed in 1913 provides that they shall be chosen by popular vote.

8. Omar Khayyam, the poet, was a Persian. He was born in the latter half of the eleventh and died in the first quarter of the twelfth century A. D.

9. The displacement ton of a ship is approximately equal to the volume of a long ton of sea water, or thirty-five cubic feet.

10. "I Pagliacci," title of Leoncavallo's popular little opera, means "The Clowns."

Handling Live Stock

Superintendent C. L. Ruppert, of the Illinois division, has issued the following instructions to all agents, regarding loading and shipment of live stock over the Rock Island to prevent claims on account of dead and crippled animals:

1. Inspect stock cars for broken slats and holes in floors.

2. Make sure drop bottoms are securely fastened and bull boards in proper place.

3. Load clean and properly bedded stock cars.

4. See that bulls and male animals are securely tied when loaded with other stock of the same specie.

5. Do not permit shippers to use company grain doors for the construction of temporary decks and partitions in mixed shipments.

6. Inspect for stock overheated and for crippled animals.

7. Do not permit cars to be overloaded. If shippers overload cars over protest of agent, note this condition on waybill and contract.

8. Drench and shower shipments of hogs by throwing water under the hogs, allowing them to lie down for cooling.



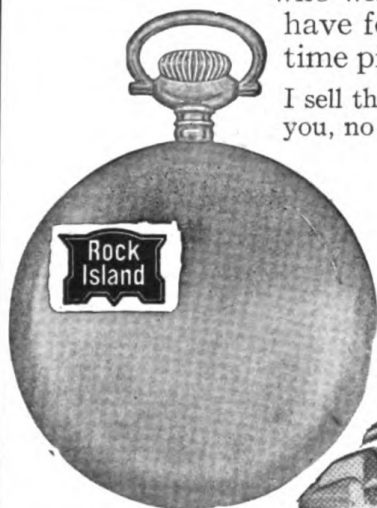
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I sell this watch under the strongest guarantee that can be made. It must satisfy you, no matter how exacting you are.

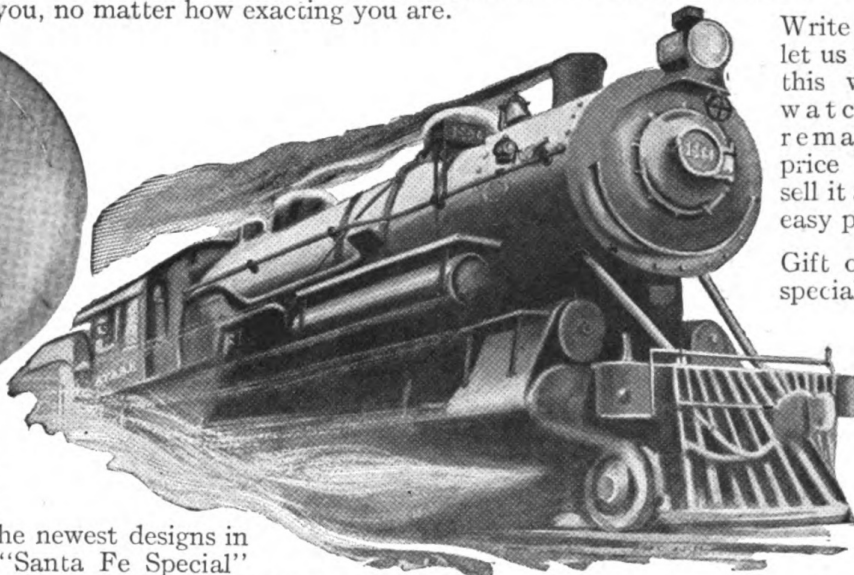
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Gift orders given special attention.



NEW CASE DESIGNS

I want you to see the newest designs in cases used on these "Santa Fe Special" Watches, so you will fully realize their beauty and up-to-date-ness, as well as the value of the Bargain I am offering you. I want you to see the 3-color inlay work—think how distinctive and personal Your Watch would be with your own name, Monogram or some appropriate emblem engraved in the case, just to suit your own ideas. You will also want to see the new French Art designs in engraved cases — a



Hon. Champ Clark
House of Representatives,
Washington,
D. C.

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P E N

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COLES PHILLIPS

"YOU come to me at Christmas outrivaling in your sagacity the Wise Men of the East, for you know full well that in giving me this adorable SHEAFFER Fountain Pen you leave me no excuse for not writing to you often. As for its lovely mate in this cunning 'Giftie box'—the SHEAFFER Sharp Point Pencil—I, like all women who detest sharpening a pencil, have wanted one of these ready com-

panions. How did you know? And how did you guess that I have fairly coveted the SHEAFFER Pen and Pencil above all others because they are so mechanically perfect and so symmetrical and beautiful?"

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