

656.05
R0

Rock Island Magazine

*Edited by
H. Remington*

UNIVERSITY OF ILLINOIS LIBRARY

JUN 18 1920



**JUNE
1920**

Digitized by

Google

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Overland

TRADE MARK REG.

PAVEMENT may end, but smooth riding extends to *all* roads in Overland. The new *Triplex* Springs produce amazing comfort despite ruts or bumps.

This car's reputation for stamina and ability to stand up under the hardest service is winning new friends for dealers every day. It is a quality car throughout with complete equipment.



WILLYS-OVERLAND, INC., TOLEDO, OHIO

Sedans, Coupes, Touring Cars and Roadsters

Digitized by Google

Willys-Overland Limited, Toronto, Canada

Original from

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

DON'T SEND A PENNY



Latest Model Voile Dress Bargain

Here is a dress that will win your instant admiration for its smartness and give you the utmost in satisfactory wear. A smart frock, made of splendid quality fancy flowered voile. See the exquisite new design full flared tunic—now the latest fashion. See the smart white or gandy collar and cuffs daintily edged with handsome pattern Val lace. Vestee trimmings with fine pearl buttons. Sleeves, 3/4 length. Full cut skirt.

Colors: Navy Blue, Rose or Lavender. Sizes, bust 34 to 46. Misses, bust 32 to 38. Order by No. BX882 for Blue; BX883 for Rose; BX884 for Lavender. Be sure to give size. Send no money now. Just pay our low price, \$4.95 for dress on arrival. Examine and try on. If you think you can duplicate it at double our price—if you do not wish to keep it—return it and we will refund your money.

White, Hand-Embroidered

Voile Dress

Wonderful bargain! Made of sheer voile. Tucked waist front is set off with square neck outline and is trimmed with crochet ornaments. The embroidery on either side of the vestee is extended over shoulder and to waistline on back. The bottom of skirt is hemstitched at cuffs. Invaluable closing at side. Comes in white only. Ladies' sizes, 32 to 44 bust. Skirt, about 39 in. long. Misses' sizes, 32 to 38 bust. Skirt about 36 in. long.

Order this Dress by No. BX820. Price, only \$6.50 on arrival. Money back if not perfectly satisfactory.

Season's Smartest Panama

There's a dash and smartness to this Panama that puts it in a class by itself. You will be delighted when you see it on your head. Snug fitting, with saucy turned-up brim. Crown is beautifully trimmed with wide silk grosgrain ribbon; side ornamented with fold effect, as shown. Colors of ribbon, Copenhagen blue, rose or green. Pay only \$2.95 for hat on arrival. If not all you expect, back it comes and we refund your money. Order by No. BX1837. State size, also color of ribbon wanted.

Beautiful Hand-Embroidered Georgette Waist

This extremely smart waist is of the finest, sheerest pure silk georgette. Front artistically hand embroidered with pure silk of contrasting color in heavy raised design usually seen only in high priced waists. Note the smart round-neck effect with very stylish hemstitched collar of contrasting silk. Full length sleeves, very latest design tucked cuff. Closes on side with handsome pearl buttons. Colors: white, flesh or peach. Sizes 34 to 46 bust. Pay only \$4.65 for waist on arrival. Order White by No. BX732; Flesh by No. BX733; Peach by No. BX734. State size wanted.

Here's a page of seasonable bargains at prices so surprisingly low that you will quickly grasp this amazing money-saving opportunity. Everything shown here is guaranteed fresh, new, quality merchandise of the latest correct style and make. And the most convincing proof of these wonderful values is the fact that we send anything you want on your word alone! Send no money now. Your mere request brings any article—we take all the risk of pleasing you. Order right now—take no risk of delay—and pay for goods on arrival. If they are not absolutely satisfactory in every respect, return to us and we will promptly refund your money.

Extra Fine Quality Black Kid-Finished Hi-Cut Boots



Fashionable Hi-Cut Boots, lace style, of fine quality, soft, black kid-finished leather on the very latest French last and with the new, popular 1 1/4-inch walking heel. Light weight, flexible leather soles. Just the sort of footwear a woman possesses with a feeling of pride. You can appreciate the high degree of service and the quiet elegance which are combined in these shoes only by seeing them on your feet. Order by No. AX1080. Price only \$3.98, payable on arrival of shoes. If not the greatest bargain you ever saw, return to us and we will promptly refund money.

Women's High Grade Black and Brown Low Heel Oxford



Just the smart Spring and Summer style to give your appearance that final touch of well-dressed elegance. Extra fine quality dark brown or black, soft, glove fitting, kid finished leather. Light weight, flexible leather sole and stylish new 1 1/4-inch walking heel. Send for these shoes at once. Wide widths. Sizes, 2 1/2 to 8. Order Black by No. AX158. Order Brown by No. AX159. Pay only \$3.98 for shoes on arrival. Money back if not delighted with this great bargain.

WORK SHOE BARGAIN

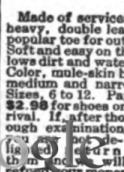
For built-in, wear-resisting qualities we challenge comparison with any work shoe costing half again as much. Heavy weight chrome tanned veal leather, brimful of comfort, yet made to wear. Lace Blucher style, broad, roomy toe, durable solid leather soles, sewed and nailed. Dirt-excluding half-bellows tongue. Don't send a penny now! Pay only \$3.69 for shoes on arrival. If not satisfied, return shoes to us; we will refund your money. Order by No. AX1817.

Men's Stylish Dress Shoes



You must see these shoes to realize what a remarkable value they are. Give wonderful wear. Very stylish and dressy, too. Specially selected fine quality gunmetal leather on popular Manhattan toe last. Blucher style. Solid oak leather soles. Reinforced shank on cap; military heel. Best workmanship. Pay only \$4.69 for shoes on arrival. Money back if not satisfactory. State size and width wanted.

Sturdy Work and Outing Shoe



Made of serviceable mole-skin leather, heavy, double leather soles. Stylish, soft and easy on the feet. Half-bellows dirt and water-proof tongue. Color, male-skin brown. Wide, medium and narrow widths. Sizes, 6 to 12. Pay only \$2.98 for shoes on arrival. If, after thorough examination, you are not delighted, return shoes to us and we will refund your money.

Beautiful All-White Outfit Hat, Blouse, Skirt, Stockings



Here is your opportunity to be dressed from head to foot in the smartest style at a genuine saving. **Hat** is a large drooped rim model of white patent milan with silk grosgrain ribbon of contrasting colors. Spring's newest model. **Blouse** is of fine quality white voile, daintily embroidered. Has fine lace insertion. Has new large collar, daintily edged with a fine Val lace, full length sleeves, front closing with pearl buttons. Finished with elastic waistband. Sizes, 34 to 46 bust. A beautiful waist. **Skirt** is of good quality washable white linen, full cut. Has the new novelty pocket with two large pearl buttons as pictured. Soft shirring in back of waistband to give full fitting effect. All around loose belt of self material with pearl buttons. Sizes for skirt; 22 to 40 in. waistband; length, 34 to 42 in. **Stockings** made of quality white cotton; reinforced foot and heel; good durable wearing stocking. Sizes, 8 1/2 to 10. No money now. Pay only \$5.98 on arrival for outfit—consisting of Hat, Blouse, Skirt and Stockings. If not satisfied in every way, return the outfit and we will refund your money. Order this All-White Outfit by No. BX1085. Be sure to state sizes wanted.



the outfit and we will refund your money. Order this All-White Outfit by No. BX1085. Be sure to state sizes wanted.

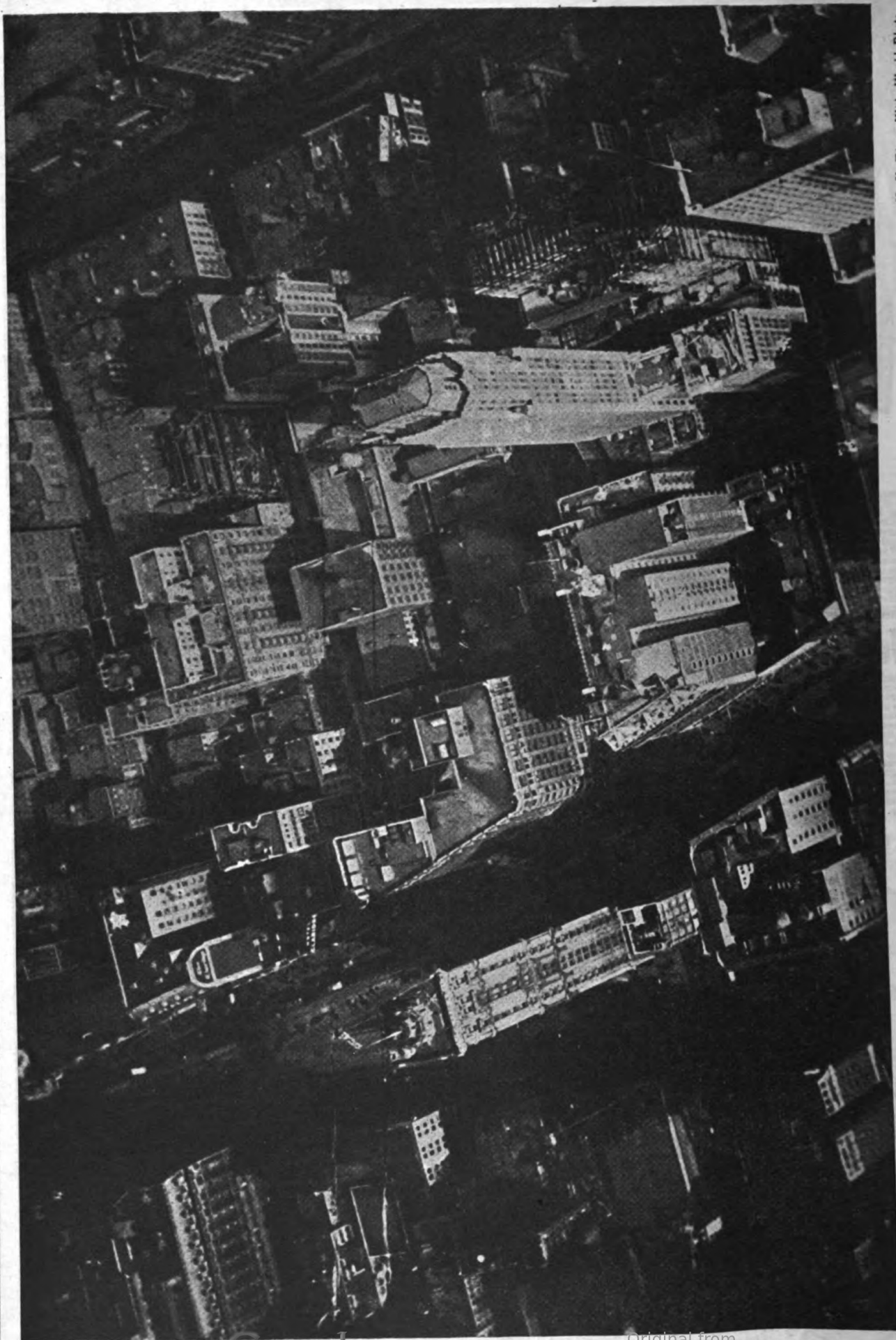


STYLISH PANAMA HAT

Block It Any Shape You Want. A price-smashing bargain. Just tell us to send this stylish Panama, and see if you can duplicate it at twice our price. Latest Broadway style. White with black ribbon band. Will wear for years. Send no money. Pay only \$2.95 for hat on arrival—a price made possible by a lucky purchase. If not an unchallenged bargain, return it and we will refund your money. Order by No. CX815. You must send quick if you want to be sure of yours. Be sure to give size.

Order Now! These bargains are so sensational that they make a tremendous "hit" with shrewd buyers. Don't hesitate a moment! Take immediate advantage of these wonderful savings. No money now. Just order anything from this amazing bargain page at our risk. Pay only on arrival, and keep the goods only if fully convinced that they are unparalleled bargains. If not, return them to us and we will promptly refund your money. Please be careful to state sizes, colors and styles wanted, and give the order number named in the description of everything you select. Send today—don't miss this timely opportunity to make a big saving. Remember you take no risk in dealing with us. Anything we send you must be satisfactory or money back—and we send the goods without a cent in advance.

Original from **Leonard Morton & Co.** Dept. 6482 CHICAGO, ILL. URBANA-CHAMPAIGN



N. Y. Times Wide World Photo.

Times Square, New York, and the Great White Way, as seen from a navy dirigible flying over the city to stimulate recruiting.

H. E. Says:

THE SOUL OF RAILROADING.

"A railroad is not the unfeeling and relentless devourer of automobiles and little children at grade crossings described by impassioned advocates in crowded court rooms. The whistle of danger is an engineer's use of a piece of machinery, but it is also the echo of a man's thought for his own babies left at home.

"A railroad has been likened to an octopus by those who do not know the flesh and blood personality of railroads. The soul of a railroad is Fidelity, and if a railroad is an octopus, it is an octopus with a soul.

"A railroad is a disciplined power; owning rails and cars and locomotives; engaging the highest quality of mechanical skill and expert knowledge; *but the glory of a railroad is the united justice of its living nerves to patience, courtesy, speed and safety.*"

The above has been issued by the Firth-Sterling Steel Company in a well arranged poster.

PUSH THE RAILROADS ALONG

To discuss the railroad situation from an academic point of view just now is an absolute waste of time, says the *Manufacturers' News*. There is only one question to decide. Does the country want to get along with the inadequate transportation facilities now existing or does it want to see the roads placed in a position where they can acquire enough additional equipment to take care of the nation's commerce? Nothing else counts.

Business men know how the industries have suffered from the insufficient distribution of food, fuel and other essentials; how trade has been handicapped by delayed shipments; how the credit situation has been taxed to the limit because banks were compelled to carry tremendous loans on merchandise and stored goods of every description because they could not be transported from buyer to seller.

This is not the time to argue ethical problems. Everybody knows that in years gone by some railroad executives have pursued financial methods which were, to say the least, questionable. There was rank stock watering and stock jobbing. But that is no reason why the public and congress should not take a broad view of the situation as it exists today. The Esch-Cummins bill gives power to the In-

terstate Commerce Commission to regulate the finances of railway corporations, and the evils named are done away with forever.

None of the economic problems which are confronting the United States can be solved as long as the railroads cannot handle expeditiously and safely the tariff burden imposed upon them. The government paid out one billion dollars in guarantees during federal control. It is probable that it will have to add another vast sum to this deficit before September 1, when the guarantee period will end definitely. When the roads finally go back to their owners, they will, unless relief measures are adopted promptly, have to curtail their service or suspend the payment of interest and dividends. The calamities which would be sure to follow either course of action are too apparent to require detailed elucidation.

A country with an impaired transportation system is on the down grade. A government which allows its carrier systems to deteriorate is lacking in patriotism and ordinary common sense. The one great duty now before congress is

the adoption of a fiscal policy that will enable the railroads to secure the money necessary for the purchase of rolling stock. That before the Interstate Commerce Commission is to establish a tariff that will put them in a position to pay a fair return on their securities.

Every producer—whether of industrial, agricultural or mineral products—is dependent upon transportation. Upon its efficiency depends the prosperity of the farmer, the wage earner, the miner and the plant owner. The direct results of impaired traffic are the empty dinner pail and the vanishing savings account.

In view of the fact that neither banks nor the investing public seem inclined to lend money to the carriers in existing financial and economic conditions, the people, through congress, are in duty bound to protect them by granting them an advance in freight rates and by helping them along with funds until the new equipment begins to earn dividends and makes their securities valuable enough to be sought in the market.

PEP.

Vigor, Vitality, Vim and Punch,
That's Pep.
The courage to act on a sudden hunch,
That's Pep.
The nerve to tackle the harder things
With feet that climb and hands that cling,
And a heart that never forgets to sing,
That's Pep.
Sand and grit in a concrete base,
That's Pep.
Friendly smile on an honest face,
That's Pep.
The spirit that helps when another's down,
That's Pep.
That knows how to scatter the blackest frown
That loves its neighbor and loves its town,
That's Pep.
To say "I will," for you know you can,
That's Pep.
To look for the best in every man,
That's Pep.
To meet each thundering knockout blow,
And come back with a laugh you know,
You'll get the best of the whole darned show,
That's Pep.

Rock Island Magazine

Published Monthly

Copyright 1920 by H. E. Remington
All Rights Reserved

Devoted to the interests of the 45,000 employees of the Rock Island Lines, and of interest to railroad men and the public generally

Single copies, 20c.

\$2.00 per annum in the United States, Alaska, Hawaii, the Philippines, Porto Rico, Cuba and Mexico.

Postage on subscriptions to Canada, 50c a year additional.

To other countries, \$1.00 a year additional.

Communications to the Editor should be written on one side of the paper only.

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.

No manuscripts returned unless return postage is supplied.

Advertising rates will be made known upon application.

The exceptional field covered by this periodical makes it an excellent medium for general advertising.

Address all communications to

ROCK ISLAND MAGAZINE
La Salle Station, Chicago

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

Give Us a Fighting Chance

By George C. Taylor

President of the American Railway Express Co.

(From a recent address to the Merchants Association of New York)

I HESITATE to speak of what has already taken place in the express business, but to look more clearly into the future, I want to mention a little history as applied to our affairs.

The express business started eighty years ago, and gradually grew with the development of the country. It had its ups and downs, as most other business had. Companies came into existence and went out, or were absorbed. Railroads tried running their own express, but this did not prove the best plan, mainly for the reason that the essence of express service is *time*. Time saving can best be accomplished by the use of a number, or many, lines of railroad, which so far as the express is concerned, become as one continuous line or system of transportation,—thus avoiding loss of time and damage in rehandling at connecting points with other companies. It is necessary, in a transfer between one express company and another, that matter be rehandled, checked and recorded in order to place responsibility.

Up to 1914 the surviving companies, generally speaking, prospered by contracting for their railroad transportation as best they could and by purchasing all commodities at prevailing prices,—they still had in their own hands the making of their own rates to meet this outgo and to provide for reasonable profit. Their service was, generally speaking, dependable.

In 1913, after an exhaustive investigation and study, the Interstate Commerce Commission issued an entirely new rate structure, founded upon an entirely new and greatly reduced basis. Almost simultaneously therewith, the Parcel Post was inaugurated and became a competitor. The situation looked hopeless. Three companies retired from business. The remaining seven decided to make the best of it and give it a fair trial. We could not, however, expand our facilities by capital outlay, by reason of the uncertainty, and some of our facilities were thus outgrown.

Nineteen fourteen proved a bad year, the companies, as a whole, failing to meet operating expenses.

By vigorous economies and effort, however, the years 1915 and 1916 yielded a fair profit and the service was dependable and generally good.

In 1917, however, by reason mainly of the effect of the European war, heavy increases in wages and in the costs of everything used in the conduct of the business, and by reason, further, of the let-up in efficiency of labor, which you all have experienced, our operation disclosed a failure to meet operating expenses, the actual deficit from transportation activities running into a sum well over Two Millions of Dollars and which is still, even now, being added to by the settlement of old loss and damage claims and personal injury suits, most of which, I am pleased to say, are now behind us.

With the taking over of the railroads in December 1917, we were not included.



Moffet photo.
MR. GEORGE C. TAYLOR.

The Director General decided he would not recognize our then existing contracts with the rail lines put under Federal control and considered them cancelled. We continued our operation, however, with a determination to perform the express service, so essential to the commerce of the country, as best we could, and to work out our wholly new situation. This determination was all the more pronounced by reason of the railroads' fast freight service being badly crippled, resulting in the overburdening of the express in the handling of emergency shipments for war and other impelling purposes, which business the express was never organized to handle.

Hundreds of cars were necessarily and properly taken from regular express service for troop-train movement, and we had to use in their stead box cars, neither heated nor lighted nor equipped for fast service, nor in any way suitable. Their use resulted in a very heavy loss and damage account, running into millions of dollars, but considering the many necessary freight embargoes and other abnormal conditions, it was better than to give up and furnish no service at all.

Our burdens were again increased by reason of the large amount of wagon service we were called upon to render in connection with the so-called "freight" business, normally handled by the shippers themselves, and for which we had neither the facilities nor men at our disposal.

With the general disruption of the transportation service, the express company was oftentimes the only means of transportation and therefore the only avenue through which industries were able to

carry on their operation in securing raw material and transporting their finished product. Just as an illustration, I recall carloads of brick and lumber; carloads of automobile parts to be employed in the manufacture of vehicles for the Army; trainloads of anchor chains for the Government; trainloads of ammunition to go to Europe for war purposes, and many other burdens which we assumed as best we could because we felt it our duty to do so.

When the Director General declined to recognize our operating contracts, he did say he would deal with us as *one* company and enter into an agreement with that one company, to conduct the express business, as his agent, on all Federal-controlled lines.

After long but constant negotiations for nearly six months, there was formed, on June 22nd, 1918, the now American Railway Express Company, which was not a merger but an entirely new corporation, to which each of the four old companies—the Adams, the American, Southern and Wells Fargo—sold their tangible property used in express operations, at its depreciated book value, and took stock therefor, and in addition, subscribed Three Million Dollars in cash as working capital.

The inventory of this property, real and personal, was verified and certified by the Government. Right here let me say there is no water or good will in the capital of this company. Neither was there put into it the outside interests (such as financial and foreign activities) of the old companies, nor their other property or interests not used in the conduct of the domestic transportation business. The old companies not only retained such outside properties and activities, but for their former transportation properties and activities were simply given stock at par as stockholders only, in the new concern.

Effective July 1st, 1918, with a contract with the Director General, we began the operation of the new company,—necessarily helping, so far as we could, in the liquidation of the transportation affairs of the old companies as they lay all over the country in some 35,000 offices. This was a burden, but we felt it to be a duty we owed to the public and the old companies, the latter paying the new company, however, the expense thereof.

Two of the companies, in February, 1919, decided to handle their own liquidation items. The other two are still working through this company, and their unadjusted matters (which I am in touch with) are reduced to a very nominal amount, all of which we hope to close out before the end of June.

The new company began its operations July 1st, 1918, but by reason of constantly increasing wages and costs of all materials used in the conduct of the business, has never been able to meet its ex-

(Continued on page 51.)

Rock Island Magazine for June, 1920.

The Trail of the Silk

By Montague Glass

Latest Entertaining Adventure of Potash & Perlmutter

(Copyright 1920)

BARNEY GREENBERG, foreman in the cutting-room of Potash & Perlmutter's cloak and suit establishment, boasted a distinction that falls to few of his race in New York. His brother was a policeman—a circumstance which impelled Potash & Perlmutter to pay him two dollars a week in excess of a foreman's normal wages, as a sort of insurance premium against theft. Nor was this a poor investment, for the thought of Barney's brother had prevented many a piece of silk from going home with one of the twenty-odd operators who labored in the cutting-room.

In manner Barney was calm and self-possessed, not to say superior; and, therefore, it came as a distinct shock to his employers when he burst into the firm's showroom and sank panting into a chair.

"Oi gewoldt!" he cried, and ran both his hands through his black hair.

"What's the trouble now, Barney?" Abe Potash asked.

It was at least five minutes before Barney was calm enough to reply.

"We are missing six pieces black sillik," he announced finally, "at \$50 the piece, or \$300!"

"Three hundred dollars!" Abe cried, "Schaafskopf, make no jokes with us!"

"Jokes I'm making it!" Barney moaned, appealing to Morris Perlmutter. "He says I make jokes, Mr. Perlmutter. It ain't so, believe me. We are missing it six pieces black sillik!"

"Maybe it's a shortage in delivery, ain't it?" Morris suggested.

Barney shook his head.

"Yesterday we got it, and today we ain't got it," he said. "Some one pinched it on us."

Abe sat down heavily and set his hat back from his forehead.

"Yes, Mawruss," he said bitterly, "that's a foreman for you! We are missing in silk \$300. Where is it? He don't know. All he could say is some one pinched it; and mind you, Mawruss, his brother is a policeman!"

Barney rocked to and fro, and clutched his hair with both fists.

"If you expect you should find it that way," Abe continued, "you don't need to got a policeman for a brother."

"Enough's enough, Barnev," Morris broke in. "You mourned good and plenty by now, Barney. Tell us who you think done it."

Barney stopped rocking.

"Rifkin," he said.

"Rifkin," Abe exclaimed. "What are you talking nonsense? Rifkin! I knew his people from the old country yet. His father was a rabbi."

"I know it," said Barnev. "but his brother, Aaron Rifkin, is in the remnant business—all kinds of remnants from sillik, wool, velvet—on Hester street."

He rocked to and fro for three minutes, and then stopped again.

"Near the corner of Eldridge," he said, and resumed his rocking.

"Stop it!" Abe yelled. "You make me dizzy in the head. Why do you think Rifkin done it?"

"Why?" Barney repeated in blank astonishment. "Why? A question! I am just telling you Rifkin's brother is in the remnant business."

"Sure, I know," Abe concluded, "but your brother is in the policeman business, so Mr. Perlmutter and me, we figure it out like this—either you would find the silk by Monday, or you would find another job, and that's all there is to it!"

Max Greenberg, Barney's brother, had never read the words of Gaboriau, or Conan Doyle, but he was thoroughly

"Come here," he growled, advancing toward Pincus.

Pincus smiled and shrugged his shoulders. His English was rather weak, and he relied a great deal upon gesture.

"You're Rifkin, ain't yer?" Max went on.

Pincus pointed a finger at his own chest.

"Me, Rifkin?" he asked.

"Huh, huh!" Max replied.

"Sure," said Pincus.

Max thrust his chin out until it was at



"Who pinched de silk?" he bellowed. "Sillik!" said Pincus, "what sillik?"

conversant with the methods of detection in vogue with the metropolitan police.

"Leave it to me, Barney," he said, on the following morning, when Barney confidently acquainted him with the circumstances of the theft.

It being Max's day off, he accompanied Barney to the cutting-room of Potash & Perlmutter. When he entered, Pincus Rifkin was laying out his cloth in long, smooth folds on a cutting table, preparatory to chalking out the pattern on the upper layer. He was humming a psalm to the traditional Hebrew melody, for Pincus was a pious man, as becomes the son of a rabbi.

By token of that same piety, his whiskers had never known the refining influence of scissors since they first sprouted. They gave him a venerable, peaceful aspect, and in contemplating their profusion one was apt to lose sight of the well-developed chest over which they cascaded. Moreover, Pincus had a jaunty way of carrying himself that made the other cutters and operators treat him respectfully.

But Max saw only the flowing whiskers, and he winked confidently at his brother.

"Dis here is a pipe," he muttered

least six inches in advance of the rest of his body.

"Who pinched de silk?" he bellowed.

"Sillik?" said Pincus. "What sillik?"

"G'wan," Max roared. "You ain't never seen no silk, have you? You don't know narten about it, do you? Maybe dis'll make you remember!"

He threw back his right arm, and, clenching his fist, aimed straight for the point of Pincus's jaw. Unfortunately for Max, and fortunately for Pincus, the patriarchal beard obscured a receding chin, and what was intended for a crashing blow glanced harmlessly past the side of Pincus's neck and nearly dislocated Max's shoulder.

Then it was that the spirit of Judas Maccabeus became reincarnated in the frame of Pincus Rifkin. With a shout that echoed through the cloak and suit establishment of Potash & Perlmutter, he leaped upon the astonished Max Greenberg. After the dust settled it required the combined efforts of the twenty-odd operators to pry him loose from Max's throat.

They sent around the corner for a doctor who resorted to artificial respiration

(Continued on page 46.)

Blend at Starved Rock

By Harry E. Duval

Indian Legends Harmonize with Scenery at Famous Rock Island Resort

OPPPOSITE the village of Utica, Illinois, eight miles west of Ottawa and six miles east of LaSalle on the south bank of the Illinois River is Starved Rock—the scene of the last stand of the Illinois Indians; the site of Fort St. Louis, established by LaSalle, and the first mission in Illinois, established by Father Marquette; the mecca of romance and Indian legendry and truthfully said to be the most beautiful spot between the Allegheny and Rocky mountains.

Starved Rock is one of the most historic spots in the great Mississippi Valley, since Father Marquette with his associate, Joliet, their companions and Indian interpreters canoed down this part of the Illinois River in September, 1673, landing at a spot now called "Lovers Leap." At that time there was an Indian village opposite the rock called Kas-kas-kia, then the largest village of its kind in that vicinity and probably one of the largest of North America. History estimates that from five to ten thousand people made their homes at Kas-kas-kia. Father Marquette remained among them for a considerable time, establishing a mission and converting them to the Catholic faith. It was the first established mission in the Mississippi Valley.

In 1680 LaSalle and Tonti, returning from Fort Crevecoeur, (Peoria) established themselves on Starved Rock, because of its wonderful natural position as a fortress. They encircled the summit of the rock with palisades and named it Fort St. Louis in honor of Louis IX, king of France. While it served as a place of defence and a trading post, it was also used as a place of religious worship. From the moment of the arrival of La Salle and Tonti, "Starved Rock" became one of the most important trading centers in the great valley.

In 1702, for some unknown reason, the French government relieved Tonti of his position at Starved Rock. Although the Rock continued as the unofficial headquarters of the French in this region for a period of twenty years after the departure of Tonti, it was finally abandoned in 1722 and from that date until 1777, there is little history to relate except that it remained a trading center among the settlers of that time.

For the information of my readers who are not aware of how Starved Rock acquired its name, the following authoritative and interesting story is reproduced:

With the years of strife and trials among the Indians, the death or departure of the missionaries, restlessness among the various tribes began to spread, one of the principal tribes being the Pottawatomies and their allies.

In 1677 Pontiac, the great chief of the Pottawatomies, was stabbed to death by one of the Illinois warriors. For that grievous crime, the Pottawatomies held council and swore revenge to exterminate the Illinois tribe. A bloody battle is said to have ensued for many days on the plains of the present Starved



A bit of Starved Rock scenery.

Rock, with a savagery known only to the fury of the blood-thirsty Indian warriors. The Pottawatomies, outnumbering the Illinois tribe, finally drove them back and out of their village where the remaining few sought refuge on the Rock, believing they were then safe from their relentless foes, but the place they thought to be their refuge, proved to be their prison and their tomb. Their food and water supply became exhausted and before them lay, destroyed, their once peaceful village. With each morning came another day of suffering and privation. They welcomed the beautiful sunset and starlight nights to rest and gaze upon the valley and plains that had been their once happy hunting grounds with its abundant game, but notwithstanding these moments of happy recollection, they realized the approaching slow but sure death by starvation. Being brave and sturdy warriors, they faced starvation from their rock fortress rather than surrender to their victorious foe. Practically all died of starvation; others too weak to resist further, were massacred and tomahawked, thus annihilating almost the whole Illinois tribe. Legend has it, however, that eleven escaped from the rock, evaded their pursuers in canoes and arrived safely at the fort in St. Louis.

Many changes and improvements have been wrought in the last two years. The State has taken the property over and intends making it into one large public park. Today thousands of visitors from all parts of Illinois and adjoining states, come to this historic spot.

The Starved Rock State Park comprises 1,000 acres and offers attractions unequalled in the Central West. There are nineteen canyons within its confines, a number of which have been re-named preparatory to the issuing of new maps by the State and Federal government. Territory that has heretofore been inaccessible, can now be reached by automobile or sight-seeing cars over the Canyon Drive. This drive is five miles in length and extends from one end of the park to the other. It crosses the head of all the important canyons.

Four days at Starved Rock would remain long in your memory. I give below a brief review of what can be seen during that time:

FIRST DAY.

Visit the old historic Starved Rock, climb the natural stone stairway, getting a panoramic view of the Illinois River and the surrounding country; thence follow the trail down the south side of the rock; thence around the Devil's Nose, following the Indian trail to Lovers' Leap; thence along the trail to Wild Cat Canyon, returning to the hotel for luncheon by way of the Pontiac Canyon, along the left-hand path. In the afternoon take the boat trip to the Double Horseshoe, passing the Islands, Lovers' Leap and Pulpit Rock.

SECOND DAY.

In the morning walk along the Bluff Road, passing the Fern Beds and Lost Lake, to the park entrance; then take the left-hand trail, leading into St. Louis Canyon, returning along the top of the bluff, over the head of Oswego Canyon; thence into Sac Canyon; thence into Fox and French canyons, returning to the hotel for luncheon by way of the Bathing Pool. In the afternoon motor to Deer Park, passing the Golf Links and the Deer Park Country Club.

THIRD DAY.

A motor bus trip over the Canyon Drive, passing the head of Tonti and LaSalle canyons; thence across Parkman's Plain, passing Owl and Hidden canyons; thence on to Hennepin Canyon and along to the foot of Dimmick Hill; thence over Ottawa and Kaskaskia canyons and on down into Council Cave; thence to the Salt Well and the Illinois Canyon. This is an all-day trip. Lunches should be carried.

FOURTH DAY.

A horseback ride along the bridal trails over the cliffs, passing the head of French and Wild Cat canyons. In the afternoon bathing may be enjoyed in an excellent pool, fed by artesian water and situated at the base of the cliffs. The pool is kept in first class, sanitary condition, the water being changed at regular intervals. There is also a bathhouse in connection, where suits may be rented at reasonable prices.

The passenger traffic department of the Rock Island Lines has only recently announced that the Starved Rock Hotel has been opened for the summer season. This should be of interest to the many Starved Rock enthusiasts who believe there is no place one-half as pretty.

Motorists are finding in Starved Rock a paradise of good roads. It is indeed fast becoming the Mecca of discerning motorists.

Not only historically but from a standpoint of actual beauty, Starved Rock stands among the first of the resorts of the great Middle West.

Rock Island Magazine for June, 1920.

Recall Past With Records

Eleven Million Documents, Dating Back
to 1851 Produced in 2 Minutes

THE Rock Island is the owner of the largest record vault in the world. Located beneath the La Salle Street Station in Chicago are enough vouchers, cancelled checks, payrolls, audit records, etc., to bridge the Pacific, were they placed end to end. Miles and miles, apparently, and then some more miles of this seemingly endless chain of dusty volumes. Long corridors lined with shelves, and on these shelves is the history of a great transcontinental railroad.

All important records of the Rock Island Lines from October 31, 1851, to the present day, are retained, not for the value they will be to posterity in the years to come, but because they are constantly referred to now. Every day or so a request is made for a voucher of the Civil War days, and once in awhile it is necessary that the volumes dated 1851 and 1852 be taken from their respectable old shelves and perused.

The claim record room of the Rock Island, which is the largest of its kind in the nation, is located at Cedar Rapids. In this room, 1,750,000 claims are kept on file, and any one of these can be produced at a moment's notice. A large number of records are also kept at Minneapolis and St. Paul, and in two other Chicago buildings. These are the Wells street freight house and in a structure at Taylor and Sherman streets.

INFORMATION CENTER.

The record department is the information center of any company. In it is housed every document of value relating to the past, and thus it forms a major part of the mechanical brains of an institution.

Records are generally kept three years within their own department, and then are sent to the general record room at the La Salle Street Station for permanent filing, and of the 9,000,000 or more records in the huge vault, there is not one which cannot be produced within an allotted time of two minutes.

The general record clerk, Mr. M. A. O'Hare, is a native of Kentucky, which is famed for its pretty women and fast horses. He has been with the Rock Island three years and is an expert on records, and has simplified the system during this period he has been in Chicago. Prior to entering the service of the railroad, Mr. O'Hare was connected with the Department of Commerce at Washington in charge of the record department as applying to manufacturing interests of the United States.

On Mr. O'Hare's desk one can always find one index, a ledger no larger than any one of thousands in the vault. But this index is the key to over 11,000,000 records. If a representative of the comptroller's office drops in to look up a record which was current way back "befo' the wah," Mr. O'Hare scans his index and in less time than it takes to tell it, the volume containing the particular document wanted is taken from the shelf and is ready for whatever purpose is needed.

PERSONAL INJURY CLAIMS

In personal injury claims, of which

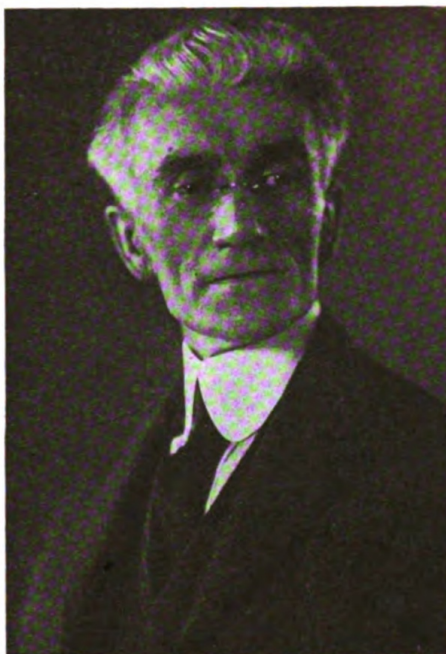


Photo by de Guelldre
M. A. O'Hare, of Chicago, general record clerk of the Rock Island lines.

there is a tremendous lot, a numerical diagram in the form of a comprehensive chart does the work of the ledger. These claims are referred to many times daily.

The good old year of 1851, which was before the birth of the vast majority of Rock Island employees, is still of some importance evidently, because a score of times a year records of that year must be looked into. Most of these calls are from the comptroller. The major por-

tion of the records are those of the accounting department of the system.

There is hardly a department, however, that does not at some time or another, feel the need of delving into the affairs of their unit for the years gone by.

Freight and passenger tariffs from 1902 to the present time, are maintained in the files. All of those prior to 1902 have been destroyed, because they were deemed non-essential so far back. Accounting records are permanent, and one can use his imagination but slightly to guess the extent of the record room 100 years from now. No records are received which are not to be kept at least six years.

REQUESTS DAILY.

Every day, on an average based on calls during the past year, 180 requests for records are made on Mr. O'Hare. The half-century old ones are usually called into service for statistical purposes. The others are of vital importance, affecting to a large extent the actual operation of the railroad.

While this huge vault is located in the basement of the La Salle Street Station, it has an excellent ventilating system. Fresh air is brought in constantly and the old air taken away by suction. The vault is well lighted and cool in summer and warm in winter. The corridors containing the shelves of books are always kept clean and free from debris of any character. When a record is taken out for a few minutes, it is always placed back where it belongs before anything else is done. This relieves any congestion that might be likely to occur should the records be permitted to pile up.

The record system is so simple that anyone who knows his "a-b-c's" and who possesses good eyesight, could learn to (Continued on page 45.)



The interstate and foreign trade committee of the Chicago Association of Commerce left Chicago May 1 for a three weeks' trip to the Pacific Coast. The party traveled in a special train over the Rock Island lines, El Paso, & Southwestern, Arizona Eastern, Southern Pacific, Northern Pacific and Great Northern.

Martin Tells of Colorado's Wonders

PERVADED with a spirit which will make the budget campaign of the Colorado Springs Chamber of Commerce a success, the "Budget Campaign dinner" held recently at which David Strickler, chairman of the finance committee; George M. Taylor, chairman of the legislation committee, and George Martin, general agent of the Rock Island railroad, spoke, was attended by a large number of persons, which indicated the importance of the affair.

Mr. Martin was the principal speaker and brought his audience to its feet when he spoke of the important work of the Rock Island in aiding Colorado's development. His address, in part, follows:

"For many years it has been my privilege to keep in touch with the activities of your Chamber of Commerce, and I am prepared to vouch for the many splendid things you have done. It is my understanding that this special meeting has been called for the purpose of starting an important drive to raise a generous fund for the conduct of the chamber's work for the current year. May I express to you my great appreciation of the privilege of being your guest; at the same time, admit to you my consciousness of the fact that the importance of this move, rather than anything I might be able to say to you, is responsible for the presence of this large representative audience.

"What Colorado Springs does is always done well, and usually your efforts result in oversubscription in matters of raising

funds for important purposes. My prediction would be that the results of your efforts in the coming drive will be fully up to the standard you have set in the past.

"We Rock Island people have for a long time felt that the interests of our company and those of Colorado Springs are identical. The co-operative work done by your chamber and our company in matters of mutual interest tend to justify this conclusion. The Rock Island was the first railroad to blaze the summer tourist trail into Colorado, and has always stood for a basis of summer tourist rates that compare favorably with the rates made into any other tourist section of the country. The tourist traffic into Colorado has grown in importance year by year, and has been of benefit to your city, and likewise to our company.

"Many of you will recall that some 12 years ago we placed before the chamber the important question of looking into the matter of agricultural development of eastern Colorado. At that time little or no confidence was felt in the future of that country from an agricultural standpoint, but with your usual vision you went carefully into the subject, and as a result of your investigation you were finally convinced of the feasibility of developing agriculturally your own county, and those counties lying east of El Paso. Your chamber and the Rock Island railway joined forces and in a co-operative way have succeeded in demonstrating this problem to a satisfactory conclusion."

War Correspondent Addresses Rock Island Railway Club

BEN HECHT, a member of the editorial staff of the *Chicago Daily News* and one of the best known war correspondents, addressed the members of the Rock Island Railway Club on May 12 on present-day and war-time conditions in Germany. The dinner was held at the City Club, Chicago.

Mr. Hecht spent several years on the European staff of the *Daily News* and obtained many inside facts of the situation in Prussia and outlying German provinces.

"During the conflict," declared Mr. Hecht, "the German people were treated with news of the canned variety. Even those graced with intelligence were led to believe that New York, Paris, London and even Chicago had been blown up by the clever boche. Perhaps the least informed man in the entire empire was Kaiser Wilhelm, to whom no one in authority, such as Hindenberg or von Ludendorff, confided.

"A special newspaper was prepared daily for His Imperial Majesty. In it, the emperor read gleefully of the great Prussian 'victories' at the Marne, the annihilation of the Yanks at Soissons, the tremendous 'advance' in the Argonne in September, 1918, etc. He scanned cheerfully the pages relating to the successful crossing of the Meuse by German troops, inasmuch as the British neglected to state that his soldiers were facing the East

while fording the river, with Yank bayonets prodding them in conspicuous parts of their anatomies.

"A Socialist statesman went to Potsdam one day to see the Kaiser and was informed that he could find the old boy in the map room of the palace. This was in October, 1918, when the Teuton sun was setting in the West. The Reichstag member found the Kaiser on his knees, playing with black and white pins on a huge map which was spread over the floor.

"'Wonderful,' spake he of the grand mustachio, 'we've advanced, by the grace of God, 200 miles since the middle of last month.'

"The six sons of the emperor were wont to lead the cotillon while the battle raged. Their precious lives never were endangered by shell-fire."

Speaking of conditions in the new German republic today, Mr. Hecht, who has only recently returned from abroad, said:

"The German army today is a million strong. The soldiers are paid eight francs a day and their meals are of the best. Many young fellows are enlisting because they find they are better fed, clothed, housed and paid than when following civilian life. But the women and children are suffering from lack of food. In one cantonment, soldiers amused themselves by throwing butter at each

other while little boys and girls were ragged and hungry in the streets outside.

"Despite so-called radicalism and tin-horn revolutions, production in Germany is going at full speed ahead. Some of the village soviets are amusing, to say the least. In one Bavarian town, the workmen threw off the 'yoke' of oppression, as they termed it, and kicked the yoke all over the lot. In the one large factory the town possessed, the directors were fired and a committee instituted in their stead. Production kept up.

"As long as these men had materials to work with, everything was lovely. But one day they ran out of supplies, and they were forced to retire the directors. These experienced executives were able to get what was wanted and work was resumed. The thoughtless Soviet again slipped the blue envelope to the managers. Things ran smoothly, and then there was a repetition. Now the directors are back where they belong."

The meeting was an unusually lively one, as all dinners of the Rock Island Railway Club are. Music and good fellowship prevailed. J. W. Lawhead, president of the club, acted as toastmaster.

Col. Ballantine Goes to Union Pacific System

N. D. Ballantine, prior to federal control superintendent of car service and assistant to the second vice-president of the Rock Island, has been appointed superintendent of transportation of the Union Pacific, with headquarters at Omaha, Neb. Mr. Ballantine was born on March 12, 1872, at Booneville, Mo., and entered railway service in 1886 as a messenger in the telegraph department of the Kansas City, Ft. Scott & Memphis, now part of the St. Louis-San Francisco. He was consecutively promoted to clerk, operator, stenographer and electrician of the same road and in 1892 was appointed ticket agent of the Manitou & Pikes Peak. From 1893 to 1896, he served as electrician of the Kansas City, Ft. Scott & Memphis and for the following two years as auditor of the Manitou & Pikes Peak.

Mr. Ballantine was later appointed secretary to the general manager of the Kansas City, Pittsburgh & Gulf, now part of the Kansas City Southern, being promoted in 1899 to superintendent of telegraph, and in 1903 to superintendent of transportation. In 1906 he was appointed superintendent of car service of the Rock Island, and on June 1, 1912, he was appointed assistant to the second vice-president of the Rock Island. From 1917 to 1919 he served as a major in the signal corps, A. E. F., and was later promoted to lieutenant colonel, serving as general superintendent of transportation of the American Expeditionary Forces.

In July, 1919, Colonel Ballantine was appointed special assistant manager of the car service section of the United States Railroad Administration.

Former Rock Island Man a Foreign Envoy

D. M. Wooten, formerly connected with the passenger department of the Rock Island at New York City, is now general manager and purchasing agent of Revalis Company, commercial agents in the United States for the republic of Estonia, with offices in the Park Row building, New York City.

Silvis Reclamation Work

Handling Scrap Rail

By C. H. Rost



BEFORE.
Old method of handling and sorting scrap rail.

THE accompanying photographs will describe the old and new method of handling and sorting scrap rail at Silvis. When handled by hand it required from eight to ten men to sort and transfer from one car to another, while the present method requires but two men; through the use of the gantry crane, equipped with an 18-inch magnet, the crane operator and one sorter on the car handle the entire operation. During the year 1919 a total of 23,906 tons of scrap rail were handled in and out at a cost of \$1,057.37, or 4.4 cents per ton. To have handled this by hand would have cost approximately \$9,500, or 40 cents per ton.

The rail is handled with an 18-inch magnet which picks up one rail at a time

and permits of proper inspection for defective or usable rail, and insures getting the rail into the correct classification for sale. During 1919 the value of scrap rail sold was \$214,225.64.

Even after sorting out on the line rail fit for back or yard tracks, approximately 100 tons was reclaimed at Silvis through careful sorting and inspection, and returned for further service at scrap value. Pieces of rail in good condition or guard rails are also reclaimed and are cut to proper length with the oxy-acetylene machine.

Another saving to be considered is the prompt release of equipment—the new method over old method—and even to-

day, with the shortage of labor for this class of work, we have experienced no difficulty in handling our scrap rail, due to our improved facilities.

Get in the scrap rail; help increase our sales, and keep the railroad clean.

Successful Dairy and Poultry Campaign

The Rock Island's poultry and dairy campaign during the months of April and May in Oklahoma and Kansas turned out to be a tremendous success.

People turned out en masse at the meetings to hear such speakers as George A. Coffey, president of the Panhandle State School of Agriculture, and R. C. Shifflett, dairy and poultry specialist; R. W. Radway, dairy specialists; C. M. Smith, poultry expert for the Oklahoma Aggies, and J. B. Hisey, a county agricultural agent. The meetings were held under the auspices of Alexander Jackson, agricultural agent of the Rock Island.

Sessions were held at the following Oklahoma towns: Tyrone, Hooker, Guymes, Goodwell, and the following Kansas towns: Pratt, Cullison, Haviland, Greensburg, Mullinville, Bucklin, Kingsdown, Minneola, Fowler, Meade, Plaine and Liberal.

Interesting Books of Railroad World

The second revised edition of the "Westinghouse E-T Air Brake Instruction Pocket Book," by William W. Wood, has just come off the press. The book is profusely illustrated with colored plates and contains much valuable information arranged in a practical form. It contains examination questions and answers on the E-T equipment, covering what the brake is and how it should be operated. Not a question can be asked of the engineman up for promotion that is not asked and answered in this book, which is published by the Norman W. Henley Publishing Company, 2 West 45th street, New York, at \$2.50 per copy.

The tenth edition of the "Standard Train Rule Examination," written by G. E. Collingwood, is now on the market. This contains an exhaustive commentary on the standard code of train rules of the American Railway Association and that body's rulings on train rules and orders. Examination questions and answers, clear and definite train rule knowledge, etc., are features of this interesting and instructive volume. The book is published by G. E. Collingwood, 407 Crittenden avenue, Toledo, for \$2.

Since the Germans commenced fighting each other they seem to have become converted to more humane methods of warfare.—*Brooklyn Eagle*.

It would be easier to give them a name if they were south of the Rio Grande. Then we should euphoniously speak of them as Overallistas.—*New York Sun*.



Digitized by Google
New method of handling and sorting scrap rail.

Large Bauxite Deposits In State of Arkansas

IN 1891, Dr. J. C. Branner, Geologist for the State of Arkansas, found large deposits of Bauxite in Pulaski and Saline counties, and published a paper on his discovery in the American Geologist. Other deposits were found in Alabama, Georgia and Tennessee.

The American Bauxite Company obtained control of the deposits of Arkansas and have established large works at Bauxite, on the Rock Island, twenty miles south of Little Rock, the plant consisting of dryers, crushers, etc., embracing four to five acres, and employ three hundred to one thousand men, according to orders received for the ore. They have their own laboratory, hospital, and office buildings, and the town is very thriving. The ore is found in pockets, on land embracing several hundred acres, varying from a few tons to fifteen thousand tons, and the only process used at these works is the drying of the ore. It is then shipped to East St. Louis and other eastern points for reduction. The ore is near the surface of the ground, and requires only stripping of the soil, but sometimes is found at a greater depth, running to one hundred feet below the surface.

America's greatest competitor in Bauxite is France. Their deposits are practically inexhaustible, and are in beds in large homogeneous quantities, close to the Mediterranean ports, easily taken from the surface or hillsides by cheap labor.

In the year 1821, in the Province Bouches du Rhone, village of Baux, France, a siliceous mineral of stone, unknown to mineralogists was found in large formation. It was considered useless until the famous French chemist Berthier discovered it to be hydrate of alumina containing about 68 per cent alumina, mixed with oxide of iron, and silicic acid, and was even then looked upon merely as a mineralogical curiosity. Being found only at the town of Baux, it was natural to add the mineral suffix "ite" and take the name of Bauxite, by which it is known to the world today.

In the year 1872, the white mineral was found, and discovered to be hydrate of alumina, free from the iron oxide, hence its color. In 1875 the first works was established in France for the utilizing of this mineral. The white ore, account of absence of ferric oxide and the solubility of this white Bauxite, in sulphuric acid, made this alumina very desirable for the manufacture of sulphate of alumina.

The uses of this mineral are numerous. After the reduction of the sulphate of alumina is used as a water clarifier and is also used in the manufacture of alum, abrasives, salts, and in the fixation of nitrogen, and the manufacture of all aluminum ware and aluminum used in automobile bodies, and parts of various kinds. Four makers of pleasure cars are making aluminum-alloy engines. During the year 1917, 65 per cent of the domestic output of Bauxite went into aluminum, manufacturer of aluminum salts used nearly 13 per cent, and 19 per cent was consumed in the manufacture of Bauxite abrasives and 3 per cent used by makers of "high alumina refractories" also called "Bauxite Bricks." During the year 1917, Bauxite produced and consumed in

the United States, in long tons, was as follows:

Georgia, Alabama and Tennessee, 62,134 tons, value \$395,051.

Arkansas, 506,566 tons, value \$2,124,007.

Total 568,690 tons, value \$3,119,058.

The value of primary aluminum produced in the United States in 1917 was \$45,882,000, an increase of 35 per cent over the value of the output in 1916, and when comparison is made of the Bauxite produced in the United States, it is found that Arkansas is depended upon for practically the entire supply.

CLAY.

We have, tributary to Benton, Arkansas, large quantities of clay, in variegated

colors, which is used extensively in the making of earthenware, such as churns, jars, jugs, etc., and the different colored clays are mixed and made into picturesque pottery of all descriptions, such as vases, receptacles for flowers, drinking cups, and water vessels. This particular product is called "Niloak" which, reversed, is "Kaolin" or the mineralogical name of the clay.

GENERAL DEPOSITS.

Also we have, in the vicinity of Butterfield, Arkansas, deposits of manganese, titanium, and uranium. Titanium is used in the manufacture of steel, the uranium is used in the process of developing radium. Manganese is a low grade iron ore.

There are also large deposits of rock in and about Hot Springs, Arkansas, used an experiment is being made to utilize this crushed rock in the manufacture of in the manufacture of whetstones, and fire brick.

Richest Man in World Is Village Blacksmith

WHO is the richest man in the world? Some say Rockefeller. Not so very long ago the stock answer to this question was: "The Czar of Russia." History has furnished a sardonic sequel to that preposterous delusion. Nor is Rockefeller now the richest man in the world. Out in Nebraska, however, there is a man who confesses that he is enormously rich with the kind of riches that count. Who can doubt that, if the truth were known, some such Midas as this Nebraskan is actually the world's very richest man?

Compared with his, how cheap, how worse than worthless, were the possessions of that poor puppet, Nicholas, Czar of Russia, at the height of his so-called power, his tinsel magnificence? Nebraska's rich man—his name is E. J. Meyers—writes to the editor of the *Norfolk (Neb.) News*:

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

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

"I have a most wonderful little wife. She has stuck to me twenty-two years now, so I know she must be a dandy to accomplish that. I have a little home, a beautiful little daughter, a son grown to maturity and now in life's game for himself. Rich? Why, man alive, who can possibly be richer?

"Then, to add to all the above riches, I take down my old shotgun in season and ramble through the fields, woods and tangle in search of the elusive cottontail, teal and mallard, with my faithful old pointer at heel (now past 11 years old), and he is as happy as I when we are on the hunt. Then, when I get back, oh, how good everything does taste! Then

when night has spread its mantle over this good old universe, I settle down in a good old easy chair, enjoy a smoke and then roll into bed to be embraced by Morpheus, and never hear a sound until the beautiful break of another day. Rich, did you say? Well, I guess. Dollars? No, not many. You inquired about riches, not material wealth.

"The height of my ambition is so to live that I may have no regrets for having lived when the time comes for me to shuffle off this mortal coil, and I hope by that time to have accumulated just enough dollars that myself and mine may not be objects of charity. This, then, is my idea of a rich man. If anyone enjoys life more than I do, he is to be envied for his riches."

All of which is, of course, disgustingly bourgeois, to employ the jargon of professional envy and discontent. Yet this man who boasts so shamelessly of his riches has amassed his almost fabulous wealth in the manner contemplated by the founders of the American republic. He has taken full advantage of the institutions of the land that establish justice and insure domestic tranquillity. Consequently Carl Marx and Trotzky have no message for him.

What, then, shall be done with this plutocrat? Clearly he is an enemy of the proletarian revolution. It may be necessary a little later to establish a special tribunal of the red terror in Pierce, Neb., fittingly to attend to his case.

Texas Third in Oil Statistics Report

Recent statistics issued on crude oil production show that Texas is producing at the rate of 80,000,000 barrels per year, its output being exceeded only by that of Oklahoma and California fields. Oklahoma is producing at the rate of 103,000,000 barrels annually, and California 97,000,000 barrels.

The farther you get away from the Rhine, the easier it is to criticize France's attitude toward Germany. — Nashville Southern Lumberman.

A Little Jaunt to Mexico

By W. O. McGeehan

Sporting Editor of the New York Tribune

(Written for the Rock Island Magazine)

WHEN we announced at San Antonio that we were leaving for Mexico City in the evening, the inmates of the hotel looked upon us with the same interest that is shown toward a couple of men who are to be seated shortly in the electric chair.

San Antonio, being one of the gateways from Mexico, hears all the liars from that land of meretricious mis-statements that do not come out by way of El Paso. For after a man has been in Mexico longer than twenty-four hours the truth is not in him. You may or not apply this to what follows, as you please.

THEY READ UPSIDE DOWN.

The candidates for the Mexican Pullman arrived at Laredo in the morning. We placed ourselves under the protection of the courier who "attends to everything." He motored us to breakfast and then he motored us to the International Bridge, where the Mexican officials read our passports upside down, as seems to be the custom of Mexican officials. By this time Nuevo Laredo, which is on the other side of the Rio Grande, was enjoying its daily sandstorm. The real estate was restlessly coming up from the cactus and hitting us in our faces as we rode to the station of the Ferrocarriles Nacional, which is the government-owned railroad, the main line to Mexico City.

There the señor in charge of the station declared that there were no reservations and that there might be reservations, mañana or maybe next week. Whereupon the man who attends to everything opened his purse and the señor found that there was a section which might be sold. This discovery added a little to the bill of the man who attends to everything. We entered the Mexican Pullman and shut out the sandstorm.

There are no American Pullmans in the country now. During the last few dozen revolutions all of the American Pullmans on the wrong side of the Rio Grande were seized and confiscated. Every general wanted a Pullman for his own private use and every other Mexican soldier is a general, so that you can understand that the demand was considerably in excess of the supply. A general without his own Pullman was a piker.

PULLMANS ARE SMALL.

The Mexican Pullman is a miniature affair with ten sections and a kitchenette with numerous porters, conductors and assistant porters and conductors. Up in section Number One an American traveler had a table set up in front of him and uttered two magic words. They sounded like "Cinco Cervezas." Instantly the porter disappeared into the kitchenette. He appeared with five bottles of very cool looking beer.

My traveling companion, with great presence of mind, shouted the same magic words. In a few minutes the table in our section was decorated with bottles of beer. From all over the car came

the clamor for "Cerveza." The car was entirely populated by Americans.

It was a refreshing sight to see these Americans leaving the land of liberty where cerveza is verboten and drinking thirstily of the beer of other days in this unenlightened country where they have not attained such lofty heights of freedom that anything stronger than a half of one per cent is illegal. If not by his dress and his speech, you can pick an American entering Mexico by the halo of cerveza bottles with which he surrounds himself.

To an American visitor, Mexico is not a land flowing with milk and honey. It is a highly more desirable land, for it is a land flowing with cerveza of the strength that they used to have in the United States. When the news leaks out the tourist trade to Mexico City will jump many hundred per cent. If Mexico ever gets so settled that it has a Chamber of Commerce and all the other appurtenances of our higher civilization, it should display motion pictures of an American entering Mexico with bottles of cerveza on his table and his soul at peace with the universe.

CACTUS ON ALL SIDES.

We passed through the cactus—all of the cactus in the world and then some more of it. Here and there we pause at a Mexican hamlet where they already have started a clothing strike. The men of the pueblos seemed to have abandoned the wearing of pants as a protest against the high cost of garments. They only wear them when they enter the big towns where the narrow-minded officials—probably in league with the Mexican garment trust—insist that they wear them.

The trip to Mexico City from Laredo used to take only thirty-six hours. Now, we are told, we must stop over night in Saltillo because there are a few companies of bandits at work along the line. Only a short time ago they blew up a few cars and shot up the military escort. It is not pleasant to be blown up. None of the passengers who were blown up on that trip enjoyed it.

We have our lunch right in the section. There is no diner. It all comes from the kitchenette. Going into Mexico City the toughest chicken and the most durable steaks only are left, for the kitchenette is stocked in Mexico City. But there is always cerveza to wash it down, cerveza that recalls the days when a stein was an article of family use instead of a sad museum memento of days that are no more.

There are four classes on the train of the Ferrocarriles Nacional, the Pullman and first, second and third. The first class car is built on the lines of the American day coach, only it is not quite as comfortable. You can hurt your own imagination picturing what the third-class car might be.

In the other cars they bring their own provisions, mostly tamales. Sometimes they bring little bowls of frijoles, which is

the Boston bean gone wild with the heat, or enchilladas. On the first visit to Mexico one evades the distinctly native food after looking over the vendors. Sanitation is an absolutely foreign word.

WHAT THE CHIMNEY WAS.

The cactus belt, which seems interminable, ends, and we strike into the mountains. We are nearing Monterey, in the heart of the mining belt. That enormous chimney must mean a great smelting works. We ask the conductor. We are mistaken. It is the place where they make the cerveza, an enormous brewery there in this rocky oasis in the desert that stretches down from the Rio Grande. Naturally, a brewery in active operation is of interest to Americans. One man in the car removes his hat reverently as we pass it.

We draw near to Saltillo in the dusk. We are sitting in the smoker with the window open and the curtain raised. The conductor comes in and draws down the curtain. We try to explain that we want the air but he shakes his head.

"If the window is open the boys will throw stones," he explains. "They always do that. And sometimes somebody who has had too much pulque will shoot through the window." So we let him have his own way.

It was explained that the train would leave in the morning, with an armored car containing soldiers at the head. Four o'clock was the starting time. We are tired and we match for the lower berth of the section. I lose and I climb to my perch. I am awakened by some vehement words from my traveling companion.

"This berth is full of bedbugs," he is moaning. "They are eating me alive."

This gets no sympathy from me. He won the lower berth fairly. "You ought to be glad that they are not cooties," I said, brutally. Then I prepared to go to sleep again.

But my companion continued to use language and rang the bell for the conductor. "There are bedbugs in this berth," he informed the Mexican.

UPPER BERTHS IMMUNE.

"Si, señor," replied the conductor softly. "Also we have cockroaches. They do not go into the upper berths, however." With a sigh of relief I turned peacefully upon my side and fell into a profound slumber.

My companion was stamping through the car when I awoke. The conductor was trying to compose and console him. "The señor must be of good blood," the Mexican was saying. "The bedbugs do not bother the peons. It is only caballeros that they will annoy." But my companion was not greatly consoled by the delicate compliment which the united bedbugs of northern Mexico had paid him. Served him right for winning the lower berth and chuckling over it!

The armored car is with us now, and there is a cannon in it that was imported by Cortez or someone who reached Mexico (Continued on page 53.)

Hope the Best Tonic

Brings Victory in Many Struggles

By H. Addington Bruce

(Copyright)

THINGS, you tell me, are not going right with you. You are not feeling in the best of health, the high cost of living is pressing you harder and harder, business prospects are uncertain. Nevertheless, do not give way to worry and anxiety. Continue to do the best you can—and keep hoping.

Nay, if you do not keep hoping you are pretty sure to find things pass from bad to worse.

I wish I had the power to impress on every reader the imperative necessity for hope in the lives of all men and women, especially at those times when reason for hope seems faintest.

When hope goes it leaves the door wide open for despair to enter. And with the entrance of despair catastrophe becomes well nigh assured.

This is not a mere figure of speech. It is a statement grounded in facts of scientific certitude. In seasons of adversity it ought to be kept in mind.

Scientists know that despair dulls and confuses the mental faculties as surely as would a severe blow on the head. They know that it acts as a virus to poison and paralyzes the bodily processes.

The man who desponds is incapable of efficient action. His whole tendency is toward physical weakness and mental inertia.

He is inclined neither to think nor to

do. If he does bestir himself the chances are all against his planning wisely, because of the clouding effect of despair on the judgment. And he cannot act vigorously for any length of time, such is the fatigue producing potency of despair.

Whereas by cleaving to hope, no matter how dismal the outlook, he increases infinitely the possibility of turning even what may seem assured defeat into unexpected victory.

Hope is a true tonic that sends the blood coursing more swiftly through the veins. It is a stimulant aiding many a man to function healthfully.

Because his brain is clearer, the hopeful man sees opportunities to which a despairing man is blind. He can act with a wisdom impossible under the mind-weakening influence of despair.

And, presently, by his persistent effort, he swings things more to his liking. The hope which he has cherished vindicates his having cherished it.

Truly, as an old-time proverb holds, "Hope is the pillar of the world."

Remember, also, to preach the gospel of hope to any friend you fear is veering to despair. For his sake act on the suggestion of the wise phrasemaker who declared:

"Hope is the best medicine, and fortunately it is in the power of every doctor to express it."

All of these adjustments can so easily be ruined by a slight jar, knock or fall and so often is your watch hit while in the pocket and you are not aware of the accident to your watch in the least. In such cases your watch might vary and just at the time when you are not expecting it to be wrong.

We are quite sure that every man is desirous to do what is best, so when he reads of some of these things that can so easily happen and positively have happened many times, he will have his watch compared as often as possible, not only the maximum, or twice a month, but as many more times as his run will permit, so as to be on the side of SAFETY for yourself, the traveling public and for the maintenance of the railroad equipment.

The Monthly Quiz— What Do You Know?

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

1. What is the poetical name of the West wind?
2. How much did the United States pay for Alaska?
3. Who wrote the music of the Irish song, "Killarney"?
4. What is the correct pronunciation of the name of the famous Mexican volcano, Popocatepetl?
5. What is the meaning of the words "Dei Gratia," which appear on some foreign coins?
6. James M. Cox has been mentioned as a possible Democratic nominee for the presidency. What political office does he now hold?
7. What was the year of the great famine in Ireland?
8. For how many years are United States senators elected?
9. What is denim?
10. Of what state is Helena the capital?
11. What is the customary day for meetings of the President's cabinet?
12. What is the meaning of Riviera?
13. What is frumenty?
14. Was Fiume ever a part of the republic of Venice?
15. What was the first name of Captain Cook, the famous British navigator?
16. How long do toads live?
17. What is the difference between climatic and climatic?
18. How did the Romans express the number 100?
19. What is the Tasmanian devil?
20. Did the constitution of the United States as adopted in 1787 specifically guarantee freedom of speech and of the press?
21. What country produces the most rubber?
22. What one of the four gospels is thought to have been written nearest to the time of the events which it describes?
23. What is a dowel?
24. Who is the present premier of Canada?
25. Who was Jack Cade and when did he live?
26. How many kings of England were named William?
27. What is polenta?
28. What is the characteristic of a dormer window?
29. What two illustrious figures in literature died on the same day of the same year?
30. When did Washington deliver his famous address?

A Valuable Asset to Correct Time Saving

By W. C. Donnelly

JUST a few suggestions why a man should have his watch compared and inspected as often as possible.

1. So much depends upon the accurate time piece, especially to the railroad man.

2. It regulates the starting of all trains.

3. It regulates the passing point for all trains.

4. It will provide a safeguard against trains being started ahead or behind time.

An engineer, conductor or trainman is always on the alert to avoid accidents, particularly so when an irregularity seems apparent with the engine, with the train, with some crossing, bridge, siding or other visible objects; and yet the same man may be careless about comparing time and having his watch regularly inspected.

A watch is an exceptionally small piece of machinery. Like an engine, which is propelled by the power of steam, the watch is propelled by the power of a mainspring. The engine's speed is regulated by the throttle, while the time of the watch is regulated by the balance

spring and balance wheel. The balance will make eighteen thousand beats an hour.

The engine is run a certain distance for a certain number of hours and is then turned into a roundhouse to be looked over, inspected, oiled and put in proper condition (by the proper men assigned to that duty) before that engine goes out again.

The watch, being wound up and running, continues to run a full twenty-four hours each day. It does not have any rest, any oil or any attention, which it should have (by the proper men assigned to that duty by the Watch Inspector). But after it has been inspected, time compared and card properly filled out, then you can go out on your train with a clear conscience. You have done your best for SAFETY.

This precaution should be taken, because a watch is very delicate and yet it must be perfectly correct. The balance wheel must be perfectly true, thoroughly poised and adjusted to heat, cold, synchronism and positions in order to keep correct time.

United States to Exhaust Oil in Twenty Years

With oil consumption in the United States exceeding production, Director Manning of the bureau of mines predicts that in less than twenty years the supply still under the ground would be exhausted. If the demand for gasoline and other oil products continues to increase as it has during the last few years the United States, he says, would have to depend on other countries for part of its supply.

Youngest Yank Killed Before 14th Birthday

Was Lester King, of Pontiac, Ill., the youngest soldier of the A. E. F. killed in action? Members of the American Legion of Pontiac believe he was, and they think that possibly he was the youngest youth in the service. He was born August 8, 1904, and enlisted July 4, 1917, when he was twelve years, ten months and twenty-six days old. On August 6, 1918, two weeks after he landed in France and two days before his fourteenth birthday, he was killed at Fismes while serving in Company E, Fifty-eighth Infantry, Fourth Division. —*American Legion Weekly*.

Brevity Is the Soul of Callahan's Wit

Tom Callahan got a job on the section working for a railroad. The superintendent told him to go along the line looking for washouts. "And don't be as long-winded in your next reports as you have been in the past," said the superintendent; "just report the condition of the roadbed as you find it, and don't use a lot of needless words that are not to the point. Write like a business letter, not like a love letter." Tom proceeded on his tour of inspection and when he reached the river, he wrote to the superintendent:

"Sir—Where the railroad was the river is." —*Southern Pacific Bulletin*.

Seeing Is Believing

A Southern senator, whose home is in the country some two miles from the railway, received a telegram which indicated the need for his immediate presence in a nearby city. The train schedule had been recently changed, and the telephone was not working, so a negro was sent to find out when a train would pass the station. It was three hours later when the negro shambled into the yard.

"Where have you been, you black rascal? Does it take three hours to ask when a train will be due?" the fuming senator demanded.

"Now, Marse Henry," the negro protested, "yo' know hit don' take no three hours ter ax when er train gwine pass by. But, Marse Henry, Ah done hear yo' say yo'se'f dat dat station agent am a liar an' yo' can't take his word for nuffin', so when he tol' me, Ah didn't pay no 'tention, but des' stayed to see for myself. An' for once in his life dat man ol' de truf—dat ole train sho' did come ro'n' by des when he said she would!"

Powers of Kindness

List Many Forlorn to Better Ways

By Orison Swett Marden

(Copyright)

IF I WERE asked to sum up in one word the sumum bonum of life, I think it would be one word "kindness."

If there is anything in life we should regret it is the fact that we have been unkind to others, human beings or beasts.

The habit of saying kind things to others and about them, of always looking for the good in them, savors of Heaven. A few words of kindly sympathy, of loving encouragement, have helped many a man to recover his manhood and become a power for good in the world.

The saddest situation in life, one in which most of us would be tempted to play the coward, is the feeling that nobody cares what becomes of us, whether we win or lose in the great life game.

As long as there is some one who cares, the motive is not all gone. No matter how desperate or hopeless our outlook, the feeling that some one would miss us, that somebody believes in us—a wife, a mother, a child, a friend, even a dumb animal—enables us to struggle on. But to feel absolutely alone, friendless, that nobody cares whether we win or lose, whether we live or die, is tragic. Under such conditions, it requires stern stuff to try still to do one's best.

If we want to flood our lives with sunshine and love we must be real men and women; and to be real men and women there are some things besides

getting a living which we must do. Whatever our vocations we must make a business of humanity. There are many lines of this great business which we can carry on as side lines, with our vocations, such as the cheering up line, the encouraging line, the lend a hand line.

It will cost us nothing to scatter our flowers as we go along, and we shall never go over just the same road again. No matter how limited our means we can give a smile and a word of cheer to those who minister to our comforts, who help us in our daily work—the newsboy, the car conductor, the waiter, the clerk, the porter on the train, those who serve us in our home. Kind words, a smile, a bit of encouragement or inspiration may seem but little things, or no account to many of us, yet they may be worth everything to some lonely or discouraged soul famishing for sympathy.

The sun is a beautiful symbol of love. It sends its cheering, life giving ray into the hovel, into the prison cell, as impartially as into the palace; it gives itself as unstintingly, as joyously to the worst criminal, to the poorest wretch who crawls the earth in rags, as to the monarch on his throne. It is no respecter of persons. It shines upon the just and the unjust alike.

Like the sun love irradiates and warms into life all that it touches. It is to the human heart what the sun is to the rose. It brings out all the fragrance and beauty, all the color and richness, all the possibilities infolded in it.

Overall Fad Condemned by Work Clothes Manufacturer

THE Crown Overall Manufacturing Company, of which Oscar Berman is president, has inserted advertisements in leading U. S. newspapers protesting against the so-called overall fad. The following, entitled "The Blunt Truth About 'Overall Clubs' And The Men Who Wear Overalls," was placed in a recent issue of *The Chicago Tribune* by the Crown company:

The "Overall Club" movement is sweeping the country. Bankers, professional men, manufacturers and men in all walks of life, who have plenty of clothes and money to buy more, are wearing blue denim overalls, for years the indispensable garb of the workingman and farmer, in a mistaken and misguided effort to reduce the high cost of clothing.

Public-spirited citizens are practicing economy by donning a suit of blue denim overalls to ride in their eight thousand dollar limousines.

We are in sympathy with any movement that will help reduce the high cost of living and are at all times ready and anxious to help along a good cause. We profit by this movement, as the

publicity and advertising given our product free by all newspapers of the country could not be bought for hundreds of thousands of dollars. BUT—

In justice to the man who wears overalls, not from choice but from actual necessity, we cannot conscientiously keep silent and profit from a movement which will have only one result, and that is that the man who must wear overalls will be forced to pay more for them.

The immutable law of supply and demand is still in effect. Manufacturers of overalls have no control over this.

Blue denim for the past two years or so has been the scarcest cloth on the market. Strange as this may seem, it is practically impossible to buy denims today from the denim mills at any price.

Overall manufacturers who make good, serviceable garments are months behind on their orders.

Every pair of overalls bought by a man who will use them only while this fad is on, simply leaves one pair less for the man who has to wear them.

This fad will not reduce the cost of clothing. It will merely increase the cost of overalls.



Bertram, aged 5, and Donald, 2, sons of A. B. Osgood, 7241 Lafayette avenue, Chicago. Mr. Osgood is in the accounting department of the Rock Island.

(Above) Geraldine Marie Nelson, three-year-old daughter of George B. Nelson, painter foreman at Goodland, Kan., and William S. Brandet, four years old, grandson of Myron A. Sherwood, retired Trenton, Mo., Engineer.

(Below, left) Florence, 3, daughter of Mr. and Mrs. Arlie Perry, Columbus Jct., Iowa.



Above (left to right) Oren and Raymond Bennett, of Roswell, Colo.; the heir to the millions of Dining Car Inspector A. W. Ramsay of Rock Island, and Thayer W. Dissel of Blue Island.



(Above) Frankie and Mary Kirk of Estherville. (Extreme lower left) Davis and George Martin and Maxine Fuqua, of Valley Jct., Iowa.

(Left) Katherine and Marguerite Ellis of Hutchinson, Kan.

Charles M. Schwab Gives Out Rules for Success

SUCCESS, as recently outlined by Charles M. Schwab, president of the Bethlehem Steel Corporation, in an informal address before the undergraduate of Princeton University, does not necessarily mean the amassing of a great fortune, but rather the satisfaction of knowing you have accomplished what you set out to do. "Money," he said, "is not the thing that brings the thrill to my life; the real thrill lies in the friends with whom I am surrounded in the great factories, the fact that I have accomplished what I set out to accomplish."

He expounded the economic conception upon which his great organizations are founded. He said he believed in the bonus system, and paid more in bonuses to his employees than he did to his stockholders. He said he knew he was going contrary to the principles of unionism, when he said he believed a good workman was entitled to more pay than a poor workman, but declared he knew it was the proper economic basis upon which to run his industries. Mr. Schwab drew the line between success and pleasure taut, when he said:

"Boys, you can have a good time in life or you can have success in life, but you cannot have both."

Following are his seven rules for success:

"1. Unimpeachable integrity. This is the very foundation. With this as a starting point the rest will be relatively easy.

"2. Loyalty. As a rule I find that the university men are loyal. Be loyal to the people with whom you are associated. Give credit always where credit is due, and remember always that it will attract credit to you to give credit to some one else. Make your employer believe that you are with him always, that you are proud to be with his company.

"3. A liberal education in the finer things of life, of art, of literature, will contribute toward a success in life. Man needs imagination, and these are the sources for it.

"4. Make friends. Enemies don't pay. You will be surprised at the pleasantness that will surround you when you have made friends instead of enemies. Whatever your misfortunes in life, boys, just laugh.

"5. Concentrate. Learn to concentrate and think upon the problem in your mind until you have reached a conclusion. Don't be afraid of mistakes. Don't blame a man, if he makes them, but it is the fool that makes the same one twice.

"6. Go at your work. You may not find yourself the first year. Don't hesitate to change from distasteful work, but don't change because difficulties come up or troubles arise. Give the best that is in you. Let nothing stand in the way of your going on.

"7. All young men, when they are starting life, have to work for a salary, but the sooner they can get away from it the better for all concerned."

and Burlington surgeon at Keokuk, are dead.

Four train dispatchers, A. Whittall, E. J. C. Berry, E. J. Spencer and W. Black are not shown in the photograph.

Ford Now Assistant Chief Engineer

Robert H. Ford, principal assistant engineer, has been appointed assistant chief engineer of the Rock Island.

Mr. Ford is a graduate in engineering from Norwich University, Vermont, class '92, later taking Master's degree in Arts. He was successively rodman on location and construction, Barry Mountain Railroad; roadmaster, Rutland Railroad; assistant engineer, Central of Vermont Railroad; assistant engineer, maintenance of way inspector and principal assistant engineer, Missouri Pacific Railroad.

Mr. Ford left railroad service to accept position as chief engineer, Hodges & Downer Construction Company, general railroad contractors, and for the last seven years successively special engineer, engineer of track elevation, principal assistant engineer, and now assistant chief engineer of the Rock Island.

American Tools in Dutch East Indies

American machine tools are rapidly gaining an enviable reputation in this market, writes Consul Harry Campbell, Soerabaya, Java. One of the largest and most successful machine shops in Soerabaya is completely equipped with modern American machine tools and is securing an abundance of orders for shop work which, it appears, it is able to fill more satisfactorily than any of its competitors. It is announced that this concern has recently been awarded the contract for the iron and steel work of a new government railway terminal at Tandjong Priok, the port of Batavia. This speaks well for the Soerabaya shop, with its American equipment, in view of the competition of Batavia firms located so much nearer the work.—*Railway Age*.

1870 Railroad Officials Well Bearded Fellows

BEARDS seemed to predominate among the officials of the Des Moines Valley Railway in 1870. The road, now a part of the Rock Island Lines, extended from Keokuk to Fort Dodge and was 250 miles in length. Superintendent A. T. Abbott, of the Des Moines Valley Division, recently dug up the accompanying photograph among the archives of the division.

The road was divided in two shortly after this and Mr. Ogilvie became General Freight and Ticket Agent for the Fort Dodge end, remaining at Des Moines until the road was leased by the Rock Island in 1878. James Barker became General Ticket Agent of the Wisconsin Central and later held the same position with the M. K. & T.

John Given became superintendent of the Iowa lines of the Rock Island, holding that position until his death. George B. Smith, receiver in 1870, was a man of affairs in the seventies. A. Bridgeman was appointed general manager of the K. & D. M. Railway, resigning when the Rock Island leased the line. George E. Kilbourne was the son of D. W. Kilbourne, one of the original builders of the line.

Robert Maguire was later paymaster and comptroller of the M. K. & T. H. Walker eventually became trainmas-

ter of the Southern Pacific. All of these men, with the exception of Robert Maguire, who is living in Seattle, and Dr. H. A. Kinnaman, a practicing physician



Original from
Des Moines Valley Officials in 1870
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Salad Vegetables Produced In the Home Gardens

BESIDES lettuce there are a number of vegetables for use as salads or cooked greens that may be grown easily by the home gardener. Corn salad, garden cress and endive are probably the best known of these additional salad plants.

Corn salad also is known as lamb's lettuce or *fetticus*. Sow the seed at this time, in drills about eighteen inches apart, and cultivate the same as for lettuce. The leaves are used in their natural green state, or they may be blanched by covering the plants with anything that will exclude the light.

Corn salad is used as a salad in place of lettuce, or mixed with lettuce or water cress. Because the flavor of corn salad is quite mild, it is thought to be improved by serving it with some other green of pronounced flavor.

There are two forms of cress—water cress, which is grown in small streams, preferably spring-fed brooks or ditches, and upland cress, some times called peppergrass, which is grown from seed sown in drills. When used in salads cress imparts an agreeable pungent flavor.

Endive, a relative of chicory, is not so widely grown as it should be, inasmuch as it can be made to take the place of lettuce and similar crops when these latter salad greens are out of season. Sow the seed rather thinly in drills about eighteen inches apart, and when the plants are well established thin to eight inches.

Endive makes a spreading growth before it is ready to be blanched, therefore it requires plenty of room. Water and cultivate thoroughly to stimulate leaf development. If the rows are ridged so that the lower leaves are kept clear of the soil there is less likelihood of decay during the periods of wet weather.

The bitter, disagreeable taste sometimes present in endive is usually the result of poor blanching. When the leaves are about eight inches long draw and tie them loosely together, so the heart will blanch. But be careful to do this work when the leaves are dry or decay will follow. Invert pots over the plants or cover them with paper caps, as is sometimes done with celery. Ridging the rows with boards is another method of blanching.

For winter use lift the plants before frost with a generous ball of earth adhering to the roots and transplant to a cellar or cold frame, where they are blanched during the winter the same as outdoor plants.

Chinese or celery cabbage, also listed by seedsmen as Pte-Tsai, which is a form of its Chinese name, was first grown in this country by the Chinese gardeners in California. It makes a compact head of erect, stemless leaves, which if properly blanched are delicious and tender, being used as a salad or cooked like cabbage. Sow the seeds half an inch deep in well-prepared drills about eighteen inches apart, thinning out the seedlings so that they stand at least twelve inches apart in the drills.

It is difficult to get Chinese cabbage to head in the spring because the plants tend to run to seed. August is the best time to sow the seed; the plants make a very rapid growth, and while they need a well-drained soil, they must not be allowed to suffer from lack of moisture.

Collards are extensively grown in the South for greens because they withstand heat better than cabbage or kale. They do not form a true head; the growth is more of a loose rosette of leaves, which when blanched are very tender and of delicate flavor. The plants often attain a height of thirty inches. The culture is the same as for cabbage.

Chard, or Swiss chard, belongs to the beet family, only it is grown for its foliage rather than the root. It is planted about the same time and given the same cultivation as ordinary beets, except that chard must be allowed more space because of its larger foliage. The leaves are cooked and served in very much the same manner as spinach. The fat leaf stems are also used in about the same way as asparagus.

Only a few plants are required for the home garden, because crop after

crop of the leaves can be removed without injuring the plant. This is a marked advantage over spinach, which furnishes but one crop.

Kale, or borecole, is another plant of profuse foliage, having the flavor of cabbage, and used as such. It is sown and cultivated the same as cabbage, or it may be sown broadcast. The crop is very hardy and attains a big growth. Frost improves the flavor of kale. It will live through the winter in the open ground in localities where freezing is not too severe.

Chives are small onion-like plants having flat, hollow leaves, which are cut and used for flavoring soups and sauces. The chive rarely forms seed, and is propagated by bulbs. A bed of two or three square feet is ample for the home garden. The leaves may be cut freely and are soon replaced by others.

Mustard is another useful green, frequently served in connection with cress. It is grown in the same way as upland cress, and as the plants require but a short time to reach the proper stage for use, frequent sowing should be made.

Supt. Van Hecke Talks to Texas Coal Convention

THE Texas Coal Dealers' Association met in convention at McAlester, Okla., April 19, 1920, for a two days' session.

The night of the 19th the delegates were entertained with a banquet at the Busby Hotel and several original and interesting events were pulled off. The doors of the banquet room were thrown open at 7:30 p. m. and about two hundred hungry guests were ushered to the tables. After being seated, each delegate had placed upon his head a cap of ludicrous design. Some were roosters, some represented Indian head-dress and some Chinese pig-tails, etc. As above inferred, every one was hungry at 7:30 and naturally expected the banquet to be served immediately. At this time the manager of the hotel announced in a most serious manner that the kitchen and dining room help had all gone on strike and a clever burlesque on the recent coal strike was pulled off. Arbitrators were appointed to represent both sides and after some ten minutes maneuvering the strike was amicably settled, after which the banquet progressed.

A rather unexpected number on the program appeared when the McAlester High School students who were doing a "shirt tail" and "shimmy" parade on the street in celebration of their victory in the state contest at Durant, heard the music in the hotel banquet room and forced their way in to the kitchen. Joining hands, the crowd of boys and girls marched from the kitchen into the banquet, circling the tables and yelling at the top of their voices. This of course was a surprise and furnished an unusual and festive air, giving the banquet room a cabaret effect.

After the frivolity subsided and the banquet was over, speeches were delivered and it was discovered what the convention was all about. The McAlester Fuel Company, which is one of the foremost coal sales agencies in this district, is endeavoring to get dealers to largely buy their coal, also to prevail upon consumers to fill their bins, during the summer

thereby giving the railroads a better chance to handle the fuel business. This would enable the coal companies to keep their miners and supervisory forces employed the year around and secure the highest possible rate of efficiency in the production of coal. Such a policy would permit of coal sales agencies entering into large contracts with concerns for bunker export coal and reaching out into new fields for other business.

Among the speakers of the evening were John P. White, a member of the United States Bituminous Coal Commission, John Wilkinson, President of the United Mine Workers of America, District No. 21, James G. Puterbaugh, President of the McAlester Fuel Company, and D. Van Hecke, Superintendent of the Rock Island Railroad.

Mr. Van Hecke spoke at length on the power and rolling stock supply, closing his remarks with the assurance that the railroad companies would co-operate with the coal producers and dealers to the fullest extent.

On the 20th the delegates as guests of the McAlester Fuel Company were taken by special train from McAlester to the net-work of mines at Alderson, Dow, Haileville, Gowen, and Kali-Inla, leaving McAlester at 7:30 a. m. and returning at 1:30 p. m. The delegates all wore blue overalls and white caps with carbide lamps attached. Practically all of the crowd went down into the mines to familiarize themselves with the work connected with getting the coal on top of the ground.

Oklahoma City Bank Resources Increase

Bank resources in Oklahoma City, Okla., have increased 200 per cent since 1910 and 185 per cent since 1915. The Oklahoma City bank deposits March 1, 1920, were \$33,898,039.50 as against \$34,303,299.94 a year ago.

Fear Oklahoma Fruit Crop Is Badly Damaged

Owing to there being several severe frosts in April and a lack of rainfall, the wheat, oats, and alfalfa crops generally over Oklahoma have been considerably injured. Fruit, it is feared, has been practically destroyed. There continues encouraging activity, however, in the cattle, hog and building industries. Many counties and cities are floating bonds for the construction of hard surfaced roads, building of asphalt streets, erection of school buildings and court houses.

It does not appear any longer to be a question of where to get the money, but where to get the labor and material to carry out the plans of the counties and municipalities.

Shippers Should Improve Packing Methods

A Rock Island employee at St. Louis, who signs himself "Old Time Freight Man," submits the following suggestions: "To avoid claims and protect the trade, shippers should secure first class shipping containers, properly marked and packed. Wooden boxes packed with 70 or 80 lbs. should be 7/8 ends 1/2 inch sides, top and bottom coated, nailed and sound wood—pine preferred. Pulpboard boxes packed with 70 or 80 lbs. should show 275 Mullen test, all flaps glued and seams taped or stitched with metal brads, packed so goods could not shift in containers.

"All boxes should be strapped wood or pulpboard. If our shippers expect to do business with foreign countries they will have to improve on their shipping containers.

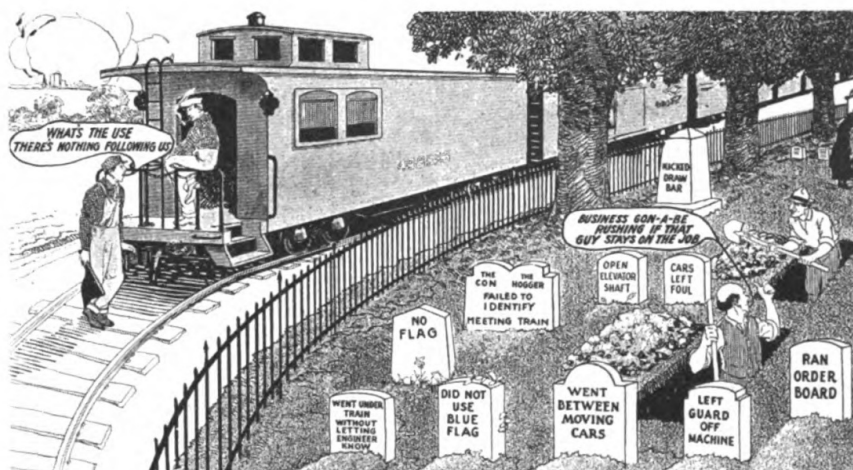
"Loading and bracing carloads of automobiles loaded double deck, 700 to 800 lbs. of dunnage properly placed will protect any car of autos from New York to San Francisco. Canned goods, 200 lbs. of dunnage. Oil in double deck, 1,200 lbs. of dunnage. Syrup in barrels, 300 lbs. of dunnage, not double decked. Furniture mixed, 500 lbs. of dunnage. Furniture straight, 100 lbs. of dunnage. Bottles in bulk, 1,500 lbs. of dunnage.

"The best drummer a shipper can have is first class shipping containers, as his trade will receive what they ordered when shipment arrives at destination, not part of lot to follow on account of bad order en route and held up in some cooper shop or freight house or rip track. I had the pleasure of dealing with shipping public for over 35 years and find in the past five years shippers have improved 50 per cent in marking and packing their goods. Also large shippers are willing to co-operate with the railroads. The old style of trade, if one railroad would not accept, another road would, is past, not to come back. We find some shippers that try to save 1 to 2 cents on shipping containers and have a number of bad order reports each month. This class of shipper should be turned down in their claims and that would stop them buying poor containers. The men that handle the freight are the men who should judge containers."

If merchants do not stop boosting the prices of overalls they are going to be the most fashionable things on the market.—*Lexington Herald.*

The junkers are not all junked yet.—*Savannah News.*

Some Good Openings for Careless Railroad Men



The Only Kind Some Can Fill With Safety

Let's Put an End to Needless Suffering

Were it not for carelessness on the part of humans, the grave digging profession would suffer a tremendous set-back.

A careless world makes business thriving for the undertaker and embalmer.

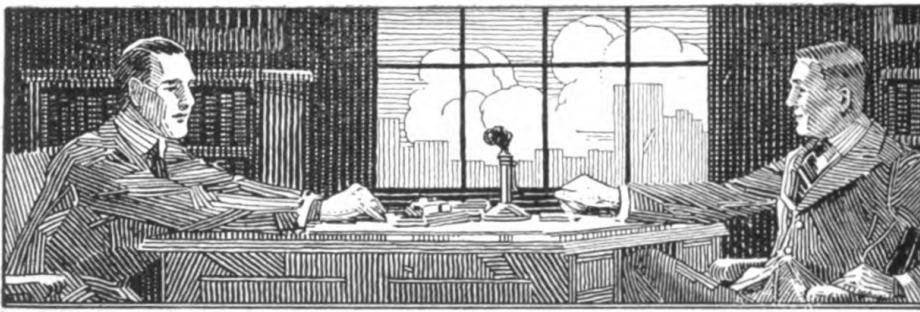
Coroner's fees are generally paid because somebody is of a thoughtless temperament.

Much valuable newspaper space, in the face of a paper famine, is taken up by careless folks.

Think these facts over the next time you are on your run. Impress them vividly in your mind every time you pass a graveyard. You will be bound to fill your portion of space in a cemetery some day, but you owe it to yourself and family to avoid precipitating a trip in a funeral cortege. Death,—to borrow a phrase from Bert Williams—death is so very permanent.

(Copyright by Geo. Bradshaw and reprinted by permission)

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN



As It Was Told To Me

A lighting expert says that about \$200,000,000 worth of light is wasted every year in this country through failure to keep windows, globes, reflectors and other light sources free from dust and dirt. The lighting bill for the nation is about \$500,000,000, and if this expert is correct we are wasting two-fifths of it.

Information collected from 1,400 British engineering firms indicates complete satisfaction with the work done by women in their factories. Over 60 per cent of firms, who have tested women's work, are ready to continue employing them. Practically all British universities are now admitting women to their engineering courses.

Joseph Holton Defrees, a prominent member of the Chicago bar, was elected president of the Chamber of Commerce of the United States at the eighth annual meeting of that organization, held at Atlantic City. Mr. Defrees succeeds Homer L. Ferguson, of Newport News, Va., who retired after a one-year term.

Governor W. L. Harding, of Iowa; Gordon L. Stephens, president of the Inter-Sea Corporation, New York City, and T. O. Warfield, secretary; Geo. A. Platts, of Omaha, Neb.; E. E. Robertson, of Kansas City, Mo., and A. Z. Blankenship, of Eldorado, Kan., are reported investigating plans to build a railroad from Oklahoma City to Pueblo, Colo., over 500 miles.

Robert Sinclair, vice-president of Mudge & Co., 80 East Jackson street, Chicago, has been elected executive vice-president in charge of all departments, including the manufacturing plant recently constructed in Chicago. Although but 42 years of age, Mr. Sinclair has been identified with the railroad industry since 1892.

The world's supply of silver is estimated at 250,000,000 ounces annually. There is produced on the North American continent 175,000,000 ounces each year, of which the United States produces 75,000,000 ounces, Mexico the same amount, while Canada furnishes 25,000,000 ounces.

The National Forest Reservation Commission, which consists of the secretaries of agriculture, interior and war, and four members of Congress, is advocating further purchases of forest lands in the southern Appalachian and White Mountain regions as a means of preventing future timber shortage. The commission has suggested that lands not suitable for

agriculture—of which there are 30,000,000 acres in the eastern mountain districts—be used for growing timber. Of this vast territory 1,800,000 acres already have been purchased by the government. An appropriation of \$2,000,000 per annum for five years was recommended to carry out the additional program.

The increase in the population of Akron, O., is the largest in number thus far reported in the fourteenth census. The great rubber center now has a population of 208,435, an increase of 139,368 since 1910. Akron now has gone ahead of Kansas City, Kan.; Dayton, O.; Memphis, Tenn.; Nashville, Tenn., and Syracuse and Albany, N. Y.

Henry James Ford, professor of politics at Princeton University, and James Duncan, of Quincy, Mass., a former vice-president of the American Federation of Labor, have been nominated by President Wilson to be members of the Interstate Commerce Commission. Mr. Duncan was born in Scotland and worked for many years as a statue granite cutter.



The young lady across the way says that, speaking of overall clubs, they ought to call the rebel troops in Mexico the over-allists.

He was a member of the commission sent to Russia in 1917 by President Wilson. Prof. Ford was nominated as a democrat and Mr. Duncan as an independent.

Refusal to suspend increased Pullman rates was announced May 3 by the Interstate Commerce Commission and higher charge of 20 per cent is now in effect.

The three-ball sign of the pawnshop is traced back to the coat-of-arms of the Medici family of Italy, the original pawnbrokers of the world.

Citizens of Whiting, Ind., are to be provided with a \$450,000 community service house, through gifts by John D. Rockefeller, his son, and the Standard Oil Company of Indiana. Construction will start about July 1.

The average annual loss from forest fires in the United States for the last three years was \$20,717,917, of which 32 per cent occurred in the region east and south of Ohio, Kentucky and Tennessee, and 61 per cent in the Mississippi Valley.

Since January 1 incorporations in the United States have represented the huge sum of \$4,815,118,600, or an increase of 305 per cent over the figures in 1919, and more than 622 per cent as compared with the showing made in 1918.

The bureau of advertising of the American Newspaper Publishers' Association states in its annual report that the volume of newspaper advertising last year reached \$150,000,000. The average increase in national advertising among members of the bureau during 1919 was estimated at 70 per cent.

The labor market of the United States could easily absorb immigration of more than 1,000,000, according to opinions expressed by members of the National Association of Employment Managers. Shortage of unskilled labor in industrial centers east of the Mississippi river is especially acute.

Eight tank steamers, formerly belonging to the German branch of Standard Oil Company, with total capacity of 38,000 tons, have been awarded to United States for temporary management by international reparations commission. The proposal stipulated that they be used for carrying fuel oil to France, Belgium and Italy.

Notice has been served on Canadian importers by the Delaware & Hudson and other railroads that hereafter all freight shipments to any point in Canada must be prepaid at point of shipment to destination in United States currency. Railroads will refuse trans-shipment at border so that Canadian importers will not be able to get shipments by prepaying for haul to border in United States currency and from border to destination in Canadian money.

The government of Iceland has applied for membership in the league of nations, thereby calling attention to the little known fact that Iceland is now a completely independent state. Denmark voluntarily accorded independence to the island government in December, 1918. Three other small states have filed applications for admission to the league, the republic of Georgia, San Marino and Luxembourg.

Water Glass Is Best Preservative for Eggs

By H. Armstrong Roberts

EGG production is not uniform. It never will be uniform, unless perchance the seasons undergo a miracle and winter weather is eliminated, and unless the nature of the fowl is radically altered. Half of the yearly supply of eggs is produced in three months—from the middle of March until the middle of June. Spring is the natural period for laying. Conditions are all favorable. Anything that resembles a fowl lays at this time.

Spring is the season of overproduction, in that more eggs are laid than we manage to consume. During the remainder of the year production is slight; in the fall and winter months it is almost nil, except for the specialty poultry plants, where the hens are cajoled by more or less artificial means into making a fair showing. Such plants, however, do not represent one-tenth of the poultry industry. The backbone of the industry is the farm flock; a small unit individually, but impressively large collectively.

The consumption of eggs is virtually uniform throughout the year. And the only thing that makes this possible is the fact that we are far-sighted enough to store the surplus production against the time when there is an underproduction. The same idea holds true of most foodstuffs—cereals, vegetables, fruits and the like. Except for the storage of food we would have a very slim diet for six months of each year.

PRESERVING EGGS IS SIMPLE TASK.

Preserving eggs is not so well known as canning and preserving fruits and vegetables, though it is just as reliable and a lot simpler. It is unfortunate, perhaps, that it has not been given more prominence, because just as much of a saving can be made by preserving eggs as was ever made by canning fruits and vegetables.

Strictly speaking, the whole idea of preserving eggs consists of precautions, because the actual task is as simple as placing pickles in a vat of brine. It is nothing more than that, anyway, only a different preserving liquid is substituted for the brine.

The precautions consist of providing clean containers for the eggs, storing these containers in a clean, fairly cool place, such as a cellar, and, most important of all, to see that the eggs are strictly fresh to start. No difficulty attaches to the latter requirement if the eggs are produced by the home flock.

In order fully to appreciate the need for these precautions a little should be known of the structure of an egg and its susceptibility to deterioration. When an egg is laid it is comparatively free from any bacteria or life which might cause decomposition. But, like milk, the egg is an excellent medium for bacterial growth. It spoils quickly under certain circumstances, such as dampness and dirt.

IMPORTANCE OF SHELL COATING.

The shell of an egg is exceedingly porous; it is necessary for it to be so or the embryo contained within the fertile egg could not develop because of the lack of oxygen. To protect the shell

against the entrance of bacteria, the fresh egg is coated with a mucilaginous matter, which is intended to seal the pores until the commencement of hatching. This coating, which gives the fresh egg its "bloom," remains effective so long as the egg is kept clean and dry and provided, of course, that it is not held too long or unduly handled.

Because of the delicate nature of this shell coating it is evident that eggs intended for storage should not be washed, held in damp, musty places or handled more than necessary, and that they should go into storage as soon as possible after they are laid. When failures occur in stored eggs they are almost always due to a disregard of the foregoing conditions.

Generally speaking, decomposition in eggs is prevented in two ways: First, by keeping the eggs sterile, by preventing the entrance of bacteria; second, by retarding the growth of bacteria within the egg by shutting off the supply of oxygen from the outside. This latter method is accomplished in a number of ways chiefly by immersing the egg in a liquid such as water glass. On a commercial scale decay is prevented by lowering the temperature below the point at which bacteria can thrive. This method, of course, is cold storage.

Some of the old-fashioned methods of preserving eggs consisted of packing them in oats, bran or dry salt, or covering the eggs with limewater. The results were always uncertain, and frequently caused disappointment, because while the eggs might not turn out bad, in the sense that they were decayed, still they were of unpalatable flavor, which amounted to the same thing.

WATER GLASS SOLUTION IS BEST.

Of the numerous experiments con-

ducted by agricultural colleges, chemists and others with the view to determining which method of preserving eggs gave the best results, the water-glass treatment stands at the top, and is to be recommended for all-around use.

Water glass, or soluble glass, technically known as sodium silicate or potassium silicate, comes in two forms—a thick, siruplike liquid of about the consistency of molasses, and as a powder. Both forms are sold by leading druggists, though the liquid material is probably the most popular. It is not expensive if bought direct from the manufacturers. Properly diluted, a gallon of water glass should make sufficient solution to cover and store between sixty and seventy dozen eggs.

Dissolve one part of liquid water glass in ten parts water. If the powder is used a slightly smaller quantity of the chemical may be employed. Only pure water should be used, and if there is any question as to its purity the water should be boiled for about twenty minutes. Allow it to cool before adding the water glass. Stir the mixture thoroughly, and when the glass is entirely dissolved the solution is ready for use. The water glass is heavier than water, and will go to the bottom unless thoroughly dissolved and mixed.

Almost any sort of a container will do for packing the eggs, though large earthenware crocks which have a glazed surface, such as butter crocks, are preferable. Crockery, glass or wooden containers are better than metal receptacles.

HOW THE EGGS ARE PACKED.

If the eggs are carefully placed in the vessel on end and stood close together, more eggs can be stored in a given container and less solution is required to cover them. This is not essential, however, and sometimes, as in the case with most backyard and farm flocks, it will not be possible to store the eggs in such large quantities.

The eggs can be added, a few at a time, as they are gathered each day fresh from the nests. Simply place the eggs in the solution and see that they

(Continued on page 50.)



Underwood & Underwood photo.
William S. Hart, hero of a thousand wild west films, is shown here in a modern bar, after taking a sip of the strongest drink the saloon afforded. "Bill" evidently thinks to himself, because he would be arrested if he did it, and then...

WHAT THE WORLD IS DOING

The 13,000-ton cargo carrier Keystone State has been launched by the Emergency Fleet Corporation. It was the first launching at the Gloucester yard, construction of which was started during the war but not completed until after hostilities had ceased.

Argentina is enjoying great prosperity and experiencing a "veritable rebirth," said President Irogoyen in his message to congress, read at the opening session.



Underwood & Underwood photo.
Dr. L. S. Rowe, who has been elected director-general of the Pan-American Union, succeeding John Barrett, resigned.

News dealers in Madrid have taken the initiative in increasing the price of newspapers, which has hitherto been five centimes, but which in future will be ten centimes. Newspaper proprietors refuse to act.

A movement by which the people would be urged to wear hempen sandals instead of leather shoes has been initiated in Spain to compel shoe dealers to cut present excessive prices.

Three men and one woman, convicted last July of denouncing compatriots to German authorities during the occupation of Laon during the war, were executed at Vincennes prison, near Paris, recently.

A new foreign mail station in New York city to cost \$6,000,000 was proposed in an amendment to the sundry civil bill introduced by Senator Calder, Republican, New York, at the request of the postoffice.

Signor Bonomi, minister of war in the retiring Italian cabinet, has abandoned his attempt to form a ministry, because the popular party in parliament has declined to participate. King Victor Emmanuel has again consulted former Premier Nitti, and as a result has summoned Signor de Nitti, minister of war.

lic works and transport in the Nitti government.

The supreme court dismissed, for lack of jurisdiction, appeals brought by James K. Perrine, a property owner, from state supreme court decrees, which sustained validity of the Oklahoma statute penalizing real estate owners who permit their property to be used in violation of state prohibition laws.

An appeal for food and clothing for 200,000 Russian prisoners of war in Germany issued by the Russian camp committee in the prison camp at Stargard, Germany, was made public by the American Young Men's Christian Association.

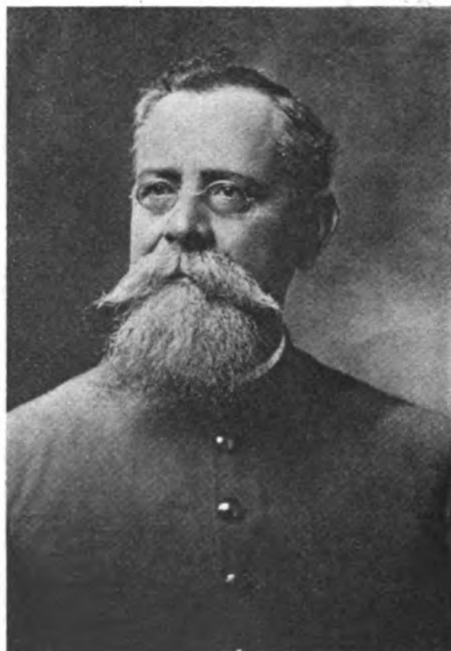
The reward of \$1,000 offered for the capture of Jesse Watts, convicted slayer of Dr. D. S. Alverson, who escaped from the Vicksburg, Miss., jail, will be paid to his uncle, Sam Watts, to whom the fugitive surrendered.

Investigation by a special house committee to determine why Liberty bonds have fallen so far below par was urged by Representative Magee, Republican, New York, recently before the house rules committee, which deferred action.

Action by the United States government to acquire the remaining portion of the Cuba sugar crop would only stimulate prices, President Menocal, of Cuba, declared in a cablegram to Senator McNary of Oregon.

T. Sambola Jones, American minister to Honduras, has resigned his post and his resignation has been accepted.

No attempt to enact legislation suspending immigration for a period of years will be made at this session of congress, Chairman Johnson of the house immigration committee announced dur-



Underwood & Underwood photo.
Ex-President Carranza, of Mexico, who was killed after having been ousted from power after several years of a stormy regime.

ing a general hearing of immigration problems.

Xenophon B. Kalmatiano, former commercial adviser to the American consul general in Moscow, who has been held a prisoner by the Bolsheviki in solitary confinement for a year and a half, is in a precarious condition of health.

The committee of Socialists, headed by Seymour Steadman, the party's candidate for vice president, called on Secretary Baker to ask amnesty for political prisoners.

John M. Parker, New Orleans, was inaugurated as governor of Louisiana, succeeding R. G. Pleasant. Hewitt Bouanchaud, New Roads, was inaugurated lieutenant governor.

James P. Watson has entered San Quentin prison. Watson was recently sentenced to life imprisonment for the killing of Nina Lee Deloney, after he had confessed the murders of eight other women he had married.

Leaf tobacco, held by manufacturers and dealers April 1, aggregated 1,590,624,644 pounds, compared with 1,627,253,876 a year ago, the census bureau has announced.

Prison authorities at the Illinois State prison at Joliet planned to guard the prison honor farm to prevent a repetition of the wholesale escapes of convicts here. Twelve men, all from the same bunk house, escaped recently.

Republicans in the national House of Representatives held a caucus Wednesday night, May 19, and indorsed the soldier and sailor bonus measure as outlined by the national executive committee of the American Legion. Secretary of the Treasury Houston, in a letter to the House ways and means committee, voiced his opposition to the bill because of the added revenue it would take to meet the terms.

Walter Andrew Watson, better known as Bluebeard, has been sentenced to life imprisonment for the murder of eight of his two score or more wives. Most of his wives were residents of the Pacific Coast states.

Switzerland, in a referendum on membership in the League of Nations, voted for the proposition of joining the league by a vote of 400,000 to 300,000.

The Austrian food controller reports that bread rations had been obtained on 300,000 bogus bread tickets within the last twelve months. During that time, 39 tons of sugar were stolen from railway trains.

Former Kaiser Wilhelm, who has been living in Bentinck Castle, Amerongen, Holland, has moved his household belongings and carpet bags to another estate in that kingdom.

The division of law of the United States Railroad Administration has issued instructions to the freight claim agents of the various railroads which were under federal control authorizing the payment of claims for less than \$500 without referring them to regional claim agents for approval; but where the claim is for an amount in excess of \$500 the freight claim agent, after completing the

investigation, will refer the matter to the regional claim agent with his recommendation. If the recommendation is for payment it will be promptly settled, but if the recommendation is adverse the claimant will have an opportunity to handle the matter with the regional claim agent, before final disposition is made.

The test of concrete tanks made of 1:2:4 mixture and used for water storage, undertaken by the Bureau of Standards, Department of Commerce, has been discontinued after 150 days because the day-loss curves have taken the form of a straight line, showing that the daily loss has become constant. It may be of interest to note that these tanks, although showing some actual loss, due to water penetrating the concrete, remained dust dry on the exterior. It would seem from this that although the head of water amounted to 35 feet, the 1:2:4 concrete is sufficiently waterproof for this purpose.

Jules W. Arnstein, alleged to be the "master mind" of a five million dollar bond plot, surrendered to the United States district attorney at New York several days ago after a disappearance of several weeks. He was released on \$50,000 bond.

"Big Jim" Colosimo, ruler of the old Chicago "levee," was slain in his brilliant restaurant recently by unknown assassins. Colosimo had just returned from a honeymoon trip to West Baden with his new bride, who had formerly been a singer in one of his cabarets.

On Saturday, May 29, people all over the United States celebrated Cantigny day, in memory of the time when, two years ago, the first great attack and victory for the A. E. F. was made. This attack was made by the First Division under General C. P. Summerall.

Among the trustees for the Roosevelt Military Academy, a new "prep" school at West Englewood, N. J., are Leonard Wood, Henry L. Stimson, former secretary of war; Lieut. Col. Theodore Roosevelt, Gov. Henry J. Allen, of Kansas; Harry F. Sinclair, oil magnate; Senator Walter Edge, of New Jersey; Gov. R. Livingston Beeckman, of Rhode Island; John Wanamaker and E. H. Gary.

Horace Walton, who graduated with high honors from St. Joseph high school in 1916, robbed the mail car of an Illinois Central train a few weeks ago. He obtained \$75,000 from a registered mail sack. Two hours later, with the loot in a grip, he was accosted by a Chicago policeman within two blocks of his home. Walton shot and killed the patrolman, was trailed to his apartment and in a battle with a squad of police, was killed.

Joan of Arc, the most famous woman of French history, was created a saint by Pope Benedict at Rome before 70,000 persons, including thousands of French pilgrims, on May 16. The canonization ceremony was quite impressive. Joan of Arc—for the benefit of those who are not familiar with her history—was burned to the stake 500 years ago by enemies of France, after she had led French soldiers to victory. She was only 17 years old.

The Poles and the Soviet Reds have established a front of their own, in order that the headline writers on American newspapers have plenty to do. Since

1914 the headline writers have been crowding long foreign names of battles into "two-deck" heads, and expected a rest with the armistice. Speaking in plainer English, they're at it again over there.

In one week at St. Louis, the biggest fur market in the world, sales at the spring auction of the International Fur Exchange brought \$6,500,000. Let the people rule!

F. Ziegfeld, Jr., the husband of Billie Burke, has announced that he will tie the can to any girl in the "9 o'clock Revue" or the "Midnight Frolic" who uses makeup of any kind. It will be a rouge-less pair of shows, Billie Burke's husband stated.

Oklahoma farmers declare that it will take 25,000 men to the wheat harvest in June. Inexperienced men, they say, will be paid \$6 to \$8 a day, and experienced help \$10 to \$15.

Mrs. Carrie Chapman Catt, president of the International Suffrage Congress, heads a delegation of prominent American suffrage leaders who will attend the congress at Geneva, Switzerland, in June.

Sid Houston, department commander of the American Legion in Missouri, has resigned to accept the vice-presidency of the Veterans' Beer & Light Wines Association, with headquarters in Washington. This association, which is officered by ex-soldiers who never have taken a drink, is formed for the purpose of repealing the 18th amendment and substituting one permitting the use of beer and wines of the lighter variety. Mr. Houston, a widely known Kansas City newspaper man, whose heroism at Apremont in the Argonne, where he served as a private of the famous 35th Division, is a brilliant page in Missouri's war history, will direct publicity for the association.

Erle H. Smith, city editor of the *Kansas City Journal*, who served in the air service during the war, has been made managing editor of the *Journal*, succeeding C. C. Cline, resigned. Smith is one



Underwood & Underwood photo. Gen. Alvaro Obregon, Mexican military chief, who has taken over the reins of government in Mexico.

of the youngest managing editors in the world.

The Baltimore association, representing more than 2,500 firms and corporations, sent a telegram to the Interstate Commerce Commission, urging it to consider favorably at the earliest possible date, the advance in freight rates asked for by the transportation interests of this



Underwood & Underwood photo. Joseph H. Defress, of Chicago, who has been elected president of the Chamber of Commerce of the United States.

country, as the "financial stability and continued prosperity of the nation depend upon your prompt action."

The Starved Rock Hotel, which serves the many tourists who annually visit the pretty Illinois resort on the Rock Island Lines, was opened for the season on May 15. This information should be of particular importance to agents and passenger representatives who are booking fares for Chicago.

An attempt was made in Chicago on the night of May 23 to assassinate Maclay Hoyne, State's attorney. The attempted assassin fired through the windows of Mr. Hoyne's home.

Venisstuan Carranza, president of turbulent Mexico three years, was ousted from office and slain in a May revolution headed by General Obregon.

Two national political conventions will meet this month. The Republicans select their presidential candidate in Chicago, while the Democrats convene in San Francisco. No candidate on either ticket has a walkaway for the nomination.

The geophone, an instrument by which a telephone conversation can be carried on through half a mile of solid rock, has been perfected, announces the United States Bureau of Mines. This is a splendid invention—but how about an apparatus by which one can get the right number through five inches of solid ivory?—*Memphis Press*.

Will the Senate let us have peace before there is another war?—*Philadelphia Public Ledger*.

Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

SANDWICHES of meat are not especially desirable for the children's lunchbox, although many young children seem to develop a great craving for meat. Eggs, peanut butter, cheese, and nuts supply a more wholesome kind of protein and should be used far more often than meat. Peanut butter is a general favorite with the youngsters, although cheese is a developed taste. The sour flavor does not appeal to them, but it can be softened by mixture with a sweet, such as honey, and make most satisfactory sandwiches.

CHEESE AND HONEY SANDWICHES.

Mix together equal parts of fresh cream cheese and liquid honey to a smooth paste. Spread on slices of white bread, buttered, and cut diagonally across.

EGG YOLK SANDWICHES.

These are more convenient to eat than the usual hard-boiled egg sandwiches with the egg cut into slices. Rub the yolks of hard-boiled eggs to a smooth paste, mixing with fresh melted butter. Add a little salt and pepper and spread on bread. This sandwich can be improved if a little chopped celery is added to the mixture.

PEANUT SANDWICHES.

Fresh peanuts may be crushed at home if desired, although it is now possible to buy freshly made peanut butter in many of the large grocery stores, and there are excellent brands of the canned variety available everywhere. Mix the crushed peanuts with a little cream to a smooth paste and spread on thin slices of bread. Peanut butter can also be mixed with a good mayonnaise dressing to give it a more tart flavor.

Lettuce sandwiches are made more tempting if, instead of cutting the usual square slices, the bread is cut into rounds with a cookie cutter. Then butter each slice with peanut butter or cream cheese or mayonnaise and put a crisp lettuce leaf between each two rounds.

SARDINE SANDWICHES.

Drain the oil off sardines and drop into hot water for a few minutes to remove the grease. Scrape off the skin and pound the sardines to a paste. Add pepper, salt and shredded lettuce and spread on sandwiches. A few drops of lemon juice may be added.

Nuts of various kinds make good sandwiches. Walnuts, almonds, filberts can be chopped, mixed with good mayonnaise or with a little heavy cream and spread on bread not too thinly sliced.

Fruits also make tempting sandwiches. Slices of apple, banana pulp, sliced pineapple placed on buttered bread and sprinkled with a dash of nutmeg or chopped nuts make sandwiches that are almost desserts and yet contain real food value.

Mayonnaise is almost an essential in the making of dainty sandwiches, as it helps to spread the ingredients smoothly. Here is a home-made mayonnaise that can be bottled and kept for a long time:

4 eggs—yolks only.

½ cupful of sugar.

½ cupful of cream.

1 cupful of vinegar.

1 tablespoonful of butter.

½ teaspoonful of cayenne.

½ teaspoonful of salt, pepper, mustard.

Beat the egg yolks well and beat in the other dry seasonings. Heat vinegar and add butter, pour over other mixture and boil up, then set aside to cool and pour into jars. Keep in a cool place.

IS YOUR CANNING EQUIPMENT READY NOW?

It's not too early to prepare canning equipment for summer use if generous canning is to be part of this season's program. To make sure that your canning and preserving will be a success, include in your equipment the chief devices that will make for accuracy.

A reliable household scale, useful at all times, is absolutely essential for preserving time. It will mean better handling of ingredients and less waste. For example, under the old-fashioned method of preserving fruit in stone-crocks, equal quantities of sugar were used with the fruit. We know now that it is necessary to use only three-quarters of a pound of sugar for each pound of fruit. If this quantity is accurately measured it will mean a definite saving in the sugar used.

Measuring cups—quart, pint and gill measures—are also helpful, but if the scale is depended upon they will not be necessary. All ingredients can be reduced to terms of pound measurement, which is, after all, the most dependable for preserving. A good thermometer will also be a great convenience.

A small group of preparing tools will cost comparatively little, but will be very helpful. There are on the market now devices for almost every kind of fruit and vegetables, whether for canning or drying purposes. Strawberry hullers, pineapple snippers, cherry pitters, orange and grapefruit knives, apple corers and cutters, not to mention the innumerable small articles that cut and flute and scrape. None of them is expensive, and if a well-made device is purchased it will last for years.

One great advantage of keeping such an assortment on hand is that it encourages frequent canning in small quantities. Nowadays few housewives put off canning until one period and then submerge themselves for days or weeks in the hot process of canning and preserving.

With the aid of modern equipment it is possible to put up a half-dozen or a dozen jars frequently—whenever one obtains a small quantity of fruit or vegetables for the purpose. A few hours of canning every week will result in a generous total of canned things at the end of the season without making the process wearisome, as it is bound to become if one spends several days in session at the job.

If you have jars left over from last

season, go over them carefully now. Feel the rims with the finger tips to make sure there are no nicks, even small enough to be invisible to the eye. If some of your old used jars are even slightly imperfect don't attempt to use them over again. And, incidentally, it may be a good plan to lay in your stock of jars, rings, etc., now—before the summer rush. There were many places where it was difficult last year to obtain the right kind of jars at the height of the season because of the sudden and enormous demand.

Finally, and most important, be sure you have on hand explicit directions for all kinds of canning. The Department of Agriculture at Washington publishes a number of detailed pamphlets which you can have free, and they will help you wonderfully in canning properly without risk of spoilage. Canning is not a difficult process—any one can do it, even in a city flat. But it does require the utmost care in the right kind of equipment, methods of sterilization and packing.

WAYS TO PREPARE HOT LUNCHEON DISHES QUICKLY.

And of the noodle family—either noodles, macaroni, spaghetti or in other shapes—are highly desirable dishes for these warm days. We cannot subsist on chilled dishes—attractive and palatable as they are. Meat dishes are hot to the eye and repellent to the appetite. But we must have nourishing, substantial food and a well-prepared dish of this order will be ample and appetizing.

For luncheon especially some one of the macaroni tribe solves the food problem. It can be combined with a small amount of bacon or cheese or egg and thus in one dish there are the more substantial elements of a complete meal. A spaghetti or macaroni dish plus a cool leaf salad and a fruit drink combine into a perfectly balanced meal.

NUT MACARONI.

1 cupful of macaroni.

2 cupfuls of breadcrumbs.

3 cupfuls of milk.

½ cupful of chopped nuts.

2 eggs.

2 tablespoonfuls of chopped parsley.

4 tablespoonfuls of melted butter.

Salt, pepper, powdered mace.

Drop the macaroni in boiling salted water and cook until tender. Mix with other ingredients, including well-beaten eggs, and turn into a buttered baking dish. Dot with melted butter and a sprinkling of breadcrumbs, and bake in a moderate oven for 45 minutes.

FRIED NOODLES.

2 cupfuls of noodles.

1 cupful of milk.

2 tablespoonfuls of flour.

2 tablespoonfuls of butter.

3 hard-boiled eggs.

6 slices of bacon.

Salt, paprika.

Boil noodles until tender, then drain. Fry the bacon, then remove the strips from the pan. Place the noodles in the hot fat and fry lightly, stirring with a fork. When thoroughly heated remove and place on a hot platter. Make a white sauce by melting butter, blending with the flour and gradually adding the milk and seasoning, stirring constantly. Pour over the noodles and garnish with slices of hard-boiled egg.

Remember when cooking noodles, macaroni, spaghetti or rice that as soon as it is cooked soft it should be removed and drained from the hot water into a colander. Then let the cold water run through, stirring gently with a fork so that every last particle is cooled.

Beauty Hints

By Lucrezia Bori

The Famous Spanish Prima Dona

A FLAT back is a real factor in determining the beauty of your figure. In spite of the affectation of the debutante slouch, which is all too prevalent among many younger women who mistake a slouchy carriage for "temperamental grace," the flat back figure reigns supreme.

At many of the notable fashion shows I have observed practically all the models stooping as they walked to display the exquisite gowns.

At one of these shows recently a woman who is still rated as a beauty, although she is the mother of a debutante, remarked:

"If they only knew how to throw their shoulders back and pull their stomachs in how lovely they would look!"

These models were beautiful girls. At least Nature intended that they should be lovely. But in their idea of a proper carriage they stooped their shoulders and threw their abdomens into prominence. To me the effect of the gowns was ruined by the stupid poses of the models.

Some debutantes and young matrons copy this pose because it is supposed to imitate the corsetless figure, that is, the figure so slenderly perfect that it scorns corsets.

A woman's figure should be so perfect that she doesn't need a corset. But if you cannot hold your chest up and your shoulders back, wear corsets by all means. And I might add, be sure to get a pair that will make you uncomfortable, if you slouch. There are such corsets, although they were not designed for this purpose, of course.

Most of the modern corsets confine only the hips. They reach just a few inches above the waistline. They do, however, flatten the abdomen if given half a chance by the wearer.

If you practice walking with your chest held up it will throw your abdomen in and your shoulders back.

There is nothing more attractive than a graceful and erect carriage. A flat back was an attribute of the perfect specimens of Indians that once inhabited this country. They walked proudly and gracefully, and would have scorned stooping shoulders that rounded their backs and contracted their lungs.

Watch yourself and see if you are round shouldered. If you are, take exercises to overcome this defect.

Sometimes conscious effort is all that is needed to flatten your back. If you are the mother of growing boys and girls, don't let them stoop. Offer them prizes of fruit, a desired toy or a coveted piece of wearing apparel if they will hold their backs flat and walk with their shoulders straight.

One of the simplest methods of attaining a flat back is to walk with a cane thrust through the crook of your elbows, or the handle may be sawed from an old broom. In walking it is run across the back just above the waistline and held by the arms as it passes in front of them.

Another good back-flattening exercise

is that of trying to make your elbows meet in the centre of your back. This exercise should be gone through with ten times in the beginning and the number is gradually increased to twenty times morning and evening.

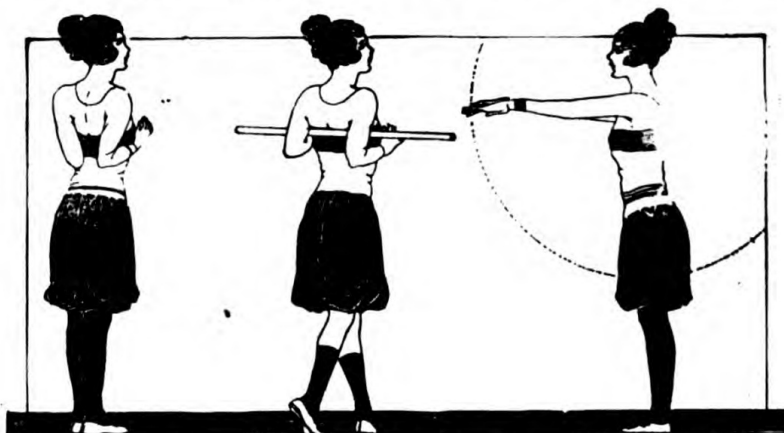
A rotary motion of your arms from the shoulder sockets is also another good back-flattening exercise. Hold your arms straight above your head and then describe circles with your outstretched arms. Rotate them as far backward as you can. Then rotate them as far forward as you can.

These motions will strengthen the shoulder muscles, loosen them up and enable you to carry your shoulders back. They also lift your chest, throw your abdomen inward and improve the contour of your entire body.

MASSAGE AND OTHER AIDS WILL BEAUTIFY YOUR COMPLEXION.

If a woman or girl eats properly and gets sufficient sleep and outdoor exercise she should have a clear, fresh skin with a tinge of color.

There are, however, many women who



Exercises to Aid Back.

feel that they must resort to rouge for color. This habit is apt to become exaggerated, and the result is the "painted face" that men make fun of and many sensible women view askance.

If you are pale and wish to heighten your color by natural means, dip a wash cloth or a towel in very hot water and apply it lightly to your cheek for awhile, pressing it more closely to your skin as the cloth cools.

After applying several of such cloths, wash your face with cold water and rub a piece of ice wrapped in a soft cloth over your cheek. In administering the hot application two towels used alternately are all you need employ.

After the ice rub you will find that you have color—which will last for several hours, and your skin will also feel invigorated and your whole countenance will appear refreshed.

If even after this treatment your skin shows tired lines or wrinkles it shows that it needs nightly massage, which is a valuable aid in removing wrinkles and in promoting the beauty of your skin.

SOME SPECIAL POINTERS.

The principal purpose of massage is an excitation of the skin and underlying blood vessels which increases the supply of blood at a given spot. Massage either builds up flabby flesh or rids the skin of excessive fat.

In massaging your face to tone up your complexion, increase your color and eradicate wrinkles, your object should be to produce a stimulation of the blood without overly manipulating the fat cells which underly the skin.

A light, firm touch should be used. Facial massage should always be done with an upward movement to prevent sagging of the muscles. Before beginning a facial massage your face should be thoroughly cleansed with soap and hot water. The usual cold rinsing water should be omitted.

Have a couple of towels ready for steaming your face. Saturate one of them with hot water. Wring it out and put it over your face, wrapping it so as to leave your nose free for breathing. After this is cool you are ready to begin massaging.

"Do's AND DON'Ts."

Dip your fingers in cold cream and begin massaging at the outer corners of your eyes. Place your thumbs firmly on the corners of your jawbone and begin a light but firm circling movement at the corners of your eyes where laughing wrinkles are apt to appear. Use the circular motion when rubbing with cold cream, then stroke the wrinkles upward and outward. Be careful not to employ

too heavy a touch or you may do more harm than good. In employing the circling movement always have the pressure on the upper part of the circle.

Again dip your fingers in cold cream, and with your thumb in the above position begin stroking outward under your eyes with your two fingers.

Never use a short, jerky movement when massaging your face. The value of the treatment lies in the slow, steady pressure of your fingers. Follow the orbit of your eyes and end the stroke beyond the laughing wrinkles.

A rubber bathing cap worn over your hair will keep it from getting oily from the cold cream during the facial massage.

In massaging your forehead, if you have perpendicular wrinkles between your eyebrows they should be massaged in the opposite direction to the wrinkles. In massaging the lines about your mouth pinch the parts as you massage them with an upward lift. Use only the stroking movement in massaging from chin to temple.

Of Interest To Women

It is most interesting to note the popularity of both the "slim line" dresses, and those with widened hip lines, and viewing the collar sleeve and sash effects it seems as if these were the binding ties between the two types of fashion.

"Little" dresses of taffeta and tricolette show plaited and ruffled berthas. Eton collars are shown in linen, satin and organdie.

Sleeves are short and popular in kimono styles.

Sashes of every color and form are popular.

A plain dress of black taffeta may be beautiful with a sash of apple green ribbon, or, one may put a bow of bright ribbon in the centre of a crush girdle.

Roman stripe ribbons are used for sashes as well as for the vestees and linings. One may have a sash of this ribbon and a facing of it at the skirt hem.

Braid is used extensively, for trimming, decorating and binding.

Many of the new styles are featuring plaits and plaitings. Box plaits measuring from two to four inches, also flutings, knife and accordion plaits compose entire skirts, panels or flounces.

A new skirt with three plaited flounces is much favored. The top flounce is the widest, the two lower ones are of the same width.

One sees suits for warm weather wear, made of pique, coarse butcher's linen, and weaves like Turkish toweling.

Piques plaited in delicate but bright colors are finished with collar and cuffs of white linen or organdie, and decorated with a narrow belt or a sash of velvet ribbon two inches wide.

Dresses of taffeta, made on simple lines and trimmed with plaitings or ruffles are attractively finished with large collars, flat or outstanding, or fichus or berthas.

A dress of brown and tan checked taffeta has a sleeveless overdress of brown serge.

A dress of navy blue serge is embroidered with gray silk.

A dark blue satin dress is worn over a guimpe of yellow organdie.

A tailored suit of gray taffeta is embroidered with blue silk.

Figured silk and black georgette are a good combination.

A dress of crisp white organdie has a sash of purple picot edged ribbon.

A dress of dotted Swiss in pink and white may be prettily trimmed with plaited frills of white organdy.

A dress of black taffeta is smart with a frill or jabot of ecru lace.

Tan gabardine embroidered in blue soutache is smart for a street gown.

Figured organdie and embroidered white organdie made a very pretty summer frock.

A dress of blue and white flowered foulard has a vestee of fine white batiste.

Blue and white gingham trimmed with white linen, or lavender and white striped gingham trimmed with bands of lavender organdie is smart.

A frock of blue taffeta is attractively trimmed with ruchings of white organdie.

Blue and white linen will make a pretty dress for country or sports wear. Wool embroidery may decorate skirt and waist.

Youthful and graceful is a dress of

gray foulard trimmed with bands of navy blue satin.

If you can have only one spring suit let it be serge or tricotine, either can be depended upon for wear. With it you may have a tailored linen blouse, one of voile, silk crepe, or pongee.

Among practical dress materials, none holds a better place than crepe de chine; it is supple, and good for dress as well as service purposes. It lends itself well to plaitings, is good for gathers, ruffings and draperies.

If you want an interesting dress in chemise style, have it in two contrasting materials, perhaps gray taffeta and brown tricolette.

In materials for children's dresses, both plaid and striped effects are popular.

Sailor effects and overblouse styles also are much in vogue.

(Continued on page 32.)



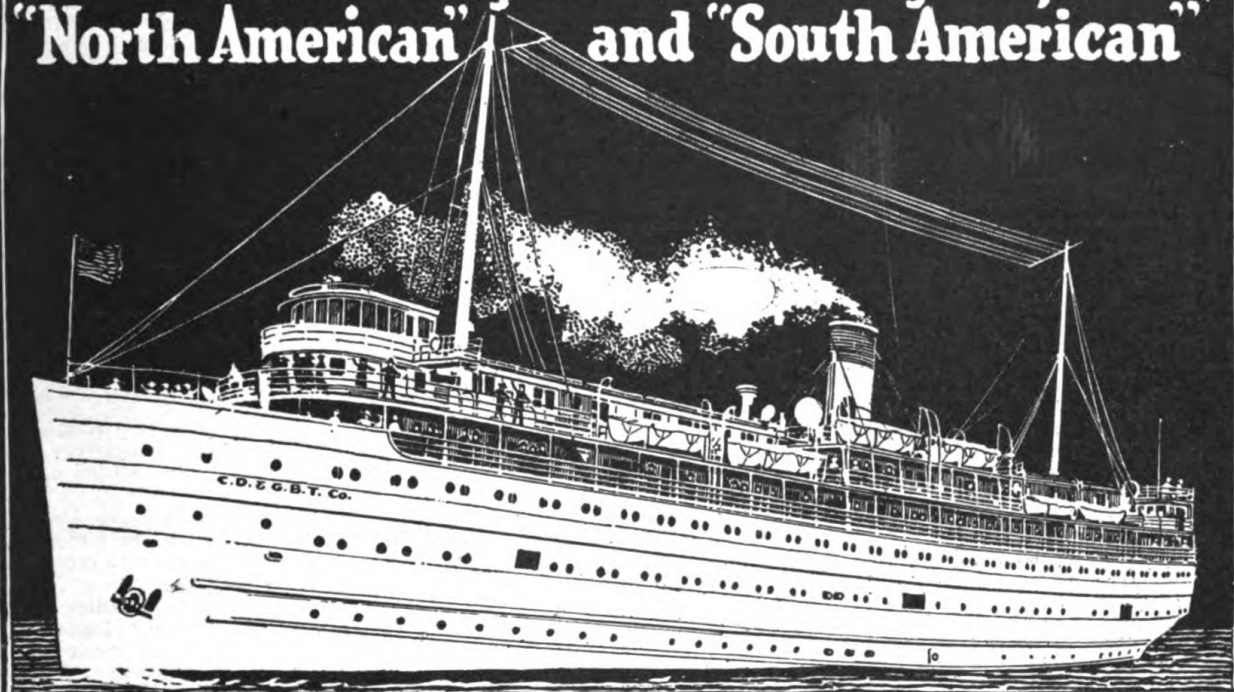
Orders for any of the patterns on this page should be sent to the ROCK ISLAND MAGAZINE, La Salle Station, Chicago, with remittance in cash or stamps. Send ten cents in silver or stamps for our Up-to-date Spring and Summer 1920 Catalog, containing 550 designs of Ladies, Misses and Children's Patterns. A concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various simple stitches) and valuable hints to the home dressmaker.

Rock Island Magazine for June, 1920.

A Week's Cruise **\$72.50** on 4 Great Lakes

Meals & Berth
Included

On the Big New Cruising Ships
"North American" and "South American"



Chicago to Duluth

Via Mackinac Island, "The Soo,"
Saint Mary's River, Georgian Bay
(30,000 Islands) and Return

Think of the pleasure on a warm, sultry day of leaving the din and dust of the city behind you and gliding out into the cool, refreshing waters of Lake Michigan for a week's cruise through four great lakes—a trip of over 2,000 miles of beautiful scenery, shore line, islands, rivers and bays—care-free, you will give yourself up to a spell of enjoyment—you will eat well and sleep well, and after a too quickly ending week you will return home thoroughly refreshed and invigorated. Either of these most desirable trips will suit your tastes or you can combine them into a longer or 12 days' cruise. If you enjoy seeing places of interest, the numerous stops and short cruising distance from the shore, during the greater part of the trip, offer sights of wonder and beauty that are sure to please you. You can be quiet and excluded if desired, or if you enjoy a real good time there is the continual round of deck games, cards,

Chicago to Buffalo

(Niagara Falls) via Mackinac Island
Detroit, Cleveland, Georgian Bay
(30,000 Islands) and Return

etc., during the day, and dancing, musicales and other entertainments in the evening. If you want to go fishing or take a tramp in the woods, stop-over privileges at a number of points will enable you to do so. For the children there is the open-air playgrounds, and deck games with attendant in charge to relieve parents of their care. Combined with all these pleasures, you will have conveniences and comforts on these magnificent steamers equal to those on the best Atlantic Liners. The dining service and food are equal to that of the best hotels. All staterooms and parlor rooms are outside rooms and have windows or ports to insure perfect ventilation. Have running water, call bells and electric light—beds have the finest mattresses and springs, extra long and extra large—bath and toilet in connection with parlor rooms and close by all staterooms. Steamers equipped with wireless and every modern device for the safety of passengers.

12 Days' Cruise \$125---3600 mile trip

Call or write for pamphlet and full information about

The Lake Trips That Have No Equal

Chicago, Duluth & Georgian Bay Transit Co.

W. H. Black & Co., P. A.

Digitized by Google

314 So. Clark Street

Chicago, Ill.

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Something New and
Worth Having

EVERSHARP PENCIL

With a Rock Island Emblem
Enameled Thereon



Made in Two Styles
One Size

Triple Plated with
Rock Island Emblem, **\$1.75**

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



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

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

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

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

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

ACTUAL
SIZE

ROCK ISLAND MAGAZINE

LaSalle Station,
Chicago, Illinois.

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

Sterling Silver\$2.75
Triple Plated\$1.75

Name

Address

Meritorious Service

Fireman Stephen A. Ryan, Switchman James B. Sherwood and Engineer W. Allington, Illinois Division, awarded ten merit marks each for service performed in pulling car which was on fire to a safe distance.

Night Clerk E. H. Crawford, Illinois Division, commended for having drawbar removed from track avoiding possibility of accident.

Engineer Robert Ostendorf, Fireman Harry Joss, Conductor D. Jaiser, Brakemen Elmer Johnson and Robt. Homrighouse, Illinois Division, commended for putting out fire on bridge.

Agent A. G. Otto, Operator L. J. Barst, Section Foreman J. Wilson, Engineers F. D. Dalzell and L. E. Rogers, Firemen N. Brown and Arnold Brown, Brakeman W. C. Tracy, Conductor G. W. Brookbanks and Station Supervisor R. I. Colvin, Illinois Division, commended for getting train out of snow drift.

Brakeman Cecil S. Riley, Illinois Division, commended for removing box car roof from track.

Conductor W. E. Ginn, Brakemen Louis Houget and James O'Connor, Illinois Division, commended for getting car with drawbar out on passing track.

Conductor A. G. Wyant, Brakeman C. A. Harvey and Fireman C. Welz, Illinois Division, commended for services rendered in connection with accident to engine.

Crossing Flagman John Dutro, Illinois Division, commended for advising crew of passing train of dragging brake rigging.

Baggageman J. L. Allen, Des Moines, commended for efforts in securing passenger from Des Moines to Kansas City.

Hostler W. W. Bloss, Round House Laborers Charles W. Cook and James B. Hamilton, Enid, Okla., commended for valuable service rendered in trying to protect property when the depot at Enid was destroyed by fire.

Master Mechanic P. J. Colligan, of Chicago, commended by the assistant passenger traffic manager for information given about a party of persons who plan to buy tickets for California.

Conductor John Arnzer, Chicago, commended for informing the general agent at Detroit of the prospective Western trip of a Michigan man.

Agent O. A. Walker and Fred A. Coellner, Cazenovia, Minn., commended for protecting company property when elevator at station burned.

Conductor Gall, Brakeman McGrath, Chase, Manke and R. W. Smith, Engineers Fowler and York, Minnesota Division, commended for rebrassing car, thus permitting it to be handled without being set out.

Engineer Hardy, Minnesota Division, commended for immediately reporting defective track, which doubtless prevented a derailment.

Brakeman F. H. Myers, Kansas Division, commended for firing engine after regular fireman was disabled.

Fireman E. Kuhns, Kansas Division, commended for assisting repairs to drawbar on coach of his train.

Yard Brakeman C. C. Bruner, Kansas Division, commended for applying air hose on first class train preventing delay.

Conductor O. M. Jensen, Kansas Division, commended for detecting broken arch bar and having car set out.

Section Foreman J. W. Joslin, Kansas Division, commended for detecting bottom door down on empty coal car of passing train and having train stopped and assisting to repair door.

Section Foreman E. T. Harris, Stuart, Okla., commended for clearing trouble on telegraph line after severe windstorm had damaged it greatly.

Brakeman M. E. Swords, Missouri Division, awarded ten merit marks for firing engine after regular fireman was disabled.

Brakeman D. B. Thompson, Missouri Division, awarded ten merit marks for firing engine after fireman was incapacitated.

Brakeman A. L. Courtney and Patrolman J. J. Murphy, Missouri Division, awarded ten merit marks each for extinguishing fire in cinder car at St. Joseph.

Yard Clerk D. B. Shea, Missouri Division, awarded ten merit marks for promptly reporting discovery that car, billed as empty, was loaded as merchandise.

Section Foreman J. L. Duncan, Missouri Division, awarded ten merit marks for promptly reporting to crew that brake beam was down.

Conductor A. R. Bradley, Brakemen Ray Swan and Wm. Hopper, Missouri Division, awarded ten merit marks each for stopping leak in car.

Brakeman I. D. May, Missouri Division, awarded ten merit marks for shoveling down coal, saving delay of six hours.

Conductor C. E. Cahill, Missouri Division, awarded ten merit marks for reporting discovery that loaded car was moving as empty.

Section Foreman Alec Morlock, Missouri Division, awarded ten merit marks for setting out car account drawbar being pulled out.

Agent P. H. Roher and Section Foreman J. P. Moody, Pocasset, Okla., commended for extinguishing fire which destroyed hull house there. Commendation also given for the laborers in Mr. Moody's section.

Conductor Geo. W. Riegel, Des Moines Valley Division, awarded ten merit marks for rebrassing and packing box on baggage car of train. He was deadheading at the time.

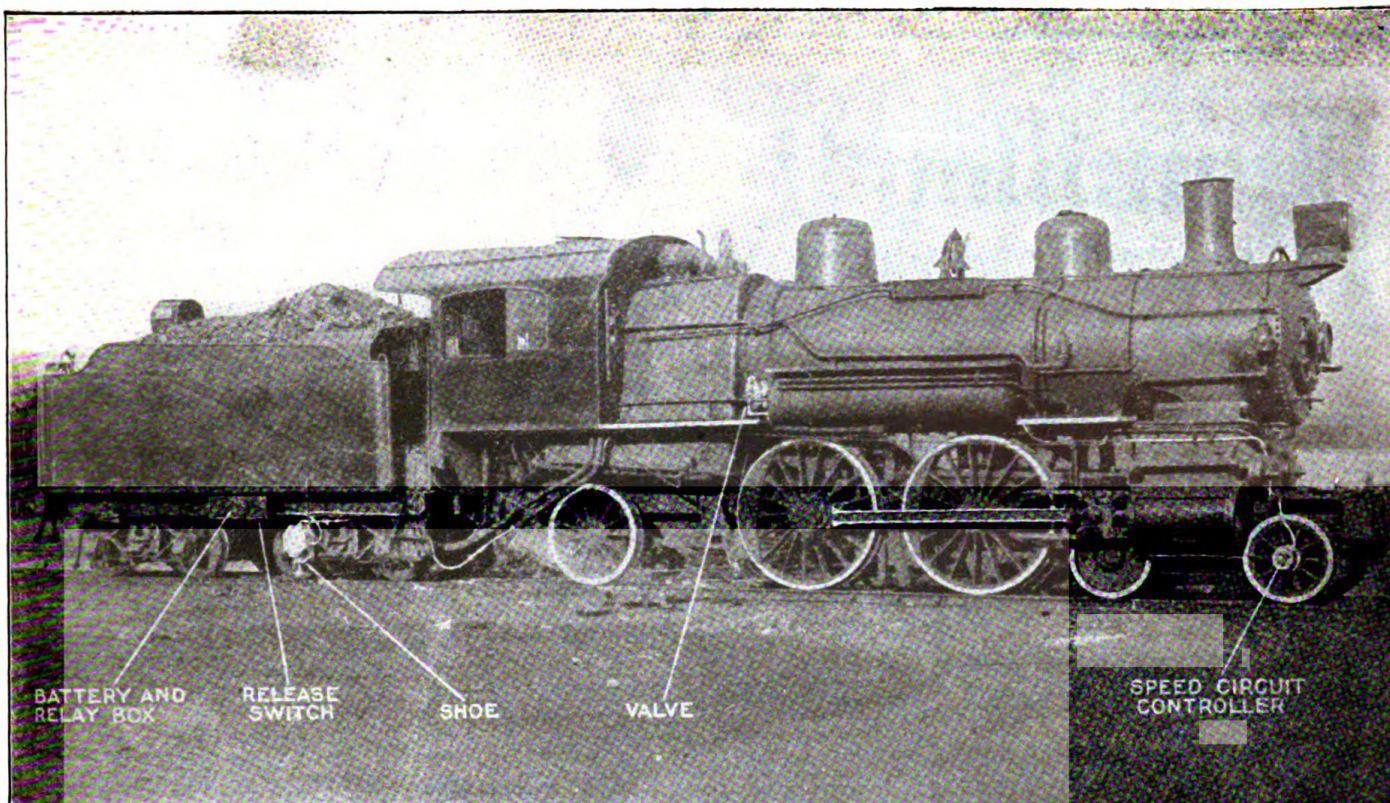
Engineer C. L. Chew, Fireman C. L. Ruble, Brakeman T. M. Whelpy and Conductor H. F. Bess, Des Moines Valley Division, awarded ten merit marks each for assistance given in extinguishing fire near Hinsdale.

Conductor L. R. Cofran, Fireman Emmet Purdey, Engineer Fred Elliott, Brakemen P. E. Shive and A. J. Harlan awarded ten merit marks each for extinguishing bridge fire.

Engineer Frame L. Davis, Des Moines Valley Division, awarded ten merit marks for swedging flues and putting them in condition on clam shell 95238 so machine could be fired.

Yard Foreman H. D. McDowell, Section Foreman Thos. Ganlev and Switchman F. F. Gallagher, Des Moines Valley Division, commended for preventing delay.

Rock Island Magazine for June, 1920.



Locomotive Equipment, The Regan Safety Devices Co., Inc. on Chicago, Rock Island & Pacific Railroad

The devices that complied with all
requisites of the automatic train con-
trol committee of the United States
Railroad Administration.

Now being installed on one of the
greatest railroads in America.

THE REGAN SAFETY DEVICES CO., Inc.

JAMES B. REGAN, President

140 West 42nd Street
NEW YORK CITY

First National Bank Bldg.
CHICAGO, ILLINOIS

Hamilton Watch

"The Watch of Railroad Accuracy"



Engineer F. J. Mink of the New York Central Lines is known as "The Chief" on the New York-Albany run, because he's handled a throttle for thirty-one years. For ten years he drove the Twentieth Century Limited on his division, with the Hamilton he carries, and established an enviable record for running on schedule.

Are you being handicapped with an inaccurate watch?

THERE'S probably no line of work where punctuality has more to do with a man's success than in railroading. If your particular job must be done to a time schedule, then your efficiency record is at the mercy of the watch you carry.

There are two very real reasons why the Hamilton has become the most popular watch among America's railroad men:

Its day-in-and-day-out dependability—its ability to stand up under

railroad work and give long years of unvarying satisfaction.

Have your jeweler show you Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels). These famous railroad models make time inspection a mere matter of routine.

Write today for "The Timekeeper"

An interesting booklet that pictures and describes all the Hamilton models. Prices are given and they range from \$20 (\$24.00 in Canada) for movements alone, up to \$200 for the Hamilton Masterpiece in extra-heavy 18k gold case.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

Morden Frog & Crossing Works

CHICAGO

Manufacturers of All Kinds of STANDARD AND SPECIAL TRACK WORK

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

Division, awarded ten merit marks each for voluntarily assisting in checking and loading freight at Keokuk during shortage of help.

Conductor Louis Lux, Engineer Wellington Walden, Brakeman Francis R. Smith and W. S. Foreman John Ames, Des Moines Valley Division, awarded ten merit marks each for rerailing coach while deadheading.

Engineer C. C. Mathews and Foreman Alex Faulknew, Des Moines Valley Division, awarded ten merit marks each for repairing blow off cock.

Brakeman A. J. Harlan, Des Moines Valley Division, awarded ten merit marks for firing engine after regular fireman had been taken ill.

W. S. Repairman J. M. Dullen, B&B Foreman John Ames and Conductor D. Singleton, Des Moines Valley Division, awarded ten merit marks each for assistance given in derailment near Winterset.

Conductor William Thomas and Brakeman J. Augustine, Pratt, Kan., commended for assisting to rebrass coach.

Engineer C. R. Olinger, Pratt, Kan., commended for making emergency repairs on locomotive avoiding delay to train.

Switchmen A. Carter, B. A. Rippus and S. H. Cowdry, Liberal, Kan., commended for transferring load of cattle account of bad order car when no other help was available.

Answers to Our Monthly Quiz

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

1. Zephyr is the poetical name of the West wind.
2. The United States paid to Russia \$7,000,000 for Alaska.
3. Balfe, composer of "The Bohemian Girl," wrote the music of the Irish song "Killarney."
4. Popocatepetl should be pronounced with the accent on the syllable "tep," not on "ca."
5. "Dei Gratia" means by the grace of God.
6. James M. Cox, who has been mentioned as a possible Democratic nominee for the presidency, is governor of Ohio.
7. The great famine in Ireland occurred from 1845 to 1847.
8. United States senators are elected for six years.
9. Denim is coarse cotton drilling. It takes its name from serge de Nimes, made in the city of Nimes in southern France.
10. Helena is the capital of Montana.
11. Tuesdays and Fridays are the customary days for meetings of the presidential cabinet.
12. Riviera means bank or shore. The word is Italian. Its specific geographic application is to the strip of coast forming the north border of the Gulf of Genoa and extending from Spezia, Italy, to Cannes, France.
13. Frumenty is hulled wheat boiled in milk and seasoned with cinnamon, sugar, etc.
14. Fiume was never a part of the republic of Venice. It was originally in the Roman empire, passed under Frankish control and was incorporated in the dominions of the house of Austria in 1471. In 1779 it became a "corpus separatus," or separate body of the Hungarian

15. The first name of Captain Cook, the famous British navigator, was James.
16. Under favorable conditions toads will live thirty years or more.
17. Climactic means pertaining to a climax; climatic, pertaining to climate.
18. The Romans expressed the number 100 by C.
19. The Tasmanian devil is a marsupial, or pouch-carrying animal, of the island of Tasmania. It has coarse jet-black fur. Although scarcely larger than a badger, it is very savage and will destroy sheep.
20. The United States constitution did not specifically guarantee freedom of speech or of the press. That guarantee was provided in the first of the amendments, declared in force on December 15, 1791.
21. Brazil produces by far the most rubber of any country in the world.
22. St. Mark is the gospel thought to have been written at a time nearest to the events which it describes.
23. A dowel is a headless pin of wood, metal, etc., for keeping two pieces of wood, stone, etc., in their relative position.
24. Sir Robert Borden is the present premier of Canada.
25. Jack Cade was the leader of a radical rebellion of Englishmen in Kent. His forces entered London on July 2, 1450, but in a few days the uprising was suppressed and Cade was killed. Several of Cade's ideas bore resemblance to some of the modern principles of socialism.
26. Four kings of England were named William, counting from William the Conqueror.
27. Polenta is Italian porridge, made of barley, chestnut meal, etc.
28. A dormer window projects upright in a sloping roof.
29. Shakespeare and Cervantes died on April 23, 1616.
30. Washington delivered his Farewell Address on September 17, 1796.

Who Says the Ladies Are Cold to Flattery

From the Houston Post.

The case looked black against the prisoner, who was charged with loitering suspiciously at the railway station. Presently the magistrate said, sternly: "This lady says you tried to speak to her at the railway station."

"It was a mistake," said the culprit, "I was looking for my wife's young niece, whom I had never seen, but who had been described to me as a handsome young lady, with golden hair, well cut features, fine complexion, perfect figure, beautifully dressed, and—"

With a charming blush the principal witness against him interrupted his flow of eloquence. "I don't wish to prosecute the gentleman," she said. "Any one might have made the same mistake."

Alexandria Gains 56 Per Cent in Census

Alexandria, La., which is an important Rock Island city and headquarters of the Louisiana Division, is stepping right along with the best of 'em in population increase. The census bureau on May 17, announced that Alexandria now has a population of 17,610, a gain of 6,297, or 56 per cent.



Do you still have
**Troubles with
Clogged Plumbing**
because somebody
drops a cone or
partly used roll of
toilet paper into
the seat?

Or have you in-
stalled the toilet
paper system that
is saving thou-
sands of Plumbing
Bills each year—

THE ONLIWON HYGIENE

ONLIWON HYGIENE prevents plumbing trouble because each package of Onliwon, as served from the automatic cabinet, is all tissue—there is nothing about it that could possibly get into and clog up the plumbing—That is ONE reason for the UNUSUAL ECONOMY of ONLIWON HYGIENE, especially in buildings where many persons must use the same toilet room.

ONLIWON TOILET PAPER



is made from new, clean wood pulp in a modern factory where every care is taken for absolute sanitation.

The paper is cut and interfolded in a compact, thousand-sheet package, ready to slip into the protecting cabinet. Onliwon Toilet Paper is a soft but firm tissue that is perfectly soluble.

ONLIWON CABINETS



are made in nickel or white porcelain. They protect the sanitary paper from dust and germs, lock securely to prevent waste or promiscuous handling; operate automatically without need of unsanitary knobs to touch and have an indicator on the front which tells when a new supply of paper is needed.

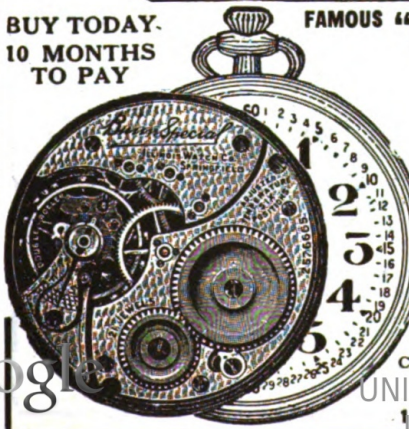
Write for Our Illustrated Folder H-2.

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

Guaranteed Railroad Watch

BUY TODAY.
10 MONTHS
TO PAY

FAMOUS "Bunn Special" ON CREDIT



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

NO MONEY IN ADVANCE.

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

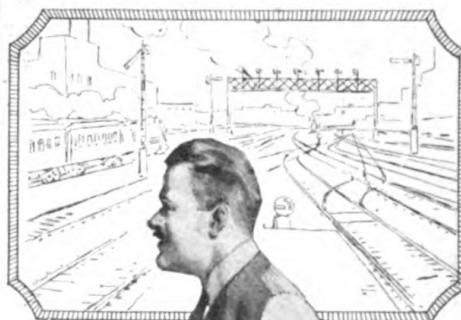
Greatest Watch, Diamond and Jewelry Book ever Published—FREE

We sell highest quality Diamonds, any Standard Watch, or other articles of Jewelry on our liberal 10-PAYMENT PLAN. Write NOW to Dept. 64L. Send for YOUR COPY TODAY.

L. W. SWEET, INC.
1050-1350 Broadway, Dept. 64 L, NEW YORK CITY

Ball Watches

The Official Railroad Standard



Says the Train Dispatcher

"Abraham Lincoln's famous saying about fooling the people, etc., didn't refer to watches and train dispatchers, of course, but the same principle applies. For when it comes to the correct time you can't fool any train dispatcher any of the time. He must have correct time and he *knows* constantly when his watch is keeping it."

Dispatchers and all men of the rail, who put their confidence in the Ball Watch do not have this confidence violated.

The Ball Watch is especially designed to meet the exact official requirements of the great Railroad Systems. That's why it is called the "Official Railroad Standard."

It is necessarily a most reliable watch; it consequently should be your watch. Ask your dealer.

The Webb C. Ball Watch Co.
Cleveland, Ohio

CHICAGO
Carland Building

SAN FRANCISCO
Jewelers Building

WINNIPEG
Confederation Life Bldg



Twentieth Century Model 16 Size Ball Model with safety Bow

PETTIBONE MULLIKEN CO.

725 MARQUETTE BUILDING

Digitized by

Google

Eastern Colorado

The great plains of Eastern Colorado form a great and growing country for which there is a bright and prosperous future for those who desire to engage in farming, stock raising and dairying, or to enter into business in almost any line in one of the live and thriving towns along the Rock Island lines.

When the Rock Island constructed its lines through Eastern Colorado in 1888 the country west of the Kansas state line to Denver and Colorado Springs was a barren prairie land. After the coming of the railroad for many years the country remained almost exclusively a live stock country with scattered homesteaders located here and there. The towns for the most part were small hamlets, located at long distances apart.

1905 saw the beginning of the work towards making Eastern Colorado an agricultural country. Great possibilities for this wide prairie country were seen if it could be placed under the plow and settled up with good farmers and made to produce crops adapted to the soil and climate.

The Rock Island was a pioneer in this work. Under its auspices there was conducted a campaign of education. This work was so successfully conducted that the plains were made to produce good crops. County agricultural agents were later appointed in the counties of El Paso, Elbert, Lincoln and Kit Carson.

Eastern Colorado is a vast empire within itself. There are about eighteen million acres of wild, uncultivated land located between the Rocky Mountains and the eastern state line. It is a distance of 75 miles from the Rock Island to the Burlington on the north from Burlington to Wray. It is 45 miles from our line south to the Union Pacific, Burlington to Cheyenne Wells and also a distance of 75 miles from Calhan south to Ordway on the Missouri Pacific. Farmers haul grain and products 35 miles to our line for shipment.

The soil in Eastern Colorado is rich and fertile and almost everything will grow in abundance, including wheat, rye, barley, corn, pinto-beans, milo-maize, kaffir corn, alfalfa, potatoes, and all small garden truck, apples, peaches and small fruits and berries.

While the government statistics show no greater rainfall than in former years, the growing of crops adapted to the soil together with the improved farming methods has been the means of the Eastern Colorado country producing good crops continuously from 1912 to 1918 inclusive.

The Eastern Colorado country is fast settling up with good farmers from Nebraska, Iowa, Kansas, and Missouri; and during the months of January, February and March of this year there were received 116 carloads of immigrants into towns located on the Rock Island lines.

Just now there is great activity in farm lands adjoining our road. The prices for land are climbing steadily upward. Wild prairie lands are now selling from \$15.00 to \$30.00 an acre, while improved farm lands are bringing from \$40.00 to \$75.00 an acre, according to improvements and location.

We have 22 new grain elevators built in the territory extending from Colorado Springs to Burlington.

At Calhan are located the clay banks from which high class clay is used in the manufacture of fire brick.

Rock Island Magazine for June, 1920.



There Is Where You Can Own a Big Paying Almond Orchard

Buy NOW for Next Season's PLANTING

Don't wait. Make your reservation for an almond tract now. Available acreage for next season's planting is being rapidly taken up. Quick action is now necessary. Investigate this wonderful opportunity at once. Get all the facts. Read the whole story in our wonderfully interesting illustrated booklet, "A Life Income Plus California." Mail coupon for your free copy today. We can still arrange for a planting for next season, if you hurry.

Major Paul Hevener, former Superintendent of Insurance for the Rock Island and now our Assistant Sales Manager, has thoroughly investigated this proposition and strongly recommends it to his railroad friends.

Just see how rapidly the Rock Island family at Paso Robles is growing. These men have eagerly grasped this wonderful opportunity which insures them financial independence for life when they get ready to quit railroading. It's just the chance you have long been waiting for.

\$2500 to \$3000 a Year for Life From a 10-Acre Tract

You owe it to yourself to find out why such surprisingly big profits can so easily be made from 10 acres of almonds. You may think that we are over-shooting the mark when we say that from \$250 to \$300 an acre is a very conservative estimate. But we are not. We have facts and figures to present to you which positively prove that our estimates are far below the actual returns.

Let Major Hevener tell you about it. He will give you absolutely straight facts.

While out at Paso Robles he investigated every phase of the almond industry. He looked all along the road to see if he could find any loose spikes in the whole proposition—and **he could not find a single one!** He bought two 10-acre tracts for himself and considers it the wisest investment he ever made. He figures that, come what may, he is fixed for life, just as are many other railroad men who are putting aside a part of their earnings for the purchase of one or more of these almond tracts.

Small initial payment—easy monthly payments—half the purchase price taken from the crops—700 pedigree bearing almond trees to each 10-acre tract—your funds safe-guarded by one of the largest Trust Companies on the Pacific Coast—these are just a few of the features of this remarkable opportunity.

FREE Illustrated BOOK!

This is the most authoritative book on almond growing for profit ever published. It tells you how we came to select

the Paso Robles district—why the most desirable almond growing lands in all California are found in the Paso Robles District—pictures of the entire almond growing industry. Beautifully illustrated throughout. Mail coupon today.

Associated Almond Growers of Paso Robles
901-06 Lytton Building Chicago, Ill.



Major Paul Hevener

THE R. I. FAMILY at Paso Robles

C. A. Morse, Chief Engr.; E. A. Fleming, Asst. to Pres.; J. R. Pickering, Supt. Trans.; F. J. Shubert, Gen'l Frt. Agt.; A. T. Hawk, Bldg. Engr.; A. W. Towsley, Gen'l Supervisor Trans.; G. T. Ames, Supt. Terminals; J. G. Bloom, Supt.; H. E. Remington, Editor R. I. Mag.; F. M. Maier, Off. Asst. Gen. Mgr. El Reno; A. B. Gilbert, El Reno, Okla.; J. R. McKinney, Dis. Trenton, Mo.; W. C. Turner, Chief Clk., Supt. Term.; J. B. Mackie, Off. Supt. Trans.; A. B. Owen, Chief Clerk, Pres.; H. A. Ford, Telegrapher, Chicago; C. E. Murray, Cust., Chicago; I. Nelson, Off. Gen'l Mgr., Chicago; W. L. Johnson, Silvis, Ill.; E. Hanson, Silvis, Ill.; T. B. Willard, Sec'y to Gen'l Mgr., Chicago; H. R. Fertig, Trans. Ins.; C. W. Brott, Sec'y to Asst. of Pres.; J. T. McKennan, Agt. Minn.; R. C. Sattley, Val. Engr.; J. M. Beattie, Off. Supt. Trans.; J. A. Victor, Chf. Ins. Clk., Chicago; E. G. Berden, Stationmaster, Chicago; R. L. Showers, Dis., Fairbury, Nebr.; Frank H. Frey, Supv. Wage Agreements, Chicago; E. R. Orr, Off. Pres.; W. W. Cameron, Trainmaster, Fairbury, Nebr.; O. H. Rea, Trav. Frt. Cl. Adj.; O. F. McWhorter, Off. Gen. Supt. Frt. Claims; E. S. Mendenhall, Tel. Liberal, Kans.; R. E. Palmer, Agt., Okla. City; Ernest Pringle, Herington, Kans.; Paul M. LeBach, Engr. Water Supply, Chgo.; J. A. Goudie, Fireman, Chgo.; W. Morton, Frt. Sollic., Kans. City; C. E. Starr, Agt., Howe, Okla.; H. C. Jansen, Iowa Falls, Ia.; T. H. Wilhelm, Gen'l Frt. Agt., Fort Worth, Texas; R. R. Seeds, Div. Sta. Supv., Colo. Springs, Colo.; W. A. Melton, Agt., Clayton, Mo.; John McGillp, Cabinet Maker, Chgo.; A. G. Darrall, Loco. Engr., Eldon, Mo.; C. F. Jahn, Tariff Bureau, Chgo.; J. M. Flanagan, Telegrapher, Chgo.; C. G. Adams, C. C. to V. P. & G. M., Chgo.



Personal
Attention
Paul Hevener

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

Name

Address

City State

R. I. 6

Stifel's Indigo Cloth

Standard for over 75 years



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

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

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

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



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

J. L. STIFEL & SONS
Indigo Dyers and Printers
Wheeling, W. Va.

SALES OFFICES

NEW YORK..... 388 Church St.	BALTIMORE..... Coxa Co. Bldg.
PHILADELPHIA... 1033 Chestnut St.	ST. LOUIS..... 604 Star Bldg.
BOSTON..... 31 Bedford St.	ST. PAUL..... 238 Edicott Bldg.
CHICAGO..... 223 W. Jackson Blvd.	TORONTO..... 14 Manchester Bldg.
SAN FRANCISCO, Postal Telegraph Bldg.	WINNIPEG..... 406 Hammond Bldg.
ST. JOSEPH, MO., Union Bank Bldg.	MONTREAL... Room 508 Road Bldg.
	VANCOUVER... 506 Mercantile Bldg.

ETNA

SPANG, CHALFANT & CO., Inc.

MANUFACTURERS OF

Welded Tubular Products
Sizes 1-8 Inch to 24 Inches O. D.

GENERAL OFFICES
UNION BANK BUILDING

PITTSBURGH, PA.

Of Interest to Women

(Continued from page 24.)

The use of spotted material together with plain is seen in many models.

A frock of natural colored pongee is trimmed with bands and collar of blue silk with ecru dots.

So much stitching is used on dresses for children that one without it is the exception.

A dress of blue linen may be effectively decorated in simple stitches with white thread.

A frock of cinnamon colored chambrey may be trimmed with crimson calico and a pretty decoration for it would be bunches of red cherries and green leaves in outline stitches.

Pongee is a very serviceable material for children's garments as well as those for grownups.

For a miss in her teens a dress of cotton crepe in soft rose would be pretty, narrow ruffles could trim the skirt and the blouse and a sash of narrow gors-grain ribbon give the finishing touch.

A blouse of dark blue wool jersey embroidered in green and a skirt of white pique makes a smart and serviceable costume for a school girl.

Rose and white dotted Swiss may be combined with white Swiss in a dress for a young girl.

White calico dotted with cherry red makes a simple dress for a tiny tot. Yoke and sleeve edges are finished with red cotton thread in blanket stitching.

DESCRIPTION OF PATTERNS.

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

3240-3226. A Pretty Frock. Waist 3240 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3226 cut in 7 sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. The width of the skirt at its lower edge is 1 1/4 yard. It will require 8 yards of 36-inch material for a medium size, for the entire dress of one material. Two separate patterns 10 cents for each pattern.

3248. Junior Dress. Cut in 3 sizes: 12, 14 and 16 years. For a 14 year size 4 1/2 yards of 36-inch material will be required. Price 10 cents.

3237. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A medium size will require 7 1/4 yards of 42-inch material. The width of the skirt at its lower edge is about 1 1/4. Price 10 cents.

3253. A Becoming Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16 year size will require 4 1/2 yards of 4-inch material. The width of the skirt at lower edge is 1 1/4 yard. Price 10 cents.

3247. A Charming Gown. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 4 3/4 yards of 36-inch material for the dress, and 1 1/4 yard for the jumper or over-blouse. The width of the skirt at lower edge is 1 1/4 yard. Price 10 cents.

3262. Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size will require 4 1/2 yards of 27-inch material for the dress, and 2 1/4 yards for the "jumper" or overblouse. Price 10 cents.

3219. Lounging 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 7 1/4 yards of 36-inch material. The width of the skirt at its lower edge is 2 yards. Price 10 cents.

3246. A Dainty Dress. Cut in 5 sizes: 4, 6, 8, 10 and 12 years. A 10 year size

Book and Magazine for June, 1920.

ELECTRIC

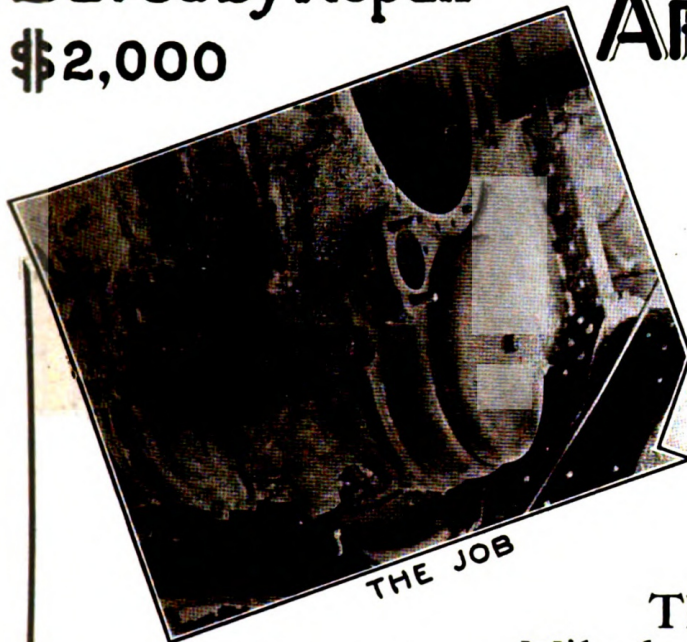


WELDER.

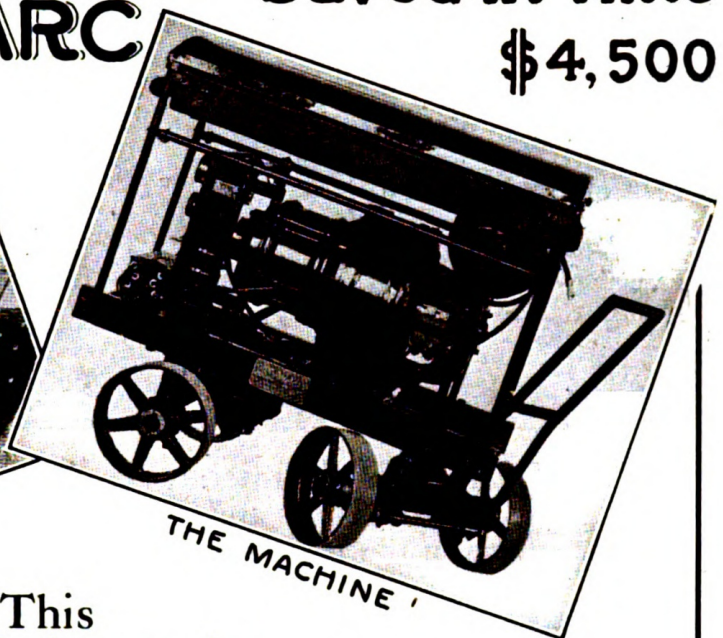
Saved by Repair
\$2,000

ARC

Saved in Time
\$4,500



THE JOB



THE MACHINE

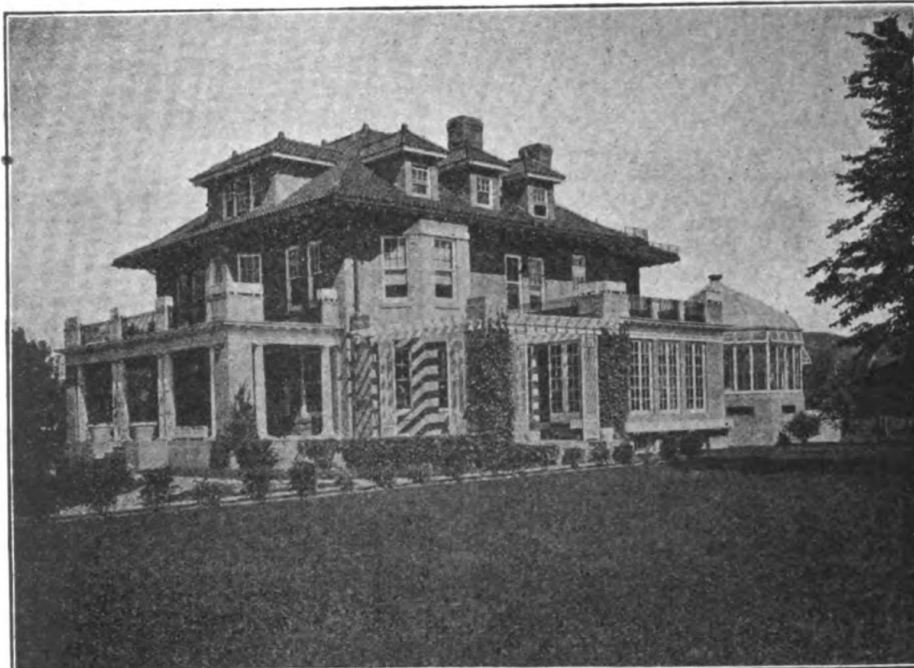
This Mikado locomotive cylinder broken in service was repaired by a USL Arc Welder. Whole time consumed for making preparations and actual repair only four days. Effected saving in material and labor \$2,000.00. Indirect saving by the immediate return of locomotive to service, of from \$50.00 to \$100.00 per day, (approximate total \$4,500.00) for about two months, the time required to procure and apply new cylinder.

USL Arc Welders are noted for their high efficiency, inherent automatic regulation, simplicity, portability, constant energy control and reliability. There are no regulating devices to tamper with or get out of order on the USL Arc Welder.

U. S. Light & Heat Corporation

Factory: Niagara Falls, N. Y. .

Branches: New York Chicago Detroit Kansas City, Mo. San Francisco Washington, D. C.



"IDEAL HOME", Endicott, N. Y. A Free Library for our workers and their friends. All the comforts of the real home.

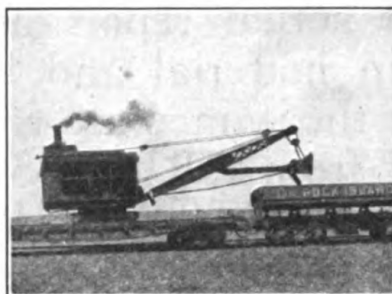
ENDICOTT - JOHNSON

ENDICOTT,
N. Y.

Shoes for Workers
and
Their Boys and Girls

JOHNSON CITY,
N. Y.

Our "AMERICAN"
Railroad Ditcher will
handle as much as our
Steam Shovels and
make a better average
at one-fourth the cost.



That is what Mr. R. V. Ford, formerly Supvr. Work Equipment Chicago & Rock Island & Pacific Railway said.

Mr. Ford then continued as follows:

"Our Ditcher train outfit is quick to move and can make passenger schedule if required. It can run ahead of a train to siding and get into clear quickly.

"Our Ditcher No. 6 averaged over 400 yards of dirt per day for a period covering 7 months, clearing for 9 work trains and 4 regular trains daily."

No matter where you are, an "AMERICAN" representative can reach you in twenty-four hours.

"Give me where I may stand and I will move the world"



AMERICAN



HOIST & DERRICK CO.

St. Paul, Minnesota

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

Digitized by Google

will require 3¾ yards of 27-inch material, and 1¾ yard for the jumper or overblouse. Price 10 cents.

3245. Child's Dress with Guimpe. Cut in 4 sizes: 4, 6, 8 and 10 years. For a 6 year size 1½ yard of 27-inch material will be required for the guimpe, and 2¾ yards for the dress. Price 10 cents.

3249. Porch or Home Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. It will require 6½ yards of 36-inch material for a medium size. The width of skirt at its lower edge is 2 yards. Price 10 cents.

3235. An Attractive Apron. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42; extra large, 44-46 inches bust measure. A medium size will require 4½ yards of 27-inch material without the sash. Price 10 cents.

3236. Child's Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 2 year size will require 2¾ yards of 36-inch material. Price 10 cents.

✻ ✻

Willard Explains Rate Increase Necessity

President Willard of the Baltimore & Ohio railroad, in an address to directors of the Merchants and Manufacturers' Association at Baltimore, declared "the operating expenses of the railroads have increased more than 100 per cent, whereas the revenue has increased but 36 per cent.

"This situation cannot go on, if the railroads are to live. The Interstate Commerce Commission has asked us to see as many shippers and commercial organizations as we can and get their views. This we are doing, and we have been assured that the commission will give the matter early attention. We have asked for an increase of 30.42 per cent. This additional revenue will be sufficient to place the roads in the same condition that they were in 1916."

✻ ✻

Winchell Is Now a Pierce Oil Executive

B. L. Winchell, who, until March 1, was regional director of the Southern Region of the Rail Administration, has been elected vice-president of the Pierce Oil Corporation at New York.

Mr. Winchell, who has had a long railroad career, was president of the Rock Island from 1904 to 1909, and later was president of the Frisco and the Chicago & Eastern Illinois Railroads. Prior to government control he was director of traffic for the Union Pacific System.

✻ ✻

Says Agent F. F. McNew Is a Live Wire

Traffic Manager Warner, of the Kanotex Refining Company, Arkansas City, Kan., in a recent note to P. L. McGue, division freight agent of the Rock Island at Wichita, said that Agent F. F. McNew, at Fairfield, Ia., is a live wire and his company liked to do business with him.

Mr. Warner enclosed a report from Mr. McNew showing that a car shipped by the Kanotex Company, which arrived at Fairfield at 8 a. m. on April 7, was delivered to the consignee within one hour.

Rock Island Magazine for June, 1920.

5000 Mile Guarantee Tires At 1/4 the Usual Tire Cost

EVERWEAR DOUBLE TREAD TIRES are made doubly durable by our secret reconstructed process used in the manufacturing, and have double the amount of fabric of ordinary tires, which make them practically puncture proof, and rarely any blowouts. Many users of **EVERWEAR TIRES** get 5,000 to 10,000 miles of service. Look these prices over and order while stock is complete.



Size	Tires	Refund
30x3	\$ 5.50
30x3 1/2	6.50
32x3 1/2 S. S. Only	7.50
31x4	8.50
32x4	8.75
33x4	9.00
34x4	9.25
34x4 1/2	10.75
35x4 1/2	11.00
36x4 1/2	11.50
37x5	12.75

RELINER FREE WITH EVERY TIRE

Your first trial makes you a customer as long as you drive a car. When ordering, state whether you want a straight side or clincher; plain or non-skid tire. Send \$2.00 deposit for each tire, and \$1.00 for each tube ordered. Balance C. O. D., subject to examination. We allow a special discount of 5 per cent if you send full amount with order. Send order in today before prices advance.

EVERWEAR TIRE AND RUBBER CO., Inc.
Dept. 78 3935 Washington Blvd. Chicago, Ill.
References: Madison & Kedzie State Bank

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

**Headaches Neuralgias
Colds and La Grippe**

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

NO MONEY! IN ADVANCE



Just send your size and your pair of Nurse's Comfort Shoes will arrive postage prepaid. Soft leather uppers, made on a pleasing last. Cushion innersoles, flexible outsoles and jarproof rubber heels. A shoe every woman will delight in wearing. They are a relief to tired, aching feet. WE GUARANTEE that these shoes are of \$5 or \$7 value. They will give satisfaction or your money back. You are judged by the success you have in any way.

SEND NO MONEY
PAY ONLY
\$4 19

ON ARRIVAL—POSTAGE FREE

—Mail Coupon Today—

THE SHOE MAILING HOUSE, Dept.

Station A. Postoffice, Boston, 18, Mass.

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

Name.....Size.....

Address.....

TRADE CAMERAS!

Kodaks, Graflex, Lenses and Motion Picture Cameras. Every Item Guaranteed.

FREE Catalog and Bargain List Write Today.

BASS CAMERA COMPANY

Dept. 104

109 North Dearborn, CHICAGO

Conductor Tells of Safeguards for All Local Freight

By J. H. Hassley

Much has been said and written in regard to co-operation, that is, working together for mutual good, or, unity of purpose. The purpose of a railroad is to furnish proper transportation, freight and passenger to its patrons. Every user of freight therefore is a patron, either directly or indirectly.

In the handling of a Local Freight Train there is probably more opportunity with essential results to be attained than in most any other position in transportation service, as the greater portion of business, carload, and less than carload, is handled in one way or in another at points of origin and at destination by "The Work Train" of the Division.

The careful handling of packages or furnishing of proper cars for various loading, seeing to it that in-bound loads are properly set for economic unloading, always in direct contact with company's patrons and protecting their best interests brings business to the road that otherwise we would not secure, keeps the division clear of loads, also empty equipment not needed there but desired at another part of road or in adjacent territory.

When we fail to do our best in these respects we lose opportunity for carloads of freight. Every carload lost means not only lost revenue to road but lost mileage to train and engine crews as well. This feature, I believe, merits very serious consideration.

Empty car distribution is very important, and largely up to local freight crews to see that proper cars are furnished. For instance, the question "What is a grain car?" has as many answers as there are grain shippers on the Division. In order to protect against claims and excessive empty car haul it is necessary that local crew knows just what condition car to be furnished is in, also to be acquainted with shipper sufficiently well to know how much co-operation we will receive from him in the "coopering" of car for safe haul of shipment to destination.

A great deal of time is saved by conductors conferring with each other when they meet daily, enabling them to figure their moves in advance, also notifying stations in advance of loads or empties they have in train with a view to having disposition from owner prior to train arrival. This has been the means of saving many car days especially during the past months when cars were so badly needed.

Local freight crews and station forces are in closest touch with shippers on division and by traveling salesmen who ride frequently. Proper regard for their needs not only results advantageously to company in direct remuneration but has its effect in moulding public opinion as well.

The failure to get Mars on the wire should not be accepted as final. Perhaps the public service on that planet is under government control.—New York Sun.

We can see why the South might be enthusiastic for the overalls clubs. Overalls we believe, are not made of wool. Minneapolis Tribune.

Don't Send a Penny

Here's a wonderfully attractive Jap silk waist at a wonderfully attractive bargain price. And best of all—we will ship this extremely handsome garment without a cent in advance! So sure are we that it will sell itself at sight that all we require is merely your name and address on a postal card. Send no money. We take all the risk that you will be so delighted with the style, material, fit and finish of this beautiful waist that you will gladly pay our amazingly low bargain price to keep it.



Pure
Jap
Silk

Extraordinary Silk Waist Offering

Sizes: 32 to 46 in. bust.
Colors: white, flesh or black.

"Extraordinary" is the word that exactly sums up this very unusual opportunity. You must act promptly to secure one of these waists, as our low bargain price will quickly exhaust the supply. This exquisitely dainty blouse of genuine Jap silk is a design of great beauty and a model of smartest style. Front is handsomely embroidered with pure silk in contrasting colors. Cut full, perfect fitting; popular "V" shaped neck and sailor collar. Front closes with pearl buttons. A waist every woman falls in love with at first sight.

Don't Wait

Send your name and address at once to avoid possible disappointment. Send no money. Pay only \$2.75 for waist on arrival. Examine every feature carefully—the pure Jap silk fabric—smart snappy style—beautiful finish—try it on and see the perfect fit. Then if for any reason you are not delighted with the extraordinary value, return waist to us and we will refund your money. Order White by No. BX757; Flesh by No. BX758; Black by No. BX759. Be sure to give size wanted. Send today!

LEONARD-MORTON & CO., Dept. 6489 Chicago

Get a Ford FREE



Without a Dollar of Cost

You don't have to pay for it—not even the freight. Not a dollar of your money required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

G. WOODS, Mgr., 203 Capital Bldg., TOPEKA, KANSAS

Your Choice!

The Comfort, Quality and Style of this beautiful Oxford makes it the most wonderful Dress Shoe Value ever offered. Your choice of black or tan, in either military low or French high heels. Direct to You from the Shoe Style Center of America. Send for a pair ON APPROVAL. Simply mail coupon. Do not pay a penny until they arrive. Compare them with shoes sold elsewhere at \$8.00 to \$10.00 a pair. Try them on in your own home. Enjoy their blessed comfort! Your friends will instantly recognize their good taste and smart, snappy style. Postage FREE.

Send No Money

If you are not delighted with these wonderful shoes, they will not cost you a penny. Send them back at our expense.

\$4.85 on Arrival You Risk Nothing!

=====MAIL COUPON TODAY=====

BOSTON MAIL ORDER HOUSE, Dept. 2054

Essex P. O. Bldg., Boston, Mass.

Send shoes ON APPROVAL. I will pay only \$4.85 on arrival.

☐ Rich Dark Tan, Low Heel ☐ Rich Dark Tan, High Heel

☐ Dull Black Kid, Low Heel ☐ Dull Black Kid, High Heel

Name.....Size.....

Address.....

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

IF WEAK, THIN OR NERVOUS DON'T WORRY

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

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

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

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

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

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



Tobacco Habit BANISHED in 48 to 72 Hours

No craving for tobacco in any form when you begin taking Tobacco Redeemer. Don't try to quit the tobacco habit unaided. It's a losing fight against heavy odds and means a serious shock to the nervous system. Let the tobacco habit quit YOU. It will quit you, if you will just take Tobacco Redeemer, according to directions for two or three days. It is a most marvelously quick and thoroughly reliable remedy for the tobacco habit.

Not a Substitute

Tobacco Redeemer contains no habit-forming drugs of any kind. It is in no sense a substitute for tobacco. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It makes not a particle of difference how long you have been using tobacco, how much you use or in what form you use it—whether you smoke cigars, cigarettes, pipe, chew plug or fine cut or use snuff, Tobacco Redeemer will positively banish every trace of desire in from 48 to 72 hours. This we absolutely guarantee in every case or money refunded.

Write today for our free booklet showing the deadly effect of tobacco upon the human system and positive proof that Tobacco Redeemer will quickly free you of the habit.

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

Pile Surgery Unnecessary

Post Card Brings
FULL \$2.00
TREATMENT



Free From Piles

Sufferers of Blind, Bleeding, Itching and Protruding Piles who fear the knife, will find comfort and quick relief in POWERS PILE REMEDY. Medical authorities claim that Piles often result in serious organic trouble. Do not allow them to multiply and rob you of your vitality.

POWERS PILE REMEDY

is mild and soothing and brings almost instant relief. Mail post card for full treatment. If results are satisfactory, costs you \$2.00—if not, costs you nothing. Address:

H. D. POWERS, Dept. 910, BATTLE CREEK, MICH.

Show This to Some Pile Sufferer

News from the Divisions

OF INTEREST TO ALL.

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

COLORADO DIVISION.

By G. L. Zellers and the Western
Kansas News.

Lineman A. Bartz has been transferred to service at Manly, Iowa.

Lineman O. D. Herron arrived to relieve Lineman Bartz.

Telegrapher Joe Mansell resigned May 1, to work in Kansas City.

Division Engineer McClanahan has been transferred to the Oklahoma division.

Carpenter Byron Perdieu was a Denver visitor for several days.

Carpenter John Ronnie and Henry Meng made a road trip to Dellvale, Kans.

Fuel Supervisor Dempsey attended a meeting of system supervisors in Chicago.

Master Mechanic J. M. Kerwin returned from the monthly staff meeting in Des Moines.

Blacksmith Helper John Hoffman moved into the new home which he recently purchased.

Second Trick Wire Chief Harding has bought the Wetherell home and is making extensive improvements.

Jos. Whittaker, who had been employed as clerk in the storehouse, resigned and left Goodland.

Machinist Helper James Bridgman and family left for a visit with home folks at Homer, Iowa.

Roundhouse Foreman Ed Olson and family enjoyed a several days' visit with relatives at Horton, Kans.

Telegrapher John A. Flood, accompanied by his wife, has arrived from Texas to work in the Goodland relay office.

Machinist Helper James Taylor returned to work after an absence of three months on account of illness.

Paul Scallion, Willard Walters, Harold Parker and Glenn Dimmitt spent several days visiting friends in Denver.

A. C. Bradley, division engineer from the Oklahoma division, arrived to take the place of S. L. McClanahan, transferred.

Pipefitter N. E. Austin, who has been working at the shops for the past year, resigned and left for his former home at Salina, Kans.

Pipefitter Reed, who has been working at Limon for the past month, returned to Goodland to take the place of N. E. Austin, who resigned.

Blacksmith Helper Jerry Hallacy expects to leave some time during the next few weeks for California. He will be accompanied by his sister who has accepted a position as a nurse in San Bernardino.

Machinist Ed Eckles has returned to Goodland after his usual absence of several months. Ed states that he is due to remain in Goodland this time at least six months. His last stop was at Marysville, Kans.

G. H. Likert, a former master mechanic at Goodland, and Ben D. Bell, a former general foreman, were pleasant visitors at the shops recently. Both of these gentlemen are now holding good positions with the Union Pacific railroad.

Lad Vytlas, who lost his wife by death several months ago, has been having a hard time since then taking care of his several small children on account of being unable to obtain a housekeeper. Mr. Vytlas received word last week that a sister is coming from the republic of Czechoslovakia to keep house for him. She will arrive in Goodland some time next month.

The work of moving a good-sized building from one location to another is considered by the railroad men at this place as a small job. The building erected for a tool house and office by Mr. Colvin, who had charge of the building of the new roundhouse, was moved from north of the new roundhouse to a site near the ice plant. The method of doing the work was very simple. The building was raised high enough to get a flat car under it and then the switch engine performed the rest of the work.

Steve Goddard, formerly brakeman out of Goodland, spent a day visiting old friends here. Steve is now working for the Union Pacific at Boise, Idaho, and is forming a very warm attachment for that section of the country.

Conductor J. S. Walsh returned from Excelsior Springs.

C. W. Jones, manager first district, made a trip to the Colorado division.

Ed Reed and wife have returned from Illinois where they spent a vacation of several weeks.

Roller-maker Helper R. C. Bonebrake expects to move into his new home soon.

J. J. McLean, day operator at Limon, is relieving Ralph Walker temporarily at the car distributor's desk.

Miss Rhoda Mapes, clerk in the trainmaster's office, visited home folks in Trenton, Mo.

A fuel economy meeting was held at Goodland recently. H. Clewer, supervisor of fuel economy on the Rock Island lines was present.

There is a reason for the big, broad smile that Machinist George Newton is wearing. He is the father of another son, born Monday, May 10.

Chief Clerk Earl Palmer and family and Mr. and Mrs. Ed Larsen, were called to Burlington on account of the serious illness of the father of Mrs. Palmer and Mr. Larsen.

Hugh Robertson, Arthur Kreuzer, Austin Heston, Fred Erickson and Allison Stauffer are taking a unique form of vacation. They left Goodland for Flint, Mich., the home of the Buick automobile. At Chicago they will be met by E. A. Skinner. Mr. Skinner recently purchased six Buick cars for the Skinner Motor Sales Company, but is unable to get them shipped to Goodland on account of congested freight situation, so the above named men decided to make the trip to Flint with Mr. Skinner and each will drive a car back to Goodland.

The annual visit of the air brake instruction car to Goodland occurred in May. The car is sent over the entire system for the instruction of train crews and shop men.

Charles VanWey, of the car department, has been transferred to Fairbury, Nebr., as a tractor operator on some construction work that the Rock Island is doing at that place.

Fenton Forsythe, who has been employed in the master mechanic's office for the past several years, resigned to accept a position with the Millisack department store. For the past year Mr. Forsythe has held the position of timekeeper.

Fishing parties to the Smoky are attracting many of the shop men these days. Autos filled with the followers of Isaac Walton keep the roads between Goodland and the Smoky a regular cloud of dust from 3 o'clock until dusk. Many good catches are reported.

The sympathy of the shop men is extended to Roller-maker George Braun in the recent loss of his father. The elder Mr. Braun followed railroading practically all his life and for the past eleven years was on the pension list of the Santa Fe railroad. His death occurred in Topeka.

Pipefitter Helper Clyde Brinker and family and Mr. and Mrs. Claude Brinker returned from a visit with relatives at Eureka, Kans. While there the Brinkers were caught in a cyclone which destroyed part of the city. They suffered no injury although the father of Clyde and Claude was seriously hurt.

DAKOTA DIVISION.

A number of the office force spent May 1st and 2nd out of town, shopping and visiting. Mrs. Arnett and Ethyl Matthews visited Cedar Rapids.

Mr. Arnett, chief timekeeper, went to Iowa City on business, and Florence Dauber of the accounting department visited relatives in Minneapolis.

Selby Broms returned from Des Moines the third after spending the week end in the city with friends.

Operator Myers is the new agent at Moneta, Iowa, and Operator McGinn returned from Manly to take Mr. Myers' place in the dispatcher's office.

Master Carpenter Kirk sprained his ankle while trying to perform some acrobatic stunts on the front of his motor car, kicking pebbles from the rails near the Indian School at Pipestone, Minn.

The little Indians' favorite pastime is heaping pebbles on the rails and waylaying the officials. When they stopped Roadmaster Buseman their joy was short lived.

Joe Yeager, timekeeper, expects to leave for Texas the last of the month to accompany his wife and the little Yeagers home.

Roadmaster Petersen, first at the table, first with the ladies and first of all supplies, is also the first to spring the overall fad around the superintendent's office.

T. J. Hession is the new claim agent on the Dakota division.

Chief Dispatcher Callender has acquired a regular complexion while painting his garage. After spending a day, much elbow grease and turpentine, he has concluded to be less free with the paint next time. Just to show that he was a regular "autoist" he sailed down Lincoln street at a forbidden rate of speed and nipped the lights and fenders from a Ford.

Engr. G. Nickelson was recently married to Mrs. Wyman of Estherville, Iowa, where they will make their home.

May 15th Orleans station will open for the season. The fish ponds from the offices have all plans made to get their share of the fishy tribe.

Otto Balzar, chief clerk at the roundhouse, has taken a two months' leave of absence. Mr. Chink from Cedar Rapids is acting as chief clerk during Mr. Balzar's absence.

Mabel Wartchow, private secretary to the superintendent, spent the week end at Forest City, Iowa.

Ann Peters, assistant accountant, visited at Trever with friends.

Recently the depot at Belmond, Iowa, was set fire by unknown parties, resulting in damages amounting to about \$1,000.00. It is thought the fire was accidentally set while the till was being robbed and search made for money in the cupboards. About \$500.00 was stolen.

Ruptured?— Throw Away Your Truss!

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

Sent On Trial to Prove It

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

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

Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.

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

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

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

Yours very sincerely,

JAMES A. BRITTON.

80 Spring St., Bethlehem, Pa.

Cured in Six Months After 18 Years

Hinton, Ky.

C. E. Brooks, Marshall, Mich.

Dear Sir:

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

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

Your sincerely,

RUFUS FIELDS, R. R. No. 1.

Others Failed but the Appliance Cured

C. E. Brooks, Marshall, Mich.

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



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

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

WM. PATTERSON.

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

"Results are Marvelous"

C. E. Brooks, Marshall, Mich.

Dear Sir:—I tried all kinds of trusses without any relief until I bought your Appliance.

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

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

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

Child Cured in Four Months

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

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

Yours very truly,
ANDREW EGGENBERGER.

Ten Reasons Why

You Should Send for Brooks
Rupture Appliance

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.

2. The Appliance for retaining the rupture cannot be thrown out of position.

3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.

4. Unlike the ordinary so-called pads used in other trusses, it is not cumbersome or ungainly.

5. It is small, soft and pliable, and positively cannot be detected through the clothing.

6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.

7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.

8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.

9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.

10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitancy in sending free coupon today.

Remember

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

Free Information Coupon

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

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

Name

City

State

OVERALLS and UNION SUITS

HAWK BRAND



BUCK BRAND



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

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

Miller Manufacturing Company

FIVE FACTORIES

Dallas and Fort Worth, Texas
Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

GIFTS THAT DELIGHT
ELECTRIC LAMPS — PERCOLATORS — CHAFING DISHES
TOASTERS — FLAT IRONS — VACUUM CLEANERS
These and many other useful articles on display

Founded 1887

CENTRAL ELECTRIC COMPANY

The House of Service

316-326 South Wells Street

CHICAGO

AUTOMOBILE ACCESSORIES and ELECTRIC APPLIANCES

Mr. Shoemaker is assisting in the accounting department during his vacation as court reporter. Conductor Wm. Davis has moved to Valley Junction to take the run between Valley Junction and Cowrie.

Mr. Dowell and wife from Silvis visited in Estherville with friends and relatives the first of the month. Mr. Dowell is an accountant in the store department.

J. Colles has returned to the Dakota division as roadmaster, with headquarters at Dows. Conductor Blazer is the agent at Orleans station for the season.

Strange Happenings—Section Foreman Carl Elerts of Manson, Iowa, did not use his brain ately, as his hair turned rusty (red); before it was dark brown with a few grays. He must be preparing to beautify himself for Easter. Now don't all rush to the hair beautifier and turn red-headed.

DALHART NEWS.

From the Dalhart Texan.

Conductor A. S. Herzer and wife are spending their vacation in Galveston.

N. M. Vineyard, lineman, is able to be out, after a month's illness account motor car accident.

Mrs. B. H. McNamara, wife of the master carpenter, returned a few days ago from a visit to California.

Conductor A. J. Harris has returned from his vacation in Ft. Worth.

Mrs. H. W. Clutter, wife of our cashier, left April 15 to visit at Mineral Wells.

The Brotherhood of Railway Clerks gave their second annual Easter ball Friday, April 9, at the opera house.

Mr. and Mrs. Cecil McCoy returned a few days ago from eastern Oklahoma, being called there the illness of their family.

Our agent, R. N. Childers, attended the southern Baptist convention at Washington, D. C., in May.

Ben R. Gill, yard clerk, has asked for a ninety day leave of absence and pass to Chicago. Ben contemplates embarking on the sea of matrimonial bliss, his pass reading, "Ben R. Gill and wife."

E. F. Pipkin, chief dispatcher, of Pratt, Kans., attended company business recently.

Miss Alice O'Rourke, personal record clerk, is off on account of illness.

Miss Elizabeth Dolan is spending a few days in Kansas City.

Quillman Scott, roundhouse clerk, left for Oklahoma City to spend a week with his brother.

Miss Helen Roleson has answered Cupid's summons, and will leave for Little Rock shortly.

Harry Huncke, division accountant, is off for a few days account illness of his wife.

HAILEYVILLE, OKLA.

Miss Marcella Gorman, who has been secretary to the chief clerk in the superintendent's office for the past two years, has resigned her position to be married. During the time Miss Gorman has been in the office her womanly qualities and pleasing personality have endeared her to the hearts of all who knew her. As a token of the regard in which she was held, the office force presented her with a cut glass water jug and six glasses with silver mounted mirror tray. All regret the loss of Miss Gorman from the office.

April 15 was clean-up day for the town at Stuart just west of McAlester. All places of business were closed from 10 a. m. until 4 p. m. to enable every one to take part in the work. All trash was thoroughly disposed of and the town and station grounds now present a spotless appearance.

Recently Division Engineer C. A. Richards and Roadmaster Jas. Bolton made an inspection trip over the west end, stopping long enough in the vicinity of Lima to kill a basket full of frogs. The report reaches us that some of these frogs were as large as wash pans. If any of the readers of this magazine are frog artists and wish frogs such as these for models for their pictures, would respectfully refer them to Messrs. Richards and Bolton.

The Railroad Water and Coal Handling Company have just completed a new 350 tons bucket type electric hoist coal chute at Shawnee, Okla.

A hot well is being built at Shawnee shops. When this well is completed it will make a big savings in water at that point.

The new dykes are being built along the South Canadian River at Agua, Okla., for bank protection. The rock for filling the dykes is being quarried at Stuart, Okla.

MINNESOTA DIVISION.

By L. V. H.

D. B. Walker, formerly second trick operator, Nevada, has been appointed agent at Buckeye, vice C. J. Shanger, assigned second trick operator, Waterloo.

Ronald Chapman, son of George Chapman, helper Faribault, has started his railroad career as helper, Abbott Crossing.

M. E. Gates, representative of B. R. C., was a visitor at the superintendent's office, Manly, May 15th.

W. B. Gavin has been appointed chief clerk at Minneapolis freight house. "Bill" was formerly chief clerk to Agent Brahney, Mason City.

E. O. Shallenberger of Des Moines has accepted position as station timekeeper, superintendent's office, filling the desk vacated by Rodger Kingsbury, resigned to accept services with another company.

C. C. Hollingsworth, formerly second trick operator, Tracer, is now assistant rate clerk, Minneapolis freight house.

Miss Fowler of the superintendent's office is the Rock Island Magazine for June, 1920.

Knock H' Out of Your

H.C.L.

Add \$50 a month to your pay

Hundreds of men all over the country, in the same line of work as you, are doing it, and they are giving only a small portion of their spare time to it.

We have the best known article of its kind—its name is known to every railroad man—and it is a necessity, a tool of his trade.

No selling experience necessary—just a willingness on your part to give a little of your spare time. No investment on your part is required.

Write today for full particulars.

POTTER BROS.

Dept. R, 190 N. State Street
CHICAGO - ILL.

Getting Ahead

Is the story of Peter Perkins and how he accumulated \$10,000 in ten years by investing \$25 a month in high-grade listed stocks and bonds, on a novel plan. "Getting Ahead" is as interesting as anything you ever read. Thousands have read it and are now "getting ahead" financially on the same plan.

You will be fascinated with it. But better still, it will show you a new way to invest your savings monthly—how to get interest, plus a PROFIT, on your money—without sacrificing safety. We send it free. WRITE FOR IT TODAY.

KRIEBEL & CO.

INVESTMENT BAKER/
South La Salle St. Chicago

Standard TIRES at 1/2 Off

No Money With Order

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

See These Cut Prices

Size	Tires Tubes	Size	Tires Tubes
30x3	\$ 7.80-12.75	33x4 1/2	14.00- 4.50
30x3 1/2	8.90- 2.95	34x4	14.50- 4.45
32x3 1/2	9.80- 3.40	34x4 1/2	15.00- 4.60
31x4	10.85- 3.90	35x4 1/2	15.50- 4.90
32x4	11.95- 4.00	36x4 1/2	16.10- 5.15
32x4 1/2	12.90- 4.45	36x5	16.80- 5.40
33x4	13.80- 4.30	37x5	17.00- 5.75

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

ARMOUR RUBBER WORKS

Dept. A117 1148 S. Wabash Ave., Chicago

proud possessor of a new shimmie bound (dog, of course) which we understand, she has named Plesser. Wonder why?

H. E. McCool has been appointed chief clerk to Agent Dafoe at St. Paul.

Miss Vera Struke, stenographer in the master mechanic's office, has been granted sixty days leave of absence and will leave shortly for the Pacific Coast. She will accompany her mother, who for the past few months has not been enjoying the best of health.

Transitman C. M. Colvin has returned from a two weeks' visit in the South and with him a most charming bride. Congratulations, Charlie, old boy!

A recent issue of the Manly Signal carried with it an advertisement for potato bug pickers, but from the looks of the garden we would say that Jeff was attempting to raise quack grass hay for a cow. A hoe will not be necessary, Jeff. Wait until it gets long enough and use a scythe.

Mr. and Mrs. William Miller have resigned their positions as car distributor and maintenance clerk, respectively, to accept services with the Erie railway in Chicago. Ollie Wells, formerly chief on business car 1918, has also accepted services with the above mentioned company.

Wm. Kendrick, cashier at Waterloo freight house, has been granted leave of absence for sixty days.

W. J. Kelley, rodman, has been transferred to the Nebraska Division, in the capacity of instrumentman. We regret very much that Bill left us and the only condolence we have to offer the fairer sex is that his heart left the division long before his body.

J. R. Bodson has been appointed general foreman at Manly, vice J. W. Finch, transferred to the second district. Mr. Bodson's vacancy at Inver Grove has been filled by H. Tatum, recently returned from overseas service.

Dispatcher M. J. Shauger is the proud and happy father of a little miss which arrived May 7th. Bob says she is a "wonder."

Harry Gavin has returned to work as assistant shop timekeeper after a few days in the Park Hospital at Mason City, following the removal of his tonsils. Miss Snyder and "Bessie" McGinn are among the crowd contemplating a like operation.

Lyle Cunningham, son of Agent W. G. Cunningham, Medford, is our new assistant car distributor.

Miles Ford, who was formerly one of us, but of late operator at Ellendale, has been assigned second trick at Traer.

HAMILTON PARK.

The Auditor Disbursement's Office baseball team will make its annual spring training trip south this year. The players left Chicago on Saturday, May 22, and made their first stop at Hamilton Park. The recruits this year are above the average, and it is said that the manager has a find in a left hander. It is also rumored that Tippet from Trenton, of the Missouri Division League, will make a desperate effort to land the job at short. More will be said after the team arrives at its winter quarters. Umpire Hank O'Day Allen will visit the various clubs of the league to instruct them on the change in rules, especially the dead ball rule and the spit ball rule.

Any team on the Rock Island or any other railroad, wishing to book a Saturday afternoon game, call Local 21, at Hamilton Park, or Vincennes 1655 and ask for Lyman.

KANSAS CITY TERMINAL NEWS.

We deeply regret the death of our friend and fellow worker, Sherman Houck, and extend our sympathy to his relatives and friends in their bereavement. Mr. Houck was well liked and will be greatly missed by the boys he has worked with for years. He died Saturday, May 8th, and was buried at Pella, Iowa.

John Brennan, of the accounting department, left Monday, May 17th, for Chicago, where he spent his vacation visiting friends and seeing the place.

Ben Boody may quit smoking and chewing, but he still loves flowers.

Roses red.

Violets blue;

I'll wear a rose

If you'll wear one, too.

And he is making good the threat—watch his buttonhole.

Walter Johnson, the potato king of the team track, objects to seeing his name in print. Is it because a one-legged man beat him in a foot race or is it because of his girlish modesty?

Doyle Kendall and Sam Hinkle, messengers, took a trip to Chicago, May 8th. After buying peanuts and candy and giving the big town the "once over" they returned home, greatly refreshed.

Oh, listen to the wedding bells! Misses Gillford, Chester, Bangs, and Russell, all from the local office, have been married during the past month. Cupid is showing some speed and we understand he is still on the job. Next?

Misses Rose McCaffrey and Catherine Connolly left together for California for a vacation May 15th. We know they will have a good time, for they are two of a kind and are full of pep.

We regret the death of James Taylor of the local office. It came so sudden that we can hardly realize "Jimmie" has gone. We extend our sympathy to his family, and we will miss him in his accustomed place, for he was one of the old timers in the business and was always on the job. He entered the service in May, 1902.

We heard that "Slim" Rasmussen, yard clerk at Armourdale, was sick and after the office force had decided on the flowers to send him, imagine our surprise to learn he was suffering from a case of love-sickness. We trust he will find through O. K., but cases have been known where

Don't Send a Penny

While they last, we offer these well-made serviceable striped worsted trousers as positively the season's most astounding pants bargain.

Prove this entirely at our risk! Send for a pair to examine and try on. Not a penny now. Your name and address—that's all—and we will mail these wonderful pants—then it is up to you to keep or return them. Just see them first—then decide!

Amazing PANTS

Bargain

Such a wonderful pants saving as this comes in mighty handy at any time. Even if you don't need them right now, it will pay you to lay in a pair or two anyway, as men's clothes are going up right along. Made of very substantial, closely woven worsted cloth, designed for either work or dress. Double sewed throughout; full sized side, hip and watch pockets; neatly finished and trimmed; loops for belt. Fit, style, material and workmanship absolutely guaranteed. Color, dark gray striped; goes well with any color coat. Sizes: 30 to 42 inch waist; 30 to 36 inch inseam. Order by No. CX735. Be sure to give size.

Work or Dress

Double sewed

throughout; full sized side, hip and watch pockets;

neatly finished and trimmed; loops for belt. Fit,

style, material and workmanship absolutely guaran-

teed. Color, dark gray striped; goes well with any

color coat. Sizes: 30 to 42 inch waist; 30 to 36 inch

inseam. Order by No. CX735. Be sure to give size.

Quick! DONT DELAY!

Make sure of at least one pair

of these remarkable bargain trousers before they are

all taken by shrewd buyers. Send no money. Merely

your name and address now. Then pay only \$2.98 for

pants on arrival. Inspect them critically—try them

on—compare with pants selling up to \$6.00—and if you

have the slightest hesitation about keeping them, re-

turn to us and we will promptly refund your money.

Leonard-Morton & Co., Dept. 6488 Chicago

Make sure of at least one pair

of these remarkable bargain trousers before they are

all taken by shrewd buyers. Send no money. Merely

your name and address now. Then pay only \$2.98 for

pants on arrival. Inspect them critically—try them

on—compare with pants selling up to \$6.00—and if you

have the slightest hesitation about keeping them, re-

turn to us and we will promptly refund your money.

Leonard-Morton & Co., Dept. 6488 Chicago

Make sure of at least one pair

of these remarkable bargain trousers before they are

all taken by shrewd buyers. Send no money. Merely

your name and address now. Then pay only \$2.98 for

pants on arrival. Inspect them critically—try them

on—compare with pants selling up to \$6.00—and if you

have the slightest hesitation about keeping them, re-

turn to us and we will promptly refund your money.

Leonard-Morton & Co., Dept. 6488 Chicago

Make sure of at least one pair

of these remarkable bargain trousers before they are

all taken by shrewd buyers. Send no money. Merely

your name and address now. Then pay only \$2.98 for

pants on arrival. Inspect them critically—try them

on—compare with pants selling up to \$6.00—and if you

have the slightest hesitation about keeping them, re-

turn to us and we will promptly refund your money.

Leonard-Morton & Co., Dept. 6488 Chicago

Make sure of at least one pair

of these remarkable bargain trousers before they are

all taken by shrewd buyers. Send no money. Merely

your name and address now. Then pay only \$2.98 for

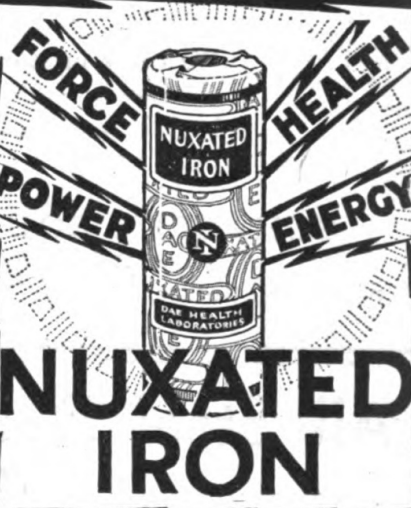
pants on arrival. Inspect them critically—try them

on—compare with pants selling up to \$6.00—and if you

have the slightest hesitation about keeping them, re-

turn to us and we will promptly refund your money.

Leonard-Morton & Co., Dept. 6488 Chicago



NUXATED IRON

Nuxated Iron by enriching the blood and creating new red blood cells, strengthens the nerves, rebuilds the weakened tissues and helps to instill renewed force and energy into the whole system. Three million people use it annually. Ask your doctor or druggist.

ORIGINAL FROM THE CITY OF ILLINOIS AT URBANA-CHAMPAIGN

SERVICE



NATIONAL SURETY COMPANY

"The World's Largest Surety Company"

WE WRITE ALL KINDS OF BONDS
BURGLARY INSURANCE
HOUSEHOLD—SAFE—MESSENGER HOLD-UP
FORGERY AND CHECK ALTERATION BONDS

Protecting You and Your Bank Against Forgery or Alteration of Your Checks

JOYCE & COMPANY, Inc.

421 The Rookery

Chicago

Wabash 862

PLUS RESPONSIBILITY

Schaefer TRUCK LEVER Connections



Schaefer Truck Lever Connections are made from one piece open hearth Steel; jaws dropped forged; no welds.

They are 40% lighter and afford 100% increased strength, reducing normal renewals about 50%.

We carry in stock lengths from 2 feet 6 inches to 3 feet 6 inches, progressing by $\frac{1}{2}$ inch changes. Detailed literature upon request.

SCHAEFER EQUIPMENT COMPANY

OLIVER BUILDING, PITTSBURGH, PA.

Peoples Gas Building, Chicago

683 Atlantic Ave., Boston, Mass.

All Steel Flexible Car Roofs

Mean

Dry Lading

Hutchins Car Roofing Company

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

INVENTIONS.

Inventions wanted; cash or royalty for ideas. I. Eam Fisher Mfg. Co., 216 St. Louis, Mo.

patients suffered long and the fatal end was death or marriage. Put on your gas masks, for it is catching.

The latest fad among the girls in the local office since arched eye-brows were in vogue is having teeth, especially wisdom teeth, extracted. Evidently Mr. Taylor of the superintendent's office started a new craze when he had his done, for at the present this is very popular. Miss Liddicott, Miss Sheble, and Mrs. Frazier among the first to take this up.

James McCauley, rate clerk, took a trip to Chicago recently. There may be some mystery attached to said trip, but Jim is silent on the subject. Give him time.

Mrs. Thurman of the icing desk left May 15th for New Orleans where she will spend her vacation with her sister. This is certainly the right season to visit the South, for everything is in bloom there.

Herb Sweeney has taken a trip to his home in Illinois to visit his father who is sick.

Mr. Ames (the original war horse) was laid up several days with the mumps. Bet he had a swell time, but why didn't he pick out some more aristocratic or more expensive ailment, for mumps are considered rather common.

Our "little" Herman Von Squatt, with his wife, spent Sunday, May 16th, in St. Louis. He says the depot is still there. Herman is getting to be a regular globe trotter.

We wish to extend our sympathy to Rufus Sheets in the loss of his baby, whose death occurred during the month of May.

Cashier Porter is evidently improving his bathing average, no window glass is so far away but what he can smack the pill through it with out any effort. Some scout will find him out and sign him up to play pinch hitter for some big league if the man who owns the window doesn't get him first. Sh! Mum's the word.

Now that the baseball season is upon us, several of the boys are getting the fever, especially Tim McCarthy. He would like to play with Mack Sennett's Bathing Beauties. Baseball, we mean. Does anyone know his bathing average?

Reese Dobson, clerk in the cashier's office, was practicing ball on his lunch time last week and fell, cutting a nasty gash in his left forearm. But the kid has grit, and after seeing a doctor he was back on the job.

Ed Doerle, Armourdale office, has a house that he says needs painting badly, and it will receive said treatment if Doerle is fortunate enough to beggie a house painter and coax him into doing the job. Anybody wishing to do him a dirty turn can get even with him by sneaking over there and painting the house. A mean trick like that would sure make him peevis.

Misses Twyman and Erickson and Mrs. Frazier and Moran spent a Sunday in St. Louis recently. Judging from their looks and whispered conversation, they must have had some good time. They visited Mrs. Frazier's nieces and returned home Monday morning. We understand Miss Erickson loves to ride in the front seat of a taxi. Why so and how come? Does it save money?

Mr. Davis, of the accounting department, and wife spent his vacation in Tulsa and Sapulpa, Okla. He expected to buy at least three oil wells but couldn't find any small enough. So after spending a week and all his money he returned home and is back on the job.

Mr. Doerle had one streak of luck. He intended buying an automobile and had it picked out, but while he slept his father-in-law went over and bought it himself. Think what a good turn father-in-law did, for gas and repairs and tires cost real money nowadays. Maybe Ed cannot see it right now.

MOLINE, ILL., GOSSIP.

By Al Smith.

The Plow City just came out from under the largest year it has ever had in the history of Moline, Ill. The implement season closing Mar 1st we forwarded 757 cars implements to all parts of the world.

The following little ditty entitled "Memories" was sung by one of our ex-service men, thinking there was no one here to hear:

In France I used to like to stroll

With sparkling-eyed Marie;

A barmaid, yes, but, bless my soul,

None truer lived than she!

We'd wander nightly, hand in hand;

How sweet those mem'ries are!

Alas, I miss my barmaid, and

Alas, I miss the bar!

Marie was not so strong for style,

Nor keen for etiquette,

But she could cheer me with her smile,

And she could spoon, you bet!

Her glance was like a warm caress;

By George, she was a star!

And so I'm longing for her—yes,

And longing for her bar.

Of course my sweetheart here in town

Means all the world to me;

I'd not attempt to turn her down

For any sweet Marie.

A barmaid wife might prove too gay,

My whole career might mar,

So I'll forget Marie; but say—

Could YOU forget that bar?

Carl Larson, our rapid fire bill clerk, recently got up enough pep to migrate to town, and the thing that struck him most was a sign on Gate 14's window: "Womens Ready to Wear Clothes," and Larson says it's almost time.

Baseball season is here and most of the local office bugs spend their afternoons after their hefty Sunday dinner at the ball park eating peanuts and drinking beer. Among the heaviest supporters of the local office to Three I League baseball are Henry Eam, Oliver K. Lewis and John Wendt.

Ira Goodell recently discovered a little item in the Tribune that "Women's hose will stay up this summer." Brethren, let us pray.

Joe Gstettenbar invested in a flivver and is gradually joining the ranks of gasoline alley Joe also claims that when he buys gasoline they put 14 gallons in his 12-gallon tank and then it is not full.

Pete Reynolds, veteran section foreman, was nursing an eye that was badly discolored. Pete says he was chopping kindling wood and a piece flew up and hit him in the lamps, but we have our doubts. Evidence shows that a bottle of home-made hooch exploded and the cork struck his optic.

The day after Agent Hall finished moving he came in the door and startled the office by shouting:

Rah! Rah! Rah!
One, two, three;
Summertime and fishing for me,
In my B V D's."

The America Day parade held in Moline on May 1st was a grand success, with Carl Larson at the head of the Boy Scouts and Henry Lau at the head of the Spanish War Veterans. Art Grotegut leading the Camels, Jake Clark the Snakes, and last but not best of all, who should we see but none other than our own Ira Goodell marching with the Red Cross nurses.

The presidential primaries were not as we expected to see them as we are in favor of the following: Carl Larson for Anheuser-Busch. O'Brien for DeValera, Ira Goodell for Connie Mack, Jr., Koe Gstettenbar for Miles McKinney. F. C. Hall for Bryan, Max Gstettenbar for Wood. Art Grotegut for J. J. Forrester, Peter Reynolds for Edgar Owens.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

W. W. Dunn has been granted leave of absence for thirty days. Mr. Dunn is being relieved by Brakeman Wm. Bradshaw on runs 33 and 34.

On April 21st Rodman J. S. Hutchins was made happy by the arrival of a 9 $\frac{1}{4}$ -pound daughter at his home—little Miss Betty Lee Hutchins.

Engineer D. W. Higgins has the sympathy of all in the loss of his wife.

Willie Osborn has left our midst again for a better position in "sunny California." He has our best wishes for his success.

Tuesday, April 21st, the members of the superintendent's dispatcher's, train masters' and wire chief's offices enjoyed an indoor picnic at the noon hour given in honor of Mr. Osborn.

Wesley Ireland, formerly enginemen's time-keeper on this division, paid us a visit May 8th. His outdoor work seems to agree with him.

Clifford had a narrow escape as he was coming to the office the other morning. He stopped to watch some squirrels at their work and one just about "got him."

Ray Otten is our new A. F. E. clerk. We are glad to welcome him among us.

Roadmaster Archer has been very ill for several weeks and has been granted an extended leave of absence.

Mr. W. H. Dicks has been appointed to relieve Mr. Archer.

Assistant Supervisor of Fuel Economy Lou Braden has been granted a ninety day leave of absence. Mr. Laundry has been appointed as acting assistant supervisor of fuel economy.

Lloyd Wadley has a smile on his face these days. Cause? Another son.

Mrs. W. A. Wallace has arrived in Fairbury—this time to stay.

W. A. Wallace left May 5th to attend an engineers' meeting in Chicago.

Conductor I. N. Slove has been forced to lay off on account of illness.

Conductor C. M. Elsham is also on the sick list. Miss Marguerite Hardey is acting as train master's clerk during the absence of Mrs. Heidelk.

William J. Kelley is our new instrument man. He has our good wishes for his success.

The position of day operator at Pawnee has been abolished permanently.

Meadow Tower has been discounted as a telegraph office, placing three operators on the extra list. This on account of resuming our line between Meadow and South Bend May 17th.

Operator Beam was called to Chicago April 30th on committee business.

B. M. Murphy is the new dispatcher. We hope he will enjoy his work here.

C. M. Cowan has been granted three weeks leave of absence.

W. A. Inwood enjoyed a two weeks' vacation the first part of May.

J. J. Halpin expects to spend his vacation in Colorado the latter part of May.

ST. LOUIS DIVISION NEWS ITEMS.

Collected by B. L. Enloe.

The St. Louis Division is again being represented in the columns of the monthly magazine, and we hope to see it continue to be represented each month.

Travelling Timekeeper Gregory checked the timekeeping department of the St. Louis Division at Eldon fore part of month.

District Accountant E. H. Moon was a business visitor at Eldon, Thursday, April 28.

Inspector Robbins from Building Engineer Hawk's office made inspection of additional lights recommended at Eldon for roundhouse and store room May 5.

If Bertie keeps up at the rate he is going now it looks like the material clerk is going to be Bert's brother-in-law before long. What do you say, Bert?

Miller Boiler Washing System

FOR LOCOMOTIVE BOILERS

F. W. MILLER HEATING CO.
McCormick Building
Chicago, Ill.

Miller Heating System

FOR ROUND HOUSES AND SHOPS

Anti-Foaming Compound

OF THE HIGHEST QUALITY

AND

Polarized Mercury

(AN ANTI-SCALING COMPOUND)

which will reduce scale and corrosion with greatest economy

ARE MANUFACTURED BY

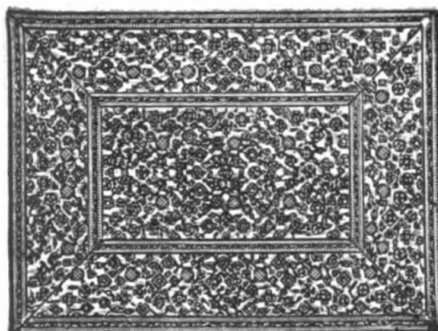
THE BIRD-ARCHER CO.
NEW YORK CHICAGO ST. LOUIS

Continental Bolt & Iron Works

Manufacturers of

Bolts, Nuts and Washers

Original from
225 West Forty-Third St. UNIVERSITY OF ILLINOIS AT CHICAGO
URBANA-CHAMPAIGN



Send Only \$1 For This 9x12-Ft. Beautiful Brussels Rug

Without question the greatest rug bargain offered. You must see this handsome, splendid rug actually spread before your eyes on your own floor where it can show with true beauty its wonderful, artistic design and rich coloring to fully appreciate the extraordinary value it really is at our remarkable bargain price.

That's why we will send it to you for thirty days' use in your own home at our risk. Send only \$1 now. If not satisfied after thirty days, return rug. We will refund your money and pay transportation both ways. If you keep it, pay the small balance of our low price in easy monthly payments.

This splendid, full size, 9x12-ft. mitred corner rug is an attractive pattern in a wealth of coloring. Material is selected yarn and will give wonderful wear. Be sure to get this rug. It will give you splendid satisfaction, and our bargain price saves you many dollars. Shipping weight, about 25 lbs. Shipped from Chicago.

Order by No. 22BMAS. Price \$26.75. Send only \$1 now. Balance \$2.50 monthly.

FREE BARGAIN CATALOG



Whether you send for rug or not, be sure to mail postal for this great free book, filled with Hartman bargains in everything for the home and farm. Save big money on everything you buy, and pay on Hartman's terms. Send postal today.

Hartman
Furniture & Carpet Co.
3913 Wentworth Avenue
Dept. 2697 Chicago, Ill.

PILES DON'T BE CUT

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

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

FOR SALE.

ORCHARD LANDS.

\$100 buys Beach Club lot and one acre peach and orange land. Monthly payments. We'll develop. Will produce \$1,000. Request Book 68.
SUBURBAN ACRES CO., Biloxi, Miss.

Division Engineer Carroll attended meeting of division engineers called by Mr. Morse at Chicago leaving here May 6.

Special Officer Scott has further shown his ability as a "sleuth" by catching a U. S. army deserter who was returned to camp in the custody of an officer May 10.

Freight Clerk H. D. Taylor has bid in position as extra gang timekeeper and will be transferred to that position when extra gang is put on. David Adkins is breaking in to assume his job when he leaves.

Dispatcher O. W. Holloway went to St. Louis Sunday, May 2, and drove back to Eldon Tuesday in his car.

Conductor F. J. Moore has taken six months' leave of absence from his duties on this division.

Conductor J. D. Holder and wife are attending Baptist convention at Washington, D. C., during middle of this month.

Mother of Roadmaster V. B. Simpson at Eldon passed away May 10. The sympathy of all is with Mr. Simpson.

Dispatcher C. H. Weldner left for San Francisco May 16, where he will spend his vacation.

Personal Record Clerk Miss Ethel Phillips accompanied her sister as far as St. Louis on her return home after a visit with her relations and friends at Eldon.

Mrs. N. B. Stockton, wife of Agent Stockton at Louisa, and their two sons Oliver and Elwin have just returned home from a visit with relatives at St. Louis and Belle. Bona says batching is all right for a while, but he wouldn't like to become a professional.

Otto Kerkseick must have been "cut out" for a local freight conductor. You never see him in a bad humor. He treats every one kindly and is always equal to any emergency that comes up which is connected with the work. Most all railroaders are acquainted with the hundred and one different attitudes a local conductor must adjust himself to in order to handle the work and give anything like satisfaction to all. Otto is right there. He runs 83 and 84 between Eldon and Belle.

What new fishing grounds have been discovered by "Bill" Shiffer and others who used to make so many good catches in the Henley pond? None of them have been seen at the pond this year. Are you laying off, "Billy"?

John Kurtz of Henley caught a three-pound bass a few days ago and no one as yet has been able to get the mate to it, but he must be in the pond.

C. J. Gardner must be the luckiest sectid foreman on the St. Louis Division. He has a "stray boss" in the person of Charles Felbers, who is looking after the work continuously; not only during his work hours but if anything happens out of his hours, Felbers is right there. He knows what there is to do and does it. Besides he is a good man every other way and does not "kick."

A hail storm visited Raytown Sunday night, May 3. Stones as large as hen eggs fell. A hothouse, several slate roofs and innumerable window panes were the chief victims. One farmer reported several lambs killed.

Joy riders, especially Bob and Oliver, are very much pleased with the work Jackson county has started in building highways in this county. Five hundred thousand dollars will be spent during the season just opening, and by fall we hope to have three available routes to K. C. and everyone a good road and asphalt pavement. Come up on the main line, boys, where the business is good.

Emery of Raytown has just about completed his aeroplane now and if the dispatchers fail to find us at home would suggest they send us a wireless to report at the station and copy a "19" if we are not too busy.

For sale—One thoroughbred brindle cur dog. An exceptionally fine scenter (meat). For recommendations write Opr. Onr, Pleasant Hill.

SILVIS NOTES.

Sympathy is extended to Carpenter W. D. Moses and family on account of the death of Mr. Moses' mother, who died in East Moline on May 11. Burial was held at Albia, Iowa.

Asst. Mech. Engineer George A. Hull is making a business trip to Schenectady, N. Y.

Miss Eva Lundahl, stenographer in the superintendent's office, is spending her vacation at home this year, preparing, we believe, for the big event which ought to be staged this summer.

All the overalls appearing in the assistant mechanical engineer's office are worn by married men. There's a reason!

Richard E. Hug, who was employed as a special apprentice in our shops during 1916 and 1917, has accepted a position hanging his head over a drawing table in the assistant mechanical engineer's office. We are glad to have old Hug back again. He carries his old smile still, despite the fact he is buying hats for two now.

Electric Welder Earl Herman is off duty account illness.

Draftsman H. L. Mitchell was called to the telephone and began talking without picking up the receiver. Miss Morgan registered tears tearfully.

The fellows in the drafting room—always inquisitive—are curious to know why Curtis Greek is moving to Davenport.

Ed Mangelsdorf, clerk in the blacksmith's office, spent a very enjoyable vacation at "Watch Tower" May 9, watching the adventurous joy riders descend the big dip in the figure 8. At that, Ed, some of your friends give you credit for having mighty good eyes on a dark night one-half mile away. The gang wants to know when your pal, Mad Anthony, was doing in that wild little all alone at 8:30.

Miniblist C. G. Williams has been transferred to Amarillo, Tex., as roundhouse foreman.

EVERY ASTHMATIC INVITED TODAY To Try the Wonderful Frontier Method FREE OF CHARGE

If you are a victim of Asthma and have never tried the Frontier Method we want you to do so now. We have so much confidence in its wonderful healing and controlling power that we will send you a free trial at our expense. We don't want a single cent of your money. We just want an opportunity to prove to you that it is the long looked for relief from your misery you have been searching for these many years.

Thousands have reported themselves healed by this plan, so why should anyone continue to suffer the terrible paroxysms this disease causes when it only requires a post card or a stamp to prove its benefit.

No matter in what climate you live, no matter what your age or occupation, nor how long you have been troubled, if you have Asthma in any form you owe it to yourself to send today for a free proof trial of the new Frontier Method.

This free offer is too important to neglect a single day. Write now and begin its use at once. Send no money. Simply fill out and mail coupon below. Do it Today.

FREE TRIAL COUPON

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

Send free trial of your method to:

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

MOTORS

LARGE QUANTITIES NEW WASHING MACHINE MOTORS

These are of standard manufacture and carry the full factory guarantee. Shipped in original boxes. Complete as cut. Suitable for operating Office Grinders, Cream Separators, Bottle Washers, Air Compressors, Small Lathe, Etc.

Mail \$5.00 note or money order. We will send C. O. D. subject to full examination. Money Back Guarantee.

\$22.75 Each

MANUFACTURER'S DISTRIBUTOR

GRAS, H. JOHNSTON - Dept. W. E., Pittsburgh, Pa.

Illinois
21-Jewel Bunn Special—Made for Railroad Men.

Gold-Filled Knife and Chain FREE

Choice of Dickens, Waldemar (shown in cut) or Vest Chain

Free now in addition to our special offer.

Guaranteed to Pass Inspection on All Roads.

No Money Down

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and inharmonism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year, gold-filled case. Guaranteed to pass inspection on any railroad.

After trial a few cents a day

Watch comes express prepaid to your home. Examine it first. Only if pleased send \$1 as first payment. Wear the watch. If after ten days you decide to return it, we refund deposit immediately. If you buy, send only \$5.50 a month until \$55 is paid.

Order Today on Trial

Just send us your name and address. No red tape. State chain you wish. Offer limited. Don't delay. Write today to Dept. 76.

Over 150 pages catalog shows more than 2,000 bargains in Diamonds, Watches and Jewelry. Write for it NOW.

J. M. LYON & CO. 1 Maiden Lane
New York City

Original Advertisements
J. M. LYON & CO. 1 Maiden Lane
New York City
URBANA-CHAMPAIGN

NATIONAL WASTE COMPANY

Manufacturers of

**Car Journal Box
Packing
White and Colored
Cotton
Cleaning Waste**

CHICAGO MILLS: 935-949 N. Halsted St.
PHILADELPHIA MILLS: North Manayunk

Telephone
Wabash 2336-2337-2338

Faulkner Ryan Co

**Printers
Designers
Engravers**

**Railroad Tariff Printers
General Advertising Literature**

**712 Federal Street
Chicago**

MURPHY XLA ROOFS

No roof boards to burn or blow off. Never break or tear, as sheets are not nailed. Reduces dead weight of car, as well as cost of repairs. Half million now in service.

STANDARD RAILWAY EQUIPMENT CO.

NEW YORK CHICAGO
NEW KENSINGTON, Pa.

The old smile on "Peg-Leg" Pierson must have once more returned. Peg, tired of living the life of a hermit for more than seven months, found it couldn't be done. He's too fond of the movies. So now he's picking 'em up and laying 'em down on Fifth avenue, Rock Island, once more.

The warm weather has caused the Silvis employees to plan their vacations, and everybody is anxious for their turn to come.

Most of the boys of the drafting room spent their noon hours in Silvis looking over the big carnival put on for the benefit of the Silvis eagles.

Even though one of our boys in the drafting room lost a night's sleep, he reports a good time at a dance at Geneseo, eh, Wilke?

President Gorman's special stopped at Silvis a few moments on May 13.

One of our main office timekeepers, Dick Sudlow, slipped away a few days the early part of May and sent the office force cigars, and candy in honor of his new bride, formerly Miss Inez Gotthardt, of Rock Island.

Machinist Willis Allen and Pipefitter Walter Gustafson left this month for a 60-day trip across the water to visit relatives.

Blacksmith William Long reports a baby girl born at his home the early part of May.

Electrician Fred D. Miller pulled off the big act May 19, and married Miss Anna Storch, of Davenport. The bridal couple spent their honeymoon in Des Moines and Iowa Falls.

The Silvis Glee Club left Monday morning, May 17, for Chicago to attend the Western Railway Club dinner that evening. The Glee Club was invited to furnish part of the program.

PLAYS WE DON'T CARE TO SEE.

John Keogh impersonating Shylock in the "Merchant of Venice."

Frank Beckstrom in "The Little Wanderer."

George Pesch in "The Virtuous Vamp."

J. Christian in "The Speed Merchant."

L. W. "SOS" in "Don't Change Your Wife."

Gust Kuehl in "Ten Nights in a Bar Room."

Geo. Gilsman in "The Spendthrift."

J. B. Barhydt in "Cleopatra."

C. R. Greer in "Experience."

Billy Woods in "Daddy Long Legs."

Fred Miller in "I Am Boss."

Wm. J. Green in "The Woman Hater."

B. E. Williams in "The Speed 'Demon'."

John Koenig in "The Moonshiner."

J. W. Schuch in "Belated Efficiency."

C. E. Roach in "Alderman of the Seventh Ward."

Mat Murrin in the "The Reporter."

C. W. Miller co-starring in "Young Mrs. Winthrop."

W. J. Hynes in "Wine, Woman and Song."

Christ Pilatte impersonating "Harry Lauder."

W. Murray in "Helping Himself."

Wm. Schneider in "Selling a Ford."

W. Reid and S. E. Klappal in "Solome vs. Shenendoah."

Charley Fahlstrom singing "I'm Going Back to Minnesota."

Fred Fearhelly in "When I Speak, the World Stops to Listen."

Wm. Hunter in "Number, please?"

BUT AT THAT, EDDIE BLOOM SHIFTS A MEAN GEAR.

Ed L. Bloom, of the store department at Silvis, could write an Ibanez novel on the "Mysteries of Auto Driving." It appears that Eddie coaxed and pleaded with Bollermaker Al Long, who is the proud possessor of—you name it—to teach him the art of auto driving. Al finally consented so bright and early one Sunday morning Ed burned up the pavement to Al's domicile.

Al, being an altruistic bollermaker, is naturally a very sound sleeper, and he was still dreaming of owning a 7-passenger Packard or a Rolls-Royce speedster, when Eddie arrived. In awakening Al, Eddie made so much noise that for once in their lives Al's neighbors were roused sufficiently to see the sun come over the horizon on a Sabbath morning.

Al leisurely dressed and escorted his friend to his garage where his model car was all polished up with Johnson's wax, and she looked like an army officer's black charger, or a flaxen-haired second lieutenant's new cordovan boots. Al natted the fender, saying in soothing tones: "Nice Old Hoss," like Max Bloom does in "My Old Horse."

Al kindly informed Eddie that the first thing to learn in driving a car is that it is different from driving horses. Into the machine they piled and Al told Eddie all about the timer, spark, carburetor, instigator, accelerator, reverse, first and second gear shifts, what the big wheel was for, and that he should take particular pains to notice that the wheel resembled the one on Jack Belamski's wheelbarrow which Eddie has borrowed so much lately.

After Al told everything he knew about an auto, which everyone can with ease, Eddie said he was ready to drive past his home so his wife could admire his calm pose at the wheel. The two exchanged seats and Al was kind enough to let the engine, or what was left of it, keep running so that his friend would not have to crank her up again. Eddie sank back into the luxurious cushions with a death-cell sigh.

"What do I do now?" he queried.

"Push this thing this way, and that the other way and shove this over here and there we go," replied the sophisticated Al.

A block whizzed by in no time.

"What now, Al?" asked Eddie, trying to appear as nonchalant as possible under the rather extraordinary circumstances.

"Shift her into high."

Eddie grabbed a lever and gave it a yank and the car started backing up. With a yell Eddie

Phone Maple 1353

ECONOMY FANCY CHUNKS "ARE BETTER"

**The Coal that Burns
All Night**

**Economy Coal Company
Office at Mine at City Limits East
Des Moines, Iowa**



MACHINE TOOL EQUIPMENT FOR RAILROAD REPAIR SHOPS

Besides a complete line of tools for general manufacturing and repairs, we specialize in Wheel and Axle Lathes, Wheel Presses, Carwheel Benders, M. C. B. Gauges, etc.

We also build Niles Cranes, Hydraulic Machinery and Steam Hammers.

NILES - BEMENT - POND CO.
111 Broadway New York City
571 W. Washington Blvd., Chicago, Ill.

Standard Speed Ball Bearing Screw Jacks

Suitable for work in repair shops, yards and for all general lifting purposes. The screw is made of crucible machinery steel. The load is carried on a large ball bearing which reduces the friction in the head 90 per cent. These jacks are operated by a single ratchet and bevel gear. The direction is determined by a spring-actuated steel pin engaging the teeth of the ratchet wheel in either direction as desired.

Made either with or without a foot-lift in a number of different heights and in capacities ranging from 15 to 50 tons. Send for catalogue number 209 illustrating and describing the most complete line of Lifting Jacks in the world. (12)

The Duff Manufacturing Co.
Est. '82
PITTSBURGH, PA.

DUFF JACKS

TRADE PANTASOTE

MARK

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

The
Pantasote Company
11 Broadway, NEW YORK

Empire Refineries, Inc.

SUBSIDIARY CITIES
SERVICE COMPANY

Petroleum Products

GENERAL SALES OFFICE:

Tulsa, Oklahoma

PITTSBURGH OFFICE: CHICAGO OFFICE:
403 Park Bldg. 208 S. La Salle St.

CLEVELAND OFFICE: KANSAS CITY OFFICE:
509 Guardian Bldg. 915 Commerce Bldg.

FT. WORTH OFFICE:
Dan Waggoner Bldg.

W. G. Lloyd Company

626-636 South Clark Street

CHICAGO

Manufacturers of

Perpetual Account Books

Loose Leaf Specialties
and Blank Books

HIGH GRADE PRINTING

JOHNS-MANVILLE RAILROAD SUPPLIES

Locomotive Lagging
Locomotive Spiral Pipe
Covering

Locomotive Packings, including Air Pump, Throttle, Valve Stem, Cab Cock, Gaskets, etc.

Power Plant
Specialties

Pipe Coverings for all classes of service
High Pressure, Low Pressure and Sheet Packings
High Temperature Cements

Steam Traps
Insulating Cement
Electrical Supplies

Roofing
Mastic Flooring
Transite and Ebony Asbestos Wood

Transite Smoke Jacks
Refrigerators and Steel Pass. Car Insulation

For Air Brakes on Locomotives and Cars
Automatic Slack Take-up
Packing Cups and Gaskets
Expander Rings

Write for Catalogs

H. W. JOHNS - MANVILLE CO.
NEW YORK CITY

10 Factories—Branches in 63 Large Cities

enough to scare all the Igorotes out of the South American jungles, Eddie shouted:

"Whoa, whoa! What'll I do now? Look out there, you guy, we just missed you. What'll I do now, Al? Whoa, whoa!"

Al gave Eddie one look of disgust. Such a look! Belasco would have signed that boiler-maker up with a juicy Broadway contract if he could have seen disgust registered in such a concentrated, finished manner. Eddie knew then that his spouse would never see him drive past the house.

"Didn't I tell you that an auto is not like a horse?" said Al, when he regained his breath after stopping the benzine buggy with an abrupt jerk.

"Your old beat is all on the bum anyway," said Eddie, the embryo motorist. "No one but you could drive the old wagon. Why, lamp the clock. You can't even tell the time by it."

Al threw a monkey wrench at him.

"That's a speedometer, not a clock. You can't even drive a perambulator."

Eddie bought Al a 15-cent cigar and a glass of Coca Cola.

And thus endeth the first Silvis chapter of "Gasoline Alley."

GLEANINGS FROM SIOUX FALLS.

By the Senator.

Notwithstanding the switchmen strike, which has been going on for some time, business at this station is holding its own. Chicago merchandise is somewhat light but carload business is good. Commencing May 17th trains 922 and 923, our through Chicago freights, are coming through to Sioux Falls instead of turning at Ellsworth. This will give us excellent service for Chicago and eastern points. Trains 463 and 464 have also been reinstalled which will increase our passenger business.

L. A. Mitchell, who had been our freight foreman for the past eight years, recently resigned and has gone to the C. M. & St. P. Ry. and is working in another capacity.

Sidney Wirzbach is filling the vacancy made by L. A. Mitchell. Sid is there and over on the job he was made our baggage man previous to taking the position as freight foreman.

C. C. Bickel, assistant agent, was tempted to one of his previous school day pranks by playing hockey on a fishing trip to Brandt Lake last Saturday afternoon. He reports fishing good and his catch was quite heavy.

J. W. Petree, formerly employed by the C. St. P. M. & O. Ry., this city, is now filling the vacancy made by Mr. Wirzbach as baggageman. John is making it very good.

A. F. Pilcher, general agent, recently made a trip to Estherville, Iowa, on company business, returning two days later.

Miss Eva Clark, our abstract clerk, better known as "Pocahontas," is wearing a big smile daily. We don't know what it is all about, but we have our suspicions. We understand he is a nice looking chap.

Miss Erna Thill was out joy riding Sunday in a nice big limousine. Gee, Erna, who was the lucky fellow?

W. A. Keller, formerly employed by the G. N. Ry., is now employed by us in the capacity of trucker. Bill is making good. Say, Bill, why so many trips over on Fourth street?

R. E. Dixon, our trucker, recently took a day off and witnessed the marriage of his son Harry. Harry was at one time employed by Haley-Neeley Co., this city, but is now working in a real estate office at Pierre, S. Dak.

On the return of A. W. Kleverer from a pretended visit to his parents at Bemis, S. Dak., we could hear the joybells ringing in every step. We soon gathered from bits of conversation that slipped from his lips that his "sweetie" would arrive in June and change his joy bells into wedding bells.

We have added to our office force a new O. S. & D. clerk, Jack Mitchell. At first the most outstanding feature about him was a little "coffie garage," but now our suspicions are growing as a result of frequent visits at Worthington. Our expectations will be rewarded if a double wedding occurs in June.

Sid Wirzbach, our new freight foreman, is progressing splendidly in his work. Nevertheless, the thoughts in the depths of his heart do not dwell entirely upon his work but on the trailing of a charming "brunette."

Sioux Falls witnessed another disastrous fire when on May 8th the Sherman Transfer House, a large implement house, burned down. The loss was estimated at \$250,000. The house was said to have been filled to capacity at time of fire. Origin of fire was thought to have been caused by live wire.

G. P. Brown is all out of sorts lately because of the disagreeable weather. He can not shed himself of his woolen underwear until the Fourth of July. He has also suggested a new calendar which is as follows: July, August, and winter. Say, Steve, when are you going to move again?

A church committee proposes to "screen sermons." We have heard that some needed screening.—Greenville (S. C.) Piedmont.

The union version seems to be "The laborer is worthy of his higher."—Norfolk Virginian-Pilot.

"We need another war," says the Chicago Tribune. What is the matter with this one?—Boston Transcript.

Oxweld Railroad Service Company

Complete Oxy-Acetylene
Equipments for Railroad
Shops installed under
service contract.

OFFICES

Railway Exchange, Chicago, Ill.
30 E. 42nd Street, New York

BIND YOUR RECORDS INTO PERMANENT BOOKS

Adopted by general and local
office of every large railroad in
the United States.

Binding Machines Permanent Binders
Loose Leaf Devices for All Purposes

McBEE BINDER CO.

New York St. Louis Athens Cleveland
Atlanta Chicago

Dearborn Electric Division

of the

American Electrical Supply Co.

Chicago

Jobbers and Distributors of
Electrical Supplies

Telephone
Haymarket 3806

Catalogue
Upon Request



A POOR WORKMAN
BLAMES HIS TOOLS
A GOOD WORKMAN
SHARPENS THEM

Keystone Grinder and Manufacturing Co.

MAKERS OF THE

Keystone Railroad Tool Grinders

Pittsburgh, Pa., U. S. A.

The use of this machine will save 80% of edge
tool expenses

New Laid Eggs

Not over 36 hours old from time of shipment. Packed in 30 and 15 dozen cases.

For one cent per dozen extra I will pack in one-dozen cartons, which can be easily divided among several employees in one office. I make a specialty of non-fertile eggs during the hot months. Prices reasonable.

Harry E. Mitchell Poultry Farms
Anthony, Kansas

Telephone 8343 Chelsea

New Transit Hotel

Rooms \$1.00 and up
464 West 23rd St. New York City
Bet. 9th and 10th Aves.

ALBERT JACKSON, Prop.
Formerly Steamship Pass. Agent for C. R. I. P. R. R.

Five to ten minutes walk from White Star, Red Star, American, Cunard, French and Italian Lines, Piers, Railroad Stations, Hoboken and Jersey City Ferries.

ALL LANGUAGES SPOKEN

Regardless of laboratory tests, the fair and final test is found in actual service conditions and there only. Notwithstanding statements to the contrary.

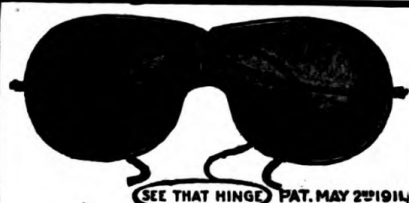
BOSS LOCK NUTS

are fully effective on bolts .025 and more undersize. Other lock nuts will not give the same uniform results on re-claimed or re-cut bolts, as

BOSS LOCK NUTS

Millions of BOSS LOCK NUTS used on railways in this and foreign countries are daily proving their worth and demonstrating their effectiveness. Ask the man who uses them — HE KNOWS.

BOSS NUT COMPANY
CHICAGO, ILLINOIS



SEE THAT HINGE PAT. MAY 27 1914

THE AUTOGLAS

is the world's most comfortable and efficient Automobile Goggle. Perfectly ventilated, it fits closely the contour of the face, excluding all wind, dust and flying particles.

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

F. A. HARDY & CO.
Dept. A. I. Box 804, Chicago, Ill.

Recalls Past With Records

(Continued from page 7.)

operate under it. The general record room is a great training school for young men and has sent several of them to other departments, and to other concerns, and they are all making good.

The operation of a railroad does not altogether depend upon the actual movement of freight and passenger trains. They are links—and very important ones—in the chain. The general record department is another link, although perhaps a little known one. But its value should not be minimized.

CO-OPERATION IS GOOD.

Mr. O'Hare, Kentuckian and record system expert, deserves a great deal of credit for the efficient manner in which his department is maintained. He says, however, that were it not for the fine co-operation he receives from all departments, the efficiency of the record room would be merely mythical.

A lover of fiction, wandering in Mr. O'Hare's domain, might, by borrowing a phrase from the immortal Coolidge, murmur, "Books, books, everywhere, and not a line to read."

But the railroad men, imbued, as it were, with a spirit of genuine knowledge of practicability in all its phases, looks over the systematic array of huge volumes, and is pleased.

Will France Give Us a Million Girls?

We hope Floyd Gibbons is right in saying that French girls would come to the United States if they had a chance and enter domestic service. France has lost over a million young men and consequently over a million girls find their normal expectancies of a settlement in life defeated. The French are tenacious in family, home and country, and many of these girls will prefer home industries to foreign domesticity, but if the United States can get them it will get a national benefit.

They may come as domestics, but they will not remain domestics. They will improve our domestic situation for the time being, and that is worth while, although it is the minor consideration. Many of the girls will marry in the United States, establish their own homes and raise their own families.

If we obtained a million of them and if the million married American citizens we should introduce the French strain into the American composition. It is a strain we have missed and one which we need. We have hardly tapped that vein of European life.

The United States would be the better for an infusion of French cooking, manners, tenacity, thrift, family partnership, etc. A million French girls of the home-making type might temper our extravagance, modify our exuberance, improve our tables and polish up our manners.

How about knocking off a billion of the debt for a million French girls?

This plan to put a tax on sales isn't original. The profiteer thought of it first.—Cincinnati Post.

Workers seem to be living up to their last year's slogan of "No Beer, No Work."—Brooklyn Eagle.

Some party collars need to go to the laundry.—Philadelphia Public Ledger.

BESTOVAL ROOF CEMENT

Made in three Consistencies

LIQUID—(applied with brush)

MEDIUM—(soft-plastic)

HEAVY—(heavy-plastic)

A pure ASBESTOS FIBRE CEMENT made only by

FORSTER PAINT & MFG. CO.
WINONA, MINN.

It's the best—why not use it and get the results you are looking for?

Our Latest Achievement, The "FBC" Welded Flexible Staybolt Insures Non-Leaky Sleeves, Lowers Cost of Application, Strengthens Wrapper Sheet, and Three Styles Replace Seventeen Styles of Threaded Sleeves

FLANNERY BOLT COMPANY
VANADIUM BLDG. PITTSBURGH, PA.

Manufacturers
Tate Flexible and F. B. C. Flexible Staybolt



Swedox Welding Wire

Nonox
For Acetylene
Welding

Carbox
For Cast Steel

Vanox
For Vanadium
Metals

Kromox
For Chrome
Nickel

Lektrox
For Electric
Welding

Castox
For Cast Iron

Nickox
For Nickel
Welding

Railox
For Frog Switch
and Crossings

Central Steel & Wire Company
Dept. 000, 119 North Peoria Street, Chicago

CHICAGO BEARING METAL COMPANY

OFFICE AND WORKS:
2234-2252 W. Forty-third St.
CHICAGO

Journal Bearings, Engine Castings, Brass and Bronze Castings for all purposes. Babbitt Metal.

GUILFORD S. WOOD

Mechanical Rubber Goods, Inlaid Linoleum,
Upholsterers' Leather, Rolled Steel
Tie Plates for Domestic Use
Wood's Flexible Nipple End Air Brake
Hose Protector
Great Northern Bldg., CHICAGO

Phone Monroe 1541 Established 1878
All Departments

J. J. COLLINS' SONS

Railway and Commercial Printers
Blank Book Makers and Paper Rulers
Members of Chicago Association of Commerce
1315-1321 W. CONGRESS STREET, CHICAGO
(Daylight Building)

*Largest Independent Dealers
in the World*

Robt. S. Leete & Company

TYPEWRITER RIBBONS-CARBON PAPERS
30 No. La Salle St., CHICAGO

CHICAGO VARNISH CO.

ORIGINATORS OF THE 6-DAY
PROCESS FOR PAINTING
AND VARNISHING CARS

Western Engraving & Embossing Co.

Engravers-Printers-Embossers
Stationery for Office and Home
434-440 South Wabash Avenue
CHICAGO
Telephone Harrison 3745-3746

CAR and LOCOMOTIVE AXLES

PITTSBURGH FORGE & IRON CO.

PITTSBURGH, PA.

HIGH GRADE WROUGHT IRON

Established 1865

Tel. Main 578

JOHN J. HANLON CO.

(INCORPORATED)
Manufacturers of

Blank Books and Loose Leaves
RAILROAD and COMMERCIAL PRINTERS
167-169 West Monroe Street, Chicago

THE UNION MALLEABLE IRON CO.

East Moline, Ill., U. S. A.

The Only Manufacturers of the ORIGINAL

HEALD PATENT GEAR LINK,
DRIVE AND CONVEYOR CHAIN

AGRICULTURAL IMPLEMENT AND
RAILWAY CASTINGS
Write for Catalog

Trail of the Silk

(Continued from page 5.)

before Max Greenberg recovered sufficiently to go home in a cab at Potash & Perlmutter's expense; but the moral influence of having a policeman for a brother was dissipated, perhaps forever, in the minds of those twenty-odd operators in the cutting-room.

"Of course he stole the silk, Mawruss," said Abe the next morning, as they discussed the affray. "Otherwise why should he try to murder Barney's brother? Ain't it?"

"Maybe Barney's brother hit him first, Abe," Morris suggested.

"Barney's brother is a policeman, Mawruss," Abe went on; and you know as well as I do, Mawruss, that a policeman is a loafer. But Rifkin comes from a decent, respectable people in the old country, and his father is a rabbi. Ain't it? So why should Rifkin fight like a policeman fights? A feller which he acts like a policeman is a thief, too, I bet yer."

Morris lit a cigar and puffed away with a sour expression on his face. He deprecated all this fuss about the stolen silk, as adversely affecting the sale of goods and shipping orders.

"I guess, Abe," he said, "we'd better forget all about this here silk and get down to business."

"Forget about it, Mawruss?" Abe repeated. "Forget nothing! I suppose, Mawruss, three hundred dollars ain't nothing to you, Mawruss. I suppose you pick three hundred dollars up in the street, Mawruss. No, sree, Mawruss, I ain't no policeman, and I ain't no rabbi's son, neither, Mawruss. But I guess I got a little gumption, too, and I'll get back that silk if I have to take Rifkin's brother myself, and shake the silk out of him!"

A moment later Abe Potash jammed his hat over his ears and strode hastily down the street.

The exterior of Aaron Rifkin's store little betrayed the prosperity of the business transacted within, for entrance was had through a narrow slit between a soda-water stand and a fish stall. Above this aperture, however, hung an elaborate sign, on which appeared in gilt letters the English word "Remnants," spelled phonetically in straggling Hebrew characters. If this had not been sufficient to guide Abe's footsteps, squarely in the entrance stood a replica of Pincus Rifkin, with flowing beard and apologetic smile complete.

Abe elbowed his way past Pincus's brother into the dark store, and made straight for the counter.

"Nu," said Aaron, "what can I do for you?"

"Some silk I want to see it," Abe replied.

"Sillik?" Aaron murmured. "What for sillik you would like?"

"Black silk," said Abe.

Aaron went behind the counter and pulled down a roll of silk.

"Here is black sillik," he said: "good black sillik."

"How much is there here?" Abe asked.

"Dreissig yard," said Aaron.

"Thirty yards, hey?" Abe rejoined. "What you done with the rest?"

"The rest?" Aaron exclaimed. "What d'ye mean, the rest? There ain't no rest. That's all there is of it."

Abe picked up the silk and put it under his arm.

"Half a loaf of bread," he said, "is better as no bread at all," and he turned

PATENTS

Inventors Invited to Write for
Information and Particulars
Highest References Best Results Promptness Assured

WATSON E. COLEMAN

Patent Lawyer

624 F Street, N. W. Washington, D. C.

DRY GOODS

Women's Ready-to-Wear Apparel and Shoes

THE CROSBY BROS. CO.

TOPEKA, KAS.

DRAPERIES

CARPETS

FURNITURE

Brewer & Company

Railroad and Commercial Printers

Employees' Business Cards, \$1.25 per 500

642 South Dearborn Street, CHICAGO, ILL.

Telephone Harrison 111

E. A. AARON & BROS.

General Commission Merchants
SPECIALTIES

Poultry, Game, Fruits and Vegetables

Hotels, Clubs, Restaurants
and Dining Car Supplies

72 W. South Water St., CHICAGO

De Remer-Blatchford Company

RAILWAY SUPPLIES

Chicago

New York

St. Louis



FILTER your drinking water in this new filter. A fresh filter every morning, by putting in a new pad. Bubbler or faucet with cooler. Sizes up to 50,000 gal. per hour. Send for prices.

T. W. SNOW
CONST. CO.
117 No. Dearborn
CHICAGO, ILL.

K

?

Have You Bought a Food Draft?

Food in Europe is scarce and high priced.

When you send your relatives in Europe money they cannot buy much food for it.

When you send your relatives in Europe a box of food it costs you more than it is worth and may never reach them.

The best way for you to help is to buy a Food Draft at any bank in your city and mail it to your relative or friend.

This Food Draft costs you \$10.00.

Your relative or friend can send it to an American Relief Warehouse in Warsaw, Hamburg, Budapest, Vienna, or Prague, where there are large supplies of food for this purpose.

The warehouse will send your relative or friend 24½ pounds of flour, 10 pounds of beans, 7½ pounds cottonseed oil, and 12 cans of milk for each \$10.00 Food Draft.

This food has been shipped to these warehouses from America and is being handled at absolute cost in order to help feed the starving in Europe.

Go to any bank today and buy a Food Draft.

American Relief Administration
HERBERT HOOVER, Chairman
115 Broadway, New York City

and walked calmly out of the store.

"Hey, mister!" Aaron yelled frantically; but Abe kept steadily on, and he had reached the corner of Eldridge street before Aaron could scramble over the counter.

When Aaron emerged upon the sidewalk he gave tongue immediately in a wild, long-drawn screech.

"Po-lee-eece!" he howled. "Po-lee-eece!"

At once the cry was taken up by a hundred voices until it was borne to Max Greenberg, who was sunning himself in front of the public school a block away. He secured a fresh grip on his club, and, taking pushcarts two at a jump, bounded toward the corner of Eldridge street.

At this juncture Abe committed a breach of judgment. Had he proceeded down the street as deliberately as he had quitted Aaron's store, no one would have suspected him to be the quarry of the ensuing chase. The impulse to run was too strong, however, and he took to his heels just as Max Greenberg hove in sight. The next moment he tripped over a rejected head of cabbage, and his nemesis, in the person of Max, was literally upon him.

If Max's aim had been poor on the previous day, there were at least no errors of marksmanship on this occasion; and when Abe was arraigned before the desk sergeant in the Eldridge street police station, one of his eyes was completely closed, while the other was reduced to a mere slit. Mechanically he answered the pedigree questions, and then Aaron Rifkin was interrogated as to his side of the case.

"Comes this here loafer into mein store," said Aaron, "and says he wants to see some sillik, and before I could stop him at all he quick takes the sillik, and runs away from mein store."

"What dy'e want to take his silk for?" the sergeant asked Abe.

"Not his silk," said Abe. "My silk! His brother Pincus stole it from my factory already, and gives it to him. Six pieces of silk worth \$300."

"Black sillik!" Aaron exclaimed. "Why, I ain't got not one piece black sillik in mein store. The store was dark, and this here loafer thinks it was black sillik. It ain't no such thing. It's blue sillik!"

"Blue silk!" Abe cried. "That's a fine swindle. Why, actually the fellow told me it was black silk!"

"Swindler, hey?" the sergeant commented. "That's certainly tough on you. He cheated you into stealing blue silk instead of black silk. Next time you steal black silk you want to see that's it in the daylight, so that you won't get stuck. Take him back, officer."

"Hold on dere, sergeant," Max broke in. "I know sompin' about dis case me-self. I tink dere's some mix-up here Me brudder works fer dis gentleman."

For the first time since his arrest, Abe turned and recognized his captor.

"So," he said bitterly. "So, cabs I am paying for you, and—"

"Chop it!" Max commanded out of the corner of his mouth. "And so, sergeant, I tink dis here case, ought to be straightened out. I didn't get on to who dis party was at first; but now dat I get a good look at him, I—"

"Take 'em both into the back room," the sergeant interrupted, "and come out here yourself. I want to talk to you."

Max grabbed accuser and accused by the arm, and led them, none too gently, into the back room, where he thrust them into adjacent chairs.

"Don't neider of youse bat an eyelash

Our COFFEE



Served by
the
**John J. Grier
Hotels**

W. F. McLaughlin & Co.
CHICAGO

OVER-AWL



BRAND

Dress up your home barn or shed.
Use Over-Awl Brand paint to get best results.

Special Prices to Rock Island Employees.

Manufactured and Sold By

G. J. Liebich & Co.

MANUFACTURERS / JOBBERS
*Varnishes, Shellacs, Enamels,
Paints, Oils, Sundries*

166-168 West Kinzie Street, Chicago, Ill.

Dolese Bros. Co.

**BALLAST
CONTRACTORS**

Main Office
**10 SO. LA SALLE STREET
CHICAGO, ILLINOIS**

NICHOLS Transfer Tables Turntable Tractors

You see them everywhere

The Standard

GEO. P. NICHOLS & BRO.

2121 Fulton St., Chicago

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

The Mirror Stone System of Railway Varnishes.

Proprietors of the
Celebrated WOKOTE
System of R R Paints
and Varnishes.

*Paints and Varnishes
for all purposes*

N. Z. GRAVES
INCORPORATED

Paint, Varnish and
Color Makers.

General Offices—
Philadelphia, Pa.

Factories:
Varnish and Paints Dry Color Works
Camden, N. J. Trainor, Pa.

Branches:
Chicago Detroit
204 So. Wabash Ave. Scherer Building
New York
42nd and Vanderbilt Ave.

Accident and Health Insurance

A Well Known Rock Island
Conductor Whom You Have
Seen and Know



WILLIAM A. BOYER

One of the many accredited representatives of "The Railroad Man's Company" on the Rock Island System. He will see you soon about your income protection.

Continental Casualty Company
910 Michigan Avenue CHICAGO

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

till I come back. See?" he said in parting, and returned to the front room.

Aaron was the first to break the silence. "Mister Potash," he said, "I give you my word as a gentleman, I ain't never seen your sillik, and mein brother, Pincus neither, he ain't never seen your sillik."

Abe made no reply. He was gingerly exploring the new and enlarged outline of his nose with the tips of his fingers.

"Also, I don't know you, Mister Potash, when you come by mein store, otherwise you are welcome to take the sillik. Any time, Mister Potash, you should want anything in mein store, you are welcome to all which I got there, ninety days, net, or two off, thirty days. Any time at all, Mister Potash, just tell mein brother Pincus, and he will tell me."

"Tell your brother Pincus!" Abe exclaimed. "Wait till I get back to my store, and I'll tell him something he won't want to hear at all. Out he goes, also Barney Greenberg!"

"Wot's dat about Barney Greenberg," cried Max, suddenly re-entering.

"That's what I said," Abe mumbled sulkily. "Barney Greenberg, too. He gets fired along with Pincus Rifkin. You could take it from me."

"Oh, no, he don't!" said Max. "Oh, no, he don't! Stealin' a bolt of blue silk wot costs \$26 is grand larceny, and it rests wid me whether or not you go up for dis. See?"

Abe stared at him in stolid misery. "Wake up,!" Max cried, poking him in the ribs with his billy. "D'yer understand de proposition?"

Abe nodded slowly.

"Den come on, both of youse," said Max, and once more the trio faced the sergeant.

He was now flanked by a stout, peak-browed person, whose most salient features were a curled mustache and a diamond breast-pin. In consideration of a \$10 bill from Abe, the peak-browed person furnished bail in the penalty of \$500 to insure Mr. Potash's appearance in the Essex Market police court that afternoon to answer to the charge of violating a corporation ordinance.

"And now get out of here, all of you," said the sergeant, after the transaction was complete.

Abe lost no time in making for the door, but Aaron lingered.

"Mein sillik," he said. "Please, mister." "What silk?" cried the sergeant. "I ain't seen no silk."

"Blue sillik," said Aaron, showing no disposition to leave.

"Officer," thundered the sergeant, "put this man out!"

Max grabbed the shrinking Aaron by the collar and rushed him to the door. Then with one mighty kick he propelled him to the gutter.

"Give dat to your brudder Pincus," he called after him, "and tell him it was from me!"

Several days elapsed before the cloak and suit establishment of Potash & Perlmutter assumed its normal hivelike activity. Barney Greenberg again held sway over the twenty-odd operators with the perfect discipline that is engendered of one's brother being a policeman, for the whole story of Abe's adventure on the East Side had leaked out, and not a man of all Potash & Perlmutter's employes but knew that Abe's discolored eyes resulted from the prowess of Barney's brother, the policeman.

As for Abe, after he paid a fine of \$50 in the police court he went home to bed and stayed there for two days. During the next week the skin around his eyes

TEXACO

The Mark of Quality for
All Petroleum Products

TEXACO ILLUMINATING OILS,
TEXACO NAPHTHAS,
TEXACO GASOLINES,
TEXACO LUBRICANTS.

High Grade Lubricating Oils
and Greases for all conditions.

Texaco Motor Oils, Texaco Engine
Oils, Texaco Axle Grease, Texaco
Railway Oils, Texaco Roofing, Texaco
Fuel Oil

Texaco Bitumens and Cements
Scientifically prepared for
special purposes such as
Paving, Roofing, Waterproofing

Mastic Pipe Coating Insulation

THE TEXAS COMPANY
HOUSTON NEW YORK

Branch Offices
Boston, St. Louis, New Orleans, Pueblo,
Philadelphia, Norfolk, Dallas, Tulsa,
Chicago, Atlanta, El Paso

Anti-Foaming Compound

OF THE HIGHEST QUALITY

AND

Polarized Mercury

(AN ANTI-SCALING COMPOUND)

which will reduce scale
and corrosion with
greatest economy

ARE MANUFACTURED BY

The Bird-Archer Co.

New York Chicago St. Louis

H. P. HARMON,
Pres.-Treas.

TELEPHONE
HARRISON 1440

David Rutter & Company

WHOLESALE

COAL

NO-Y-ON

COKE

RETAIL

417 South Dearborn St., Chicago, Ill.
Three Yards in City and One in Evanston

Federal Steel Lockers

have the strength, the
security and the dur-
able baked enamel
finish.

They are the Railroad Lockers

Federal Steel Fixture Co.
4545 Homer Ave. CHICAGO

Whenever you see
an Engineer's Oiler,
or other tin or gal-
vanized ware for the
railroad's use,

Remember—

Western Tinware Co.
ST. LOUIS, MO.

McCAGG
Coal & Mining Co.
DES MOINES, IA.

"Ebony Chunks"
Satan's Favorite

MODERN METHODS
LESS IMPURITIES

varied chameleon-like in tones of purple, plum-color and green, until it gradually faded to a smoky brown, which bade fair to last for months.

Morris viewed these badges of his partner's misfortune with marked disapproval.

"Ain't I told you, Abe," he said for the twentieth time, "you should forget about that silk and get down to business? We not only lost the silk, but you lost two days from the store, and \$10 you had to pay that loafer what bailed you out. Also you pay \$50 by the court, for nothing, and now Rifkin's brother says you should pay him \$25 for his silk which you took, and which he ain't never got from the station house yet."

"I'll pay him \$25, Mawruss!" Abe replied with ironic emphasis. "Wait till I get a chance at that sucker. I'll fix him, that thief!"

Morris shrugged impatiently.

"Schmoo-es, Abe!" he broke in. "You ain't got no proof that he stole the silk."

"I'm surprised to hear you, Mawruss, you shouldn't talk that way," said Abe, "after all the trouble what I got it. If he ain't took that silk, who did it? I suppose I took it, Mawruss; or maybe I gave it away, as at present—what?"

Miss Cohen, the bookkeeper, poked her head into the showroom doorway.

"Murray, the packing-box man, wants to see you," she said.

"That's another robber for you, Mawruss," said Abe. "Two weeks ago already I sold him a dozen empty packing cases from the cutting-room, while you and Barney was out to lunch, and he ain't sent us a check yet. I suppose he comes around now to claim deductions. Tell him to come in, Miss Cohen."

Two minutes later a short, red-faced man entered, bearing a large parcel wrapped in brown paper.

"Good-morning, gentlemen," he said. Then for the first time his eye rested on Abe's discolored face. "Well, well," he went on, "I see you was to a weddin' lately. I been to some rousin' old weddin's when I was a lad. Many a good crack I got at a weddin' myself. Although maybe it was a wake you was at?"

"I don't know what you are talkin' about," Abe growled; "but if you mean I got a couple blue eyes I may as well tell you I got 'em for not mindin' my own business, Murray. And anyhow, Murray, what's the matter you ain't sent us a check for them packin'-boxes already?"

"It's like this, Mr. Potash," Murray explained, starting to unpack the parcel. "I kept them packing-boxes for my honesty. You sold me them boxes for empty packing-cases, but one of 'em had some goods in the bottom of it, and here they are."

He tore away the brown paper wrapping from the parcel and disclosed the missing silk in all its glossy perfection—six bolts of it, and fifty yards in each bolt.

Abe flopped down in the nearest chair and struggled to speak.

"Now, what d've think of that, Mawruss?" he grasped at last.

"Think!" Morris cried. "Think! I think you'd better tell Miss Cohen to charge you up with a cab ride for Barney's brother \$60 for the fine and the bail, \$25 for Aaron Rifkin and \$6 for them packing-cases what Murray here keeps for his honesty."

He handed Murray a couple of cigars. "When a man's a sucker, Abe," he concluded, "he's got to pay for it himself!"

The Senate seems to think that since we won the war we ought to keep Nashville Tennessean.

Loose Leaf Systems

Order Blanks

Telephone Harrison 243

H. J. Armstrong & Co.

Blank Book Makers
Railroad and Commercial
PRINTERS

538 S. Clark St.

CHICAGO

The "Pyle-National"

Steam Turbo-Generators

ELECTRIC LIGHTING FOR

LOCOMOTIVES

TRAIN LIGHTING

OIL WELL DRILLING

AND

INDUSTRIAL PURPOSES

The Pyle-National Company
CHICAGO, ILL.

'ANGUERA LUMBER & TIE COMPANY

Hardwood

**TIMBER
PRODUCTS**

for Railroads

1101 Conway Bldg., CHICAGO

Telephone Harrison { 6140
6141

Automatic 52-219

Hedstrom-Barry Company

RAILROAD AND COMMERCIAL
PRINTERS

BINDERS AND STATIONERS

Licensed Railroad Ticket Printers

Original from

616-620 So. Dearborn St., CHICAGO

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

MONROE

Calculating Machine



DOES all your work simply and directly. It does not require an expert—any member of the office force can use it, attaining high speed after short practice. Reciprocals or complimentary numbers unnecessary. All work visible and machine-checked for accuracy.

Simply set your numbers on the flexible adding machine keyboard and turn the crank—forward to Add or Multiply, backward to Subtract or Divide.

Without obligation or expense to you, we shall be glad to have you apply the Monroe to the figure work in your own office.

MONROE CALCULATING MACHINE CO.

H. H. DOTY 537 South Dearborn Street, Chicago

General Offices: Woolworth Bldg., New York

Offices in Principal Cities

HOME OIL REFINING COMPANY Of Texas

OFFICES:
1201 Burk Burnett Bldg.
FORT WORTH, TEXAS

Producers and Refiners

OFFICES:
Railway Oil Department
FRANKLIN, PENNSYLVANIA

Refinery at Yale, Oklahoma, a large refinery at Fort Worth, Texas. Dealers in Gasoline, Fuel Oil, and all other products which can be refined from the Ranger and Burk Burnett Crude Oil.

HOME OIL REFINING COMPANY OF TEXAS;

Railway Oil Department,
FRANKLIN, PENNSYLVANIA.

Manufacturers of Valve, Superheat Valve, Engine, Coach, Car, Greases, and Signal Oils.

The Company is erecting a modern plant in Franklin, Pennsylvania, and only the best material obtainable will be used in the manufacture of its various products, for both Steam and Electric Railways. Will be ready to furnish Superior Railway Oils, such as General Charles Miller has been recommending for the past forty years, with some improvements added.

This notice is given to the Railways of the United States, so that when they wish to purchase lubricants on gallonage or guaranty basis, communicate with:

GENERAL CHARLES MILLER, Chairman,
Franklin, Pennsylvania.

Water Glass Is Good for Eggs

(Continued from page 19.)
are covered by the liquid to a depth of two inches. If the solution evaporates, add more; the eggs must be covered by the water glass as long as they are in storage. A good plan is to cover the containers with lids to prevent evaporation and keep out dust. If tight-fitting covers are not available, secure a layer of tough paper to the top of the vessel.

Store the containers in a cool, well-ventilated, clean cellar. Examine the containers about once a month to see that the eggs are submerged. Do not attempt to keep the eggs indefinitely; no method of preservation will do this. The eggs should be consumed within nine months.

Remove the eggs from the solution as they are desired. Do not keep the eggs out of the preservative for any considerable time before they are to be used—a week is all right.

When preserved eggs are to be boiled, stick a needle through the shell in the large end to prevent the shell from breaking.

Do not replace the eggs in the solution once they have been removed. To do so may influence the other eggs.

BE SURE OF FRESH EGGS.

Strictly fresh eggs are necessary to assure success. Use infertile eggs whenever possible. Test the eggs by the candling process if there is any question as to their quality.

Scrub and scald the containers to insure cleanliness. Dirty eggs or eggs which have been washed should not be preserved. Remember, one defective egg may render the entire lot unfit for food.

Do not use any preserving solution more than once. Make a fresh lot each year.

Preserved eggs will not stand the handling that fresh eggs can endure any more than storage eggs can stand rough treatment, consequently the housewife should not be disappointed to find some of the yolks broken.

The membranes and the entire structure of an egg are weakened by age. This weakness might be termed merely mechanical, however. The food value of the egg is in no way impaired, provided the necessary care is given to the eggs from the nests to the preserving liquid.

Increase in Price of African Wives

The high cost of living is seriously affecting the matrimonial markets in Central Africa. Lord Dewar, who has just returned to London from the Dark Continent, in giving an account of his travels there, said the increased cost of living in the district he visited was most eloquently reflected in the higher price of wives paid by the natives. Whereas a fine, sixteen hands high wife cost four spearheads in the pre-war days, she now costs eight spearheads, and in the cattle districts the price of a wife has risen from four cows to eight cows.

Wearing overalls will only remind some prosperous gentlemen of how they got their start.—Pittsburgh Post.

Rock Island Magazine for June, 1920.

Give Us a Fighting Chance

(Continued from page 4.)

Its deficit July 1st, 1918, to the end of the year, was over Nine Million Dollars, and for the year 1919 was over Twenty-four Millions. We were never guaranteed against deficit.

Thus we have operated as best we could for twenty-two months, with absolutely no return to the owners or stockholders upon Thirty-five Million Dollars actual value of real estate and plant, of which Three Million was new cash put up by the stockholders on July 1st, 1918.

We feel, therefore, that we have at least tried to carry our share of the war burden, and we still have confidence and nerve and energy left, to stare the future squarely in the face, and if permitted with a fair fighting chance, to build from the wreck an efficient and dependable express service, so necessary we believe for the well-being of our commerce and industry.

As I look into the future, I cannot see the best and cheapest express service come from a restoration of the several old companies, nor the formation of several new ones. It would mean again, adding to the rates, enough more—which the public would have to bear—to pay for duplicate services,—in the elimination of which this company has saved many millions of dollars; and it would mean a less efficient express service, for reasons which I will later briefly mention.

We realize our service has not been up to standard and is not now, and it will take time to make it so,—in my judgment, at least two years, to reach anything like a normal situation.

We are dependent upon the railroads for our cars and transportation.

There is not enough express car equipment in existence by some 2,000 cars to handle properly the business of today.

The railroads are not to blame for this, and neither are we.

Their present situation is but the outgrowth of conditions over which they had no control. No railroad could be blamed for not being willing to spend vast sums in new equipment and facilities, and neither could this company be blamed, and had we undertaken it, you know as well as I do, that with the uncertain future up to the end of Federal control, such money could not have been obtained.

Our transportation contract for all lines formerly under Federal control expired automatically February 29th, when the roads went back to private management.

Under the Transportation Act, we are in process of making contracts with the several hundred large and small roads, over 90 per cent of which have already been negotiated, but under the law these are only made for the period to August 31st, 1920.

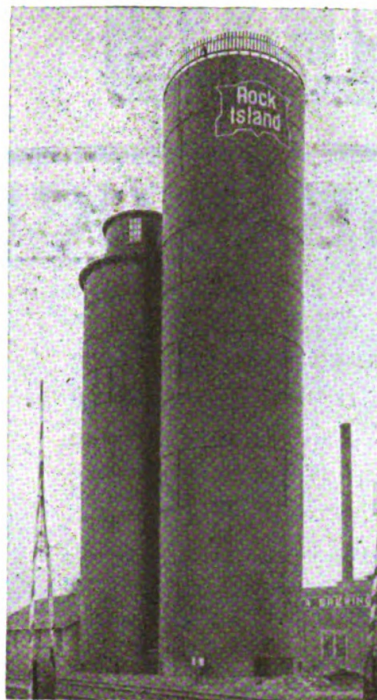
Until that date, we are protected against deficit.

After that, if we exist at all, we must have higher rates to meet our higher wages and costs.

Our application for such rates is before the Interstate Commerce Commission.

We are also permitted, under the law, to apply to the Interstate Commerce Commission for legalization of this new company. Our prayer for that is now before that body.

The railroads are mindful of our car and terminal requirements, and I am informed will shortly place orders for at least a portion of such cars.



GRAVER Type "K" Water Softener

Chicago, Rock Island
& Pacific Railway
Water Station at
Ottawa, Ill.

You are invited to write
our Railroad Department
about your water problems.
We will give them
careful consideration
from a practical as well
as a scientific standpoint.

Railroad Dept.,
Steger Bldg., Chicago

GRAVER Corporation

(WM. GRAVER TANK WORKS · FOUNDED 1857)

SINCLAIR OILS

The POWER That Drove This Tank Through
Bucking Snowdrifts on Its Climb Up Pike's Peak

Sgt. A. E. Werrall, commanding the tank, writes: After a hard climb for six consecutive hours, bucking snowdrifts eight to ten feet deep, we reached an elevation of 11,500 feet. We used Sinclair Gasoline and never once did our engine miss fire. Your Opaline Motor Oil worked with equal efficiency at high altitude as it did at normal elevation. The run was made almost entirely in the lower gears. In fact of this, Opaline lubricated perfectly.



Sinclair Gasoline and Opaline Motor Oil

are giving the same satisfaction—the same efficient service to thousands of motorists everywhere. Use Sinclair Gasoline and Opaline Motor Oil in your car. It makes the car run smoothly—produces added power.

SINCLAIR REFINING COMPANY, CHICAGO

UNIVERSITY OF ILLINOIS AT

URBANA-CHAMPAIGN

MULTIPLATE VALVE SERVICE

When a valve leaks do not remove it from the line to repair it. Make the repairs in the line by removing a plate from the head and a plate from the seat and scrap them; put the parts back in the valve and tighten them up carefully; and you have a valve good as new. Let our service man show you. Do not tolerate leaks, they are a nuisance and an expense to your company.

O'Malley Beare Valve Co.

RAILWAY EXCHANGE
CHICAGO, ILLINOIS

NEW YORK PITTSBURGH SEATTLE SAN FRANCISCO

The M.E. Case Coal Company

Peoria, Illinois

offer

For Sale On Contract

effective April 1st, 1920

approximately

200 Tons Daily

La Marsh Creek 1 $\frac{1}{4}$ " Screenings
from their La Marsh No. 1 Mine

ANALYSIS

Moisture	10.14
Ash	8.51
Volatile Matter	36.75
Carbon	43.05
Sulphur	1.55
B. T. U.'s	12209

Peoria freight rate to all points on the Rock Island System.

The M.E. Case Coal Company

Peoria, Illinois

We need equipment and buildings, and are ready, provided we can be assured some reasonable tenure of existence, to endeavor to interest new capital in such facilities; but we cannot do this unless the public is willing for us to continue, and not until we have closed proper contracts with the railroads and secured increased rates to enable us to have an assurance of a fair return for the use of our organization and capital invested.

All of our efforts are now centered toward a consummation of all these matters, which, at the best, will take time and patience.

As one express company, operating over all lines, we can give a better service by the use of the most direct routes.

We can avoid much duplication and expense, which, in the end, must be borne by the public.

We can give to the shipper one company only to look to and not a divided responsibility with resultant delay in case of loss.

We can avoid delays and damage by rehandling at junction points in transfer to or from other companies as formerly, and by use of all the rail mileage, can fairly, we believe, compete with the Parcel Post, who will be our competitor, and we are glad they are here as such, and with the competition of restored normal freight service and the competition of the fast growing trucking service, we certainly can have no monopoly.

Further, we are regulated as to rates, practices and service by the Interstate Commerce Commission and the Commissions of the several 48 states.

The American Railway Express Company—owing to the conditions and what it has been through, which I have most briefly referred to and over which we had no control—has had no fair chance.

We have a splendid organization of over 135,000 people; 35,000 officers; our annual turnover in charge is approximately Three Hundred Millions of Dollars, representing more than 1,000,000 shipments a day. So far there has been no net returns for all this and its efforts.

We have all been passing and are still passing through perhaps the most trying period in the history of the world.

I personally believe, as I believe most of you do, it will all come out to our benefit.

To give this express organization of 135,000 people, of which I am proud to be one, a fighting chance to give you an efficient, co-operative and dependable fast transportation service, is all we are seeking to accomplish, and the results of our effort will, in my judgment, work to our mutual benefit.

September Numbers

Pour in Wholesale

In the April issue of the ROCK ISLAND MAGAZINE a request was made for some additional copies of the September, 1919, issue. The magazine supply of these copies had been exhausted. A few lines, buried underneath lots of much more readable copy, constituted this request.

Since then September numbers have been coming in in wholesale lots. It is impossible to reply to all of the individual contributors. This was done at first, but it would have required a large corps of stenographers to write to each person to thank him, or her, for sending the magazine.

The spontaneous response to this request is deeply appreciated by the ROCK ISLAND MAGAZINE.

A Little Jaunt Into Old Mexico

(Continued from page 11.)

ico not long after him. There are rifles peeping out of the loopholes, and judging from the cigarette smoke issuing from the same holes, there must be about thirty soldados aboard.

We are climbing into the mountains now and they are beautiful and impressive mountains. Also there are fertile valleys, and one begins to get some idea as to the potential agricultural wealth of central Mexico. Everywhere now there are fields of pulque plants from which is made the Mexican national drink. Casual observation would lead the visitor to believe that they raise more pulque, which in turn raises Cain, than they do corn at this time.

The keeper of the kitchenette brings alarming news. The gas has given out and the commissary is low. We must dine at one of the stations. It does not prove to be such a terrible experience after all. The railway restaurant is run by a Chinaman with Mexican assistants and very Mexican cooks. The food is strange but not unpalatable. The lamps in the place are so smudgy that one cannot see what he is eating, and that helps some. Also there is cervesa to wash it down.

THE MAGIC POWDER.

There is another night to be passed in the Pullman, and my companion is disconsolate. Suddenly there came to him an American lady with the spirit of Florence Nightingale and the light of compassion in her eyes. She handed him a can containing a magic powder. She said that she had traveled in Mexican Pullmans before, as she was the wife of an American engineer.

My companion took the magic powder into his berth with him and sprinkled it over the bed clothing. Presently I heard his gentle snore and knew that the miracle had been worked. In the morning the porter grumbled a bit. "The berth is filled with enough powder to blow up Mexico," he said. "The bugs have gone. But—" he added, "they will return." He seemed to take a pardonable racial pride in the persistence of the Mexican bug.

In the morning we woke up in Mexico City, one of the most beautiful cities in all the world, and we left the Mexican Pullman with few regrets. I do not think that either of us ever will utter a complaint against the standard American Pullman again.

"Do you know," said my companion, as we were riding to our hotel, "I think that it would be a good idea for us to go back by boat. They say that these fruit boats have scorpions and tarantulas on them, but I have a notion that they are somewhat more comfortable than these Mexican government Pullmans. Not that I am naturally narrow minded, but I think I would prefer the boat."

Once upon a time you could board an American Pullman at St. Louis and ride comfortably to Mexico City on a regular schedule. But that was before the numerous Mexican generals got the notion that each should have his own little Pullman for the convenience of his own bugs.

The three R's in this country at present seem to be radicals, reactionaries, and reformers.—*Greenville (S. C.) Piedmont.*



WHITING ONE-MOTOR ELECTRIC TRANSFER TABLE
Capacity 80 Tons. Length 74 ft. 10 in. The Pullman Co., Buffalo, N. Y.

TRANSFER TABLES

Designed for Shallow Pits

A shallow pit means less material to excavate and less concrete to place. Our design requires a pit only 18" from head of approach rail to head of pit rail. No part of table or operating mechanism extends below top of pit rail.

Framework is securely gusseted to keep table in square. All bearings interchangeable. Motor-driven hauling drum provided on each table.

Made for any capacity, length or speed. A. C. or D. C. Motors.

Send for Catalog 145. Specifications on Request.

WHITING FOUNDRY EQUIPMENT CO.

HARVEY (Chicago Suburb), ILLINOIS

Locomotive and Coach Hoists—Turntable Tractors

WHITING

CRANES OF ALL TYPES / FOUNDRIES EQUIPPED COMPLETE

NATHAN MANUFACTURING COMPANY

New York, N. Y.

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

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

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

URBANA-CHAMPAIGN

RAIL ANTI-CREEPERS



THE P. & M. CO.

P. & M. CO. LTD.
CORISTINE BLDG.
MONTREAL, P. Q.

CHICAGO
NEW YORK

THE P. & M. CO. (ENGLAND) LTD.
31 BUDGE ROW
LONDON, E. C.

This Trade Mark

Track Tools



Nut Locks

on your track tools
means a satisfied work-
man and better work.

Let us prove the
economy of their use.

Forty-four years of
quality building goes
into every tool with
our trade mark on it.

VERONA TOOL WORKS

CHICAGO

PITTSBURGH

The Buckeye Steel Castings Co.

COLUMBUS, OHIO



Bolsters

Yokes

Frames

Major and M. C. B.

"D" Couplers



NEW YORK OFFICE
50 Church St.

ST. PAUL OFFICE
317 Merchants Bank Bldg.

CHICAGO OFFICE
619 Railway Exchange

Various Kinds of Cider Have a Kick Like Army Mule

The announcement of the acting collector of internal revenue at Boston that the manufacture and sale of pure apple juice, fermented or otherwise, is still legal will be a relief to thousands of farmers. Mr. Casey's warning that conditions will be different after January 16, when the prohibition amendment will forbid the sale of any intoxicating beverage, probably will spur the cider mill men to get rid of their stock before that time.

Rural New York and New England are sopping with cider this fall. Up in Maine and out on Long Island the only apples which escape the commercial cider mill and the home press are those for which the apple sauce canners pay a good price. Why shouldn't the man with an orchard make the mill hum when he is getting 40 cents a gallon, or about \$20 a barrel? The farmer with enough apples for a thousand barrels makes a neat fortune in a single season. Old whiskey barrels, which once brought \$1 in the cider business, are selling at \$10 in Connecticut now.

Cider of all kinds is the farmer's pecuniary blessing. Cider of the hardest kind is the farm hand's curse. For there are three kinds of cider. The first is plain apple juice, fresh from the press, innocent as a dewdrop and sweet as the sugar you can't get. The second is the juice after it has spent a few days in the barrel and has developed a fizz reminiscent of champagne and a tang like the air of a perfect November day. This is the draught that goes best with the turkey and cranberries. At its finest it is as delicate as Rhine wine.

The third kind of cider is seven devils. It is the juice that is too evil to become even good vinegar. It is sold in jugs, carried across fields in jugs and drunk from jugs, gurgling as it goes on its sinister errand. It makes first drunkards. It is the last resort of drunkards. It brings with it rheumatism, sciatica, hardening of the arteries, delirium tremens and death. It burns down houses, breaks up homes, lets crops rot in the field and turns shotguns on neighbors. It does not need to be mixed with whiskey, thereby becoming "stone-fence." Beelzebub does not need to be accompanied by a minor fiend. Taken in sufficient quantity, plain hard cider has everything that whiskey carries and a bit more. Forty cents' worth of whiskey would get no man drunk, but 40 cents' worth of hard cider would stagger anybody.

The peculiar fact about cider's relation to prohibition is that, while no law will prevent the farmer from selling pure sweet apple juice, no law will keep the new owner from letting the juice become the worst tippie that this country has known.

Conductor's Motto

Is "Still at 'em"

Conductor M. F. McClellan writes the passenger traffic department as follows:

"I wish to state that trains 207-210, run by me, carried 11,434 passengers during the month of March. This shows an increase of 3,440 over February. We are still going after them."

Kinds of
r Have a Kid
Like Army

Can Planes Be Driven Across Your Lawn? Question Is Raised

Who owns the air?

What is to prevent "air hogs" from hovering over your property, dropping petrol cans and bottles on your head, and making themselves a nuisance generally. Has an airplane pilot any more right to go whizzing over your house and lot than a chauffeur would to drive his motor car across your lawn?

Ask attorneys these questions and you will get a great variety of answers. Some will assert that the groundling has certain inalienable rights to his own air. Others will tell you that can't stand in the way of progress, and that the uncharted sea above you may be roamed at will by aviators. You might as well try to keep the birds off, they will tell you, as to keep the flying men away—unless you care to build a high enough fence around your yard and put up a "keep off the air" sign.

The question already is a practical one. A Kansas City judge only yesterday refused to grant an injunction restraining airplanes from flying over the property of a local farmer, and when the case comes to trial in September, it will be for the law to determine the ownership of the lighter element.

OLD LAW PROTECTS OWNERS.

"Under the old common law," said James M. Sheean, president of the Chicago Bar Association, "a man's property rights extended from the center of the earth to the sky."

"The development of the airplane has created a condition with which the present laws are not prepared to cope. It might be a technical trespass if the planes flew so low as to cut off a person's light and air. If aviator's made themselves a nuisance, perhaps traffic rules would have to be drawn up, and air police would have to be employed to see that these rules were not violated. But there is nothing in the codes of any nation now to prevent a man from flying where he will, even across international boundaries."

"The people won't stand for restrictions in the air," said Clarence Darrow. "To say that nobody can fly over your property is altogether against the trend of the times. You simply couldn't do it. If airplanes flew too close and trespassed habitually you might have some cause for complaint. Otherwise, not. The government may some day map out air lanes to which the flyers will confine themselves, but that is all a problem for the future."

MAY COLLECT FOR AIR PERMITS.

"Airships have no more right over your property," said John V. Clininn, "than a building has. If a man tried to extend the top of his building over yours, you would have cause to bring a damage suit. In my opinion the injunction should stand. There is danger, for instance, of carelessness on the part of the airmen. If they dropped petrol cans or monkey wrenches they would certainly be trespassing."

"In the future perhaps the right of eminent domain will extend to the air. Under such an act the property holder might be entitled to reimbursement for the air and could collect money for damages to his holdings."

TENTS AND



CAMPING EQUIPMENT

Every Camper needs a Tent and a good one, or the pleasure of an outing is gone.

Our business is the making and selling of the best

TENTS AND CAMP FURNITURE

at reasonable prices.

Our catalogue is a complete camper's guide, and is full of interesting matter for the outer. It is sent free with mention of this magazine.

GEO. B. CARPENTER & Co. 430-440 No. WELLS STREET
CHICAGO, ILL.

GLOBE SEAMLESS STEEL TUBES

Boiler Tubes Arch Tubes
Superheater Tubes Safe Ends
Mechanical Tubing

Globe Seamless Steel Tubes Co.

General Sales Offices:

Peoples Gas Building, Chicago

DISTRICT SALES OFFICES:

20 Church Street, New York City

Book Building, Detroit

Creco Brake Beam Support and Safety Device

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

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

Creco Brake Beam Supports decrease train resistance 10% or more.

CHICAGO RAILWAY EQUIPMENT CO., McCormick Bldg., Chicago

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

GROVELAND COAL

*"Not a Clinker
in a Carload"*

GROVELAND COAL

SOLD ONLY BY

Bickett Coal & Coke Co.

McCormick Bldg., Chicago, Ill.

Peoria, Ill., Office - - 339 Hippodrome Bldg.

DOMESTIC and STEAM COAL

(Capacity 6000 Tons per Day)

**DAWSON
COAL
AND COKE**

DOMESTIC and SMELTER COKE

(Capacity 1000 Tons per Day)

DAWSON FUEL SALES COMPANY

SOLE VENDORS

DAWSON, NEW MEXICO

More Appointments in Traffic Department

The following traffic appointments are supplementary to the list published in a recent issue of the magazine:

George B. Farrow, general agent, with headquarters, Room 544 Widener Building, Philadelphia, Pa., vice George F. Ramspacher, transferred to Pittsburgh, Pa.

G. F. Ramspacher, general agent, freight department, with headquarters in the Jenkins Arcade Building, Pittsburgh, Pa., vice M. T. McCraney, deceased.

John J. Goodrich, general agent, with headquarters at 106 South Fifth street, St. Joseph, Mo.

W. T. Baldwin, general agent, with headquarters Room 602 Majestic Building, Milwaukee, Wis.

* *

Hamilton Park Man Gets Real Byronic

The following poem, entitled "A Soldier's Prayer," was written in France by William Peterson, of the auditor freight traffic department, Hamilton Park. He served overseas with the 36th Engineers and, as one Rock Island man put it, the poem should tend to disabuse the idea that our soldiers were not prayerfully inclined. The poem:

"Now I lay me down to sleep,
I pray the Lord my gun to keep;
Grant no other soldier take
Sox or shoes before I wake.

"Lord, please grant me with my slumber,
And keep my bunk upon the lumber,
May no pegs or guy ropes break
To drop this tent before I wake.

"Keep me safe from attacks of coots,
And at first call to find my boots;
At reveille let there appear
Roll-call, comrade yells out here.

"Yes, keep me safely in Thy sight,
Grant no fire drills at night,
And at last, when I'm awake,
Breathe the scents of sirloin steak.

"Lord, protect me in my dreams,
Make life better than it seems;
Grant the time may swiftly fly,
And send me home before I die.

"Deliver us from work and drills,
And when I'm sick, no C C pills;
If I should hit this head of mine,
Don't paint it up with iodine.

"In a snowy feather bed
That's where I long to lay my head,
Far away from camp life scenes
And the smell of half baked beans.

"Salmon, rice, deep water stew,
Let us be forever through;
Feed me doughnuts every day,
Do this, Oh Lord, for me-I pray.

"Take me back into the land
Where people walk without a band,
Where no thrilling bugles blow,
That's the place I want to go.

"Oui oui, beaucoup and pommes-des-terre
Are things strange to us over here;
In France, Vin blanc may be all right,
But in America Good Night!"

Rock Island Magazine for June, 1920.

Carpentier Idol of Soldiers vs. Dempsey—Idle in War

The *Home Sector*, the ex-soldiers' weekly conducted by the former editorial council of the Stars and Stripes, in contrasting the war records of Georges Carpentier, French heavyweight champion, and Jack Dempsey, champion of the United States, says: "If there is no unforeseen intervention or failure of plans, Jack Dempsey will climb into the squared ring next summer carrying the title of America's greatest fighter, and, in the most advertised, most lucrative prize fight in the history of sports, will endeavor to hold the world's championship.

"America's greatest fighter! Pause over the phrase.

"America's greatest fighter—hero of a few weeks in the shipyards, hero of a few minutes' battle with Jess Willard, hero of the fur overcoat and the fat bank account, hero of the moving pictures at several thousand dollars a week, hero of two peaceful and eminently profitable years in the United States while the greatest world's championship was being fought several thousand miles away.

"America's greatest fighter—he who never knew the fell of a gun on his shoulder, the weight of a full jack on his back, the weary length of a muddy kilometer, the whine of an enemy shell.

"Is he as great a fighter as Scotty, the 17-year-old boy who, put to hold a path in the woods north of Chateau Thierry, killed thirty charging Germans before he died on his Chauchat?

"America's greatest fighter. No, not by several millions. And the picture of Dempsey demanding \$400,000 for an hour's appearance in the ring, the recent discussion of the possibility of his going to France to fight two years after the fighting is over there, is too much. The present toleration of Dempsey denotes a lack of consideration for every one of the five million fighting men in this country. The suggestion that he go to France is something like an insult to those old buddies of ours who, not so many kilometers from Paris, lie row on row, thru snow and rain and sunshine, never to fight—nor speak—again.

"Dempsey is a case for all the returned service men in this country—especially, perhaps, for the greatest organized fraction of them the American Legion. Resolutions protesting against his further public appearance as a fighting man, resolutions asking him to relinquish his title in favor of someone else—someone perchance who knows the taste of slum and beans—might help the situation."

Sweet Vice President of El Paso & Southwestern

A. E. Sweet has been elected vice-president and general manager of the El Paso & Southwestern Railroad, with headquarters in El Paso.

Mr. Sweet was connected with the Rock Island Lines for several years as assistant to the vice-president, general superintendent and general manager of the old second district at Topeka. On January 1, 1916, he resigned to become vice-president and general manager of the Denver & Rio Grande under the late Henry U. Mudge. In December, 1917, Mr. Sweet retired to devote his time to private interests and in July, 1919, was appointed federal manager of the El Paso & Southwestern.

RED ROCK COAL COMPANY

**Shippers and Producers
of the best burning domestic coal.**

**Mines located on the Chicago,
Rock Island & Pacific Railroad,
Melcher, Iowa.**

RED ROCK COAL COMPANY

**Office 1220 Hippee Bldg.,
Des Moines, Iowa**

Your name on a "Standard" policy

**PROVIDES
PROVED
PROTECTION**

**for those times when you are
disabled by injury or sickness.**

Ask Any Agent of

**THE STANDARD ACCIDENT INSURANCE COMPANY
of DETROIT, MICH.**

Railroad Dept.

H. C. CONLEY, Supt.

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

Manufacturers and Dealers in ICE—Made from Pure Distilled Water

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

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



ZAPON LEATHER CLOTH CO.

Formerly Boston Artificial Leather Co.

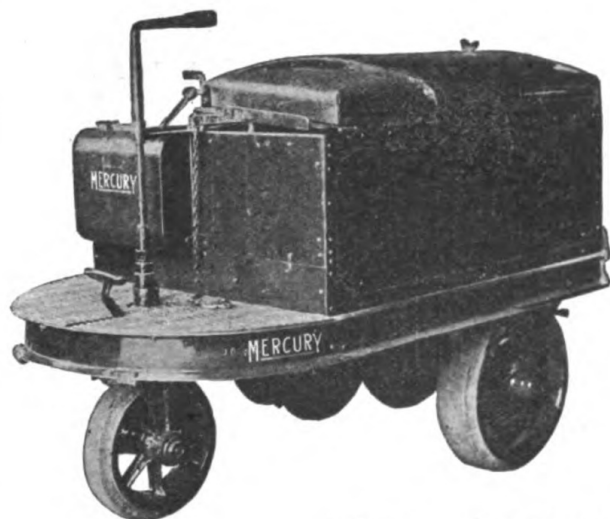
LEATHER CLOTH of QUALITY

200 Fifth Ave., Cor. 23rd St.

Fifth Avenue Building

NEW YORK

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN



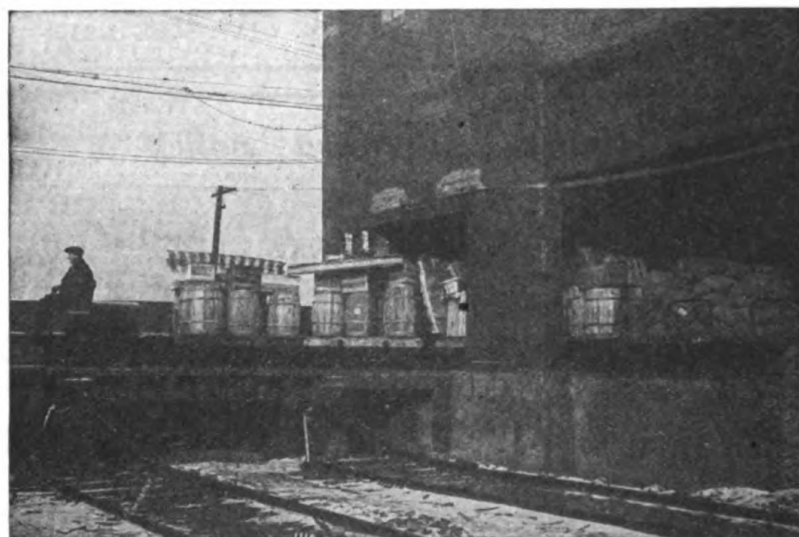
**Over \$20,000 saved
each year at this
freight house.**

For additional data write

Mercury Manufacturing Company

4118 S. Halsted Street

Chicago, U. S. A.



Digitized by Google

Topekans Entertain Officials of Roads

The Topeka Chamber of Commerce felt so happy over the return of the railroads to private control that the organization gave a big feed to officials of the Rock Island, Union Pacific, Santa Fe and Missouri Pacific. The dinner was celebrated on April 22 and a number of Rock Island men from Chicago, Kansas City and elsewhere attended. E. F. Strain, division freight agent of the Rock Island at Topeka, is president of the Chamber of Commerce of that city.

✻ ✻

Austrian Rail Men Reported Suffering; Aid Is Asked

In comparison with the prosperity which is evident in the home of every American railroad man, those employed on the systems in Austria, our late enemy, are suffering untold hardships. The American Relief Commission in that country is doing all in its power to alleviate the present conditions.

Officers of Austrian railroads recently addressed a personal appeal to the Rock Island for aid for their employes through the medium of the American Relief Administration, 115 Broadway, New York.

"We have grown exhausted by want of nourishment," the plea to the Rock Island reads, "and we shall all be ruined should not help come soon. Don't shut your hearts to our inexpressible misery. Send us American Relief Warehouse Food Drafts. If you would help us in this way, you may be sure of our most hearty and sincere thankfulness. You would again bring us happiness and welfare, and help us gain new strength and energy for work."

✻ ✻

Engine Foreman Stops Runaway Car In El Reno Yards

Sometimes this happens in the movies, but the general public rather doubts that it can happen in real—not reel—life. But here is a true story which has been officially recorded in the archives of the company:

Arel E. Hancock is engine foreman of the Rock Island Lines at El Reno, Okla. Rock Island car No. 63213 decided on a windy night recently to blow away. Out on the east end of track 16, El Reno, the car, propelled by a high wind, started down the track, gathering momentum with every tie. It was traveling at a good rate of speed toward Belt Junction on the Panhandle Division main line.

Casually glancing out of his engine, Mr. Hancock saw the runaway car. Inasmuch as hesitation is not a part of his makeup, he did not stop to ponder, but gained the ground with one leap and ran after the insubordinate car with all the speed he could muster. He overtook it just in time, climbed on top and stopped its wild career.

The yardmaster was immediately notified for a serious accident was doubtless averted. Mr. Hancock has been warmly commended by the company.

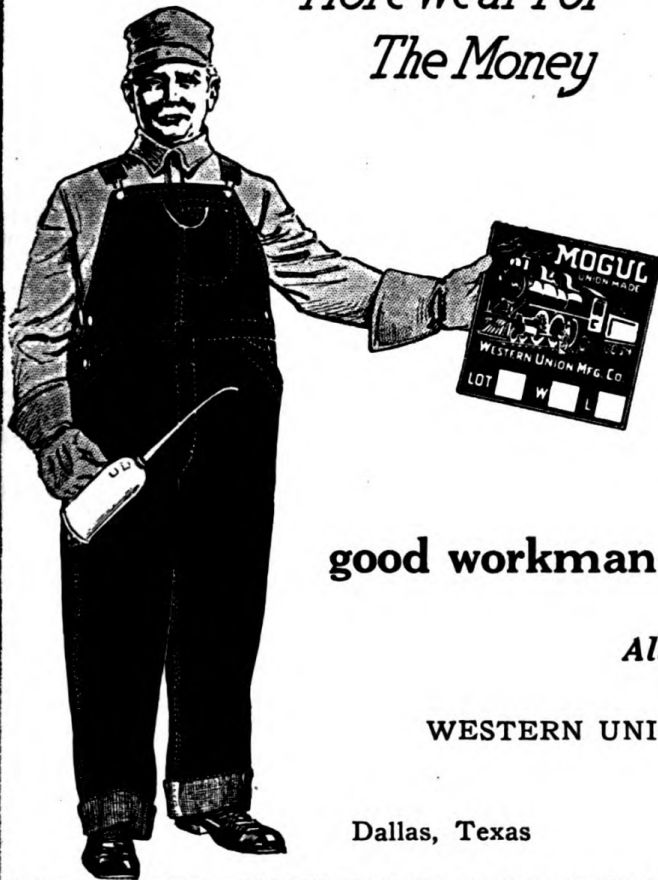
Original for serious accident was doubtless averted. Mr. Hancock has been warmly commended by the company.
Rock Island Magazine for June, 1920.

*More Wear For
The Money*

MOGUL

UNION MADE

Overalls



This ticket, sewed on
MOGUL garments, is a
sign of durable material,
good workmanship and satisfaction.

All Sizes at All Dealers

WESTERN UNION MANUFACTURING COMPANY

Kansas City, Mo.

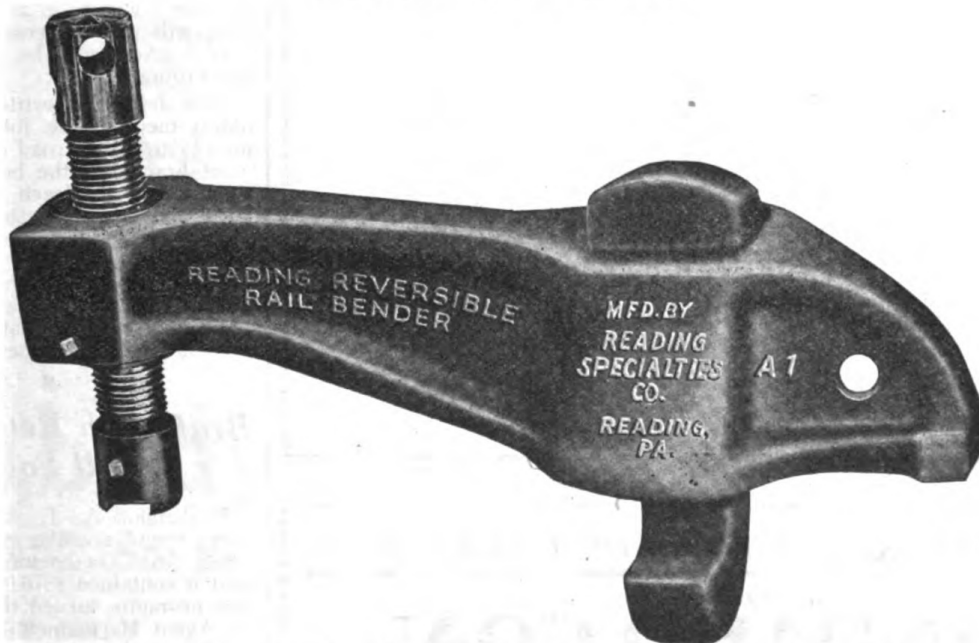
Dallas, Texas

San Francisco, Calif.

Sedalia, Mo.

READING REVERSIBLE RAIL BENDER

A TWO-IN-ONE BENDER



It does the work of two benders of any other type

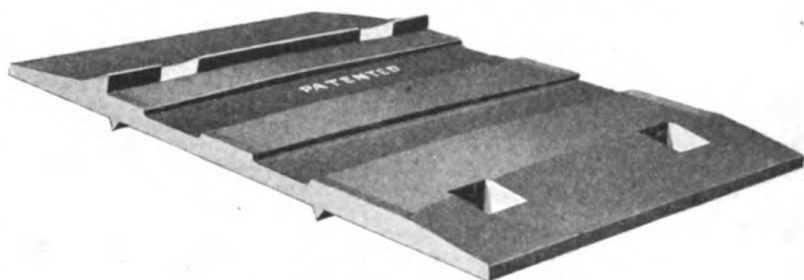
Manufactured and sold by

READING SPECIALTIES COMPANY

DEPT. R-3

READING, PENNA.

The **RRS Cambered Top, Ribbed Bottom Tie**
Plate shown below is standard on the
ROCK ISLAND LINES



We also manufacture and sell

Chicago Derailers, Wigwag and other Highway
Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY
Bedford Building, CHICAGO

Quick Duplication

of form letters, office blanks, notices, instructions — anything handwritten or typewritten — by the Mimeograph! Takes little more than the time to write the stencil. No slow typesetting and distributing. Finished product ready within a few minutes. And the wonderful new dermatype stencil produces absolutely unmatched work—clear — accurate — exactly duplicating the original. You need a Mimeograph to save time and printers' bills—to improve the appearance of your form work.

Investigate.

ST. LOUIS & O'FALLON COAL CO.

Producers of

STANDARD COAL

Capacity of Mines 6,000 Tons Per Day

General Offices: 2925 South Broadway, St. Louis, Mo.

THOMAS M. JENKINS
President

ADOLPHUS BUSCH, III.
Vice-President

GEO. E. KAUFFMANN
Sec'y-Treas.

Digitized by

Google

Ten Years As Station

Agent at Olivet, Ia.

By R. Williams

An agent should be a living example of the policy of the road he represents—in all things—he should be alert in business, prompt in his dealings, truthful and honest in all things.

He should learn to create confidence of his patrons. He can do this by being prompt in looking after their interests. Let them know he can be found right on the job when called on to perform a duty, either in receiving or delivering of freight or anything else that is to be attended to.

He should at all times study the best interest of his trade for that means the best interest of the road as well, for one could not succeed well in this business without the other.

He should familiarize himself with the law in the conducting of his business for the fellow who is always looking for something for nothing is always on the job, especially when it comes to beating a railroad. He calls this easy money.

Then there is Mr. Knowall, who is always ready to tell you how to run your business but is a dismal failure in running his own. This fellow comes near being the biggest fool in town but he don't seem to know it.

In this business, as the representative of the road, the agent should strive to study the nature of his trade, for a community embraces a large number of people with various traits of character. The same rule that applies to the governing of one won't reach the other in a business way.

At no time promise them something you can't carry out. Don't tell a man you will have a car for him on 1075 at 3 p. m. sure, for you might not get one for a day or so, thus losing his confidence in future dealings with you.

In handling passengers, don't get grouchy. If some woman should ask you what time the 3:30 train would be in tell her it will be in at 3:30 p. m. prompt. You will get in return, "I thank you." Any snickering to be done, do it behind the railing.

This letter is written by one of the oldest men on the job in years but let me say to all railroad men it matters not what branch of the business you are in, the sooner you learn to feel you are a silent partner in the business you represent—and the best interest of the road is the best interest for you—the better it will be for all concerned for this world has no earthly use for a drone, neither has it for a dead beat. All men render recompense for all they get.

✱ ✱

Brakeman Returns

Bill Fold with \$376

Brakeman A. J. Ast, of Bridgeport, Tex., found a wallet on train No. 745 the other day. On opening it, he discovered that it contained \$376.09 in currency. Mr. Ast promptly turned the pocketbook over to Agent H. Bennett at Graham, Texas.

The money, it was later found, belonged to Mrs. A. Lakey, of Graham, and she was highly pleased to have it returned to her. Her faith in human nature now has taken a big leap.

When the matter was brought to the attention of the Rock Island management, Mr. Ast was commended warmly.

Rock Island Magazine for June, 1920.

GOOD COAL —PEABODY—

COAL mined by most modern methods.

COAL screened and picked with unusual care.

These are the reasons that the trade know that coal from Peabody is Good Coal.

Ask your dealer for Peabody Coal.

*Peabody Coal comes from 36 mines—
all operated by us.*

Peabody Coal Company

332 South Michigan Avenue, CHICAGO

CINCINNATI, OHIO

DEADWOOD, S. D.

KANSAS CITY, MO.

MINNEAPOLIS, MINN.

OMAHA, NEB.

PEORIA, ILLINOIS

PINEVILLE, KY.

ST. LOUIS, MO.

SHERIDAN, WYO.

SPOKANE, WASH.

Digitized by Google

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

—“to the repair track for one column bolt and two nuts missing on truck.”

This means train delay in cutting out the car.

It means a man's time when we have no men to spare.

It means money spent when we must conserve our resources.

It means a car out of service when shippers are begging for cars.

It never could have happened with the Bettendorf One-Piece Cast Steel Truck.

THE BETTENDORF COMPANY

General Office and Works--Bettendorf, Iowa.

New York

Grand Central Terminal

Chicago
McCormick Bldg.

St. Louis
Commonwealth Trust Bldg.



T. S. LEAKE & CO.

General Contractors

RAILROAD BUILDINGS OUR SPECIALTY

7th Floor Transportation Building

608 South Dearborn Street

CHICAGO, ILL.

Digitized by

Google

Engineer Dies Suddenly at La Salle Station

Martin Trevis, for 29 years a locomotive engineer in the service of the Rock Island Lines, dropped dead in the La Salle Street station on the evening of May 19. Mr. Trevis, who was widely known and cordially liked by railroad men, was getting ready to leave within ten minutes in the engine cab of a Joliet train. Another engineer took the train out on scheduled time. Mr. Trevis lived at 66 Artesian avenue, Chicago.

Ex-Rock Island Traffic Man Dies in East

Frank A. McCormick, a well known rail traffic man, died at his home, Melrose Highlands, Mass., a Boston suburb, on May 14. He was 52 years old and served at one time in the traffic department of the Rock Island Lines. Later he was with the Boston & Albany and the Fitchburg Railway. In 1900 he became chief rate clerk, passenger department, of the Boston & Maine, and in June, 1912, was appointed assistant general passenger agent, which position he held at the time of his death.

Those Socialists dismissed from the New York legislature are called martyrs. But look what they escaped!—*Chicago Daily News*.

Work

From Wisconsin State Journal.

In the Chicago railroad yards some I. W. W. wrote upon the side of a boxcar the inscription:

No beer, no work!

When the car reached Milwaukee, a brakeman wrote under the first inscription the following:

No work, no pay!

En route to Madison, another workman added this:

No pay, no eat!

In the Madison yards a maintenance man wrote the final chapter:

No eat, no live!

Politicians may screech, preachers may preach, economists may write, sociologists may slum and their combined output will add nothing to the dicta:

No beer, no work!

No work, no pay!

No pay, no eat!

No eat, no live!

Than work there is no other panacea. Work is man's natural state. Every normal, healthy man works, whether he has to or not. The world lives on production. Hence work must lend itself to production. The man who has an idea of a time when men shall live without work is on a par with the man who proposes to give everybody something without taking anything from anybody.

A photograph of the side of that old boxcar with its philosophic inscriptions would become a national treasure if hung conspicuously within the commons of every American city.

Original from UNIVERSITY OF ILLINOIS AT

URBANA-CHICAGO Rock Island Magazine for June, 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

Digitized by

Google

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Charles Dana Gibson New Owner of Life

Charles Dana Gibson, the artist, who has purchased the controlling interest in *Life*, the humorous weekly, is said to have paid \$900,000. G. B. Richardson and George Utassy are associated with Mr. Gibson in the publication to which he sold his first drawing thirty-four years ago for \$4. Mr. Gibson purchased the magazine from the widow of John A. Mitchell, former editor of *Life*, who died in June, 1918. Andrew Miller, secretary and treasurer of the publication and a large owner of its stock, died on December 31 of last year. *Life* was established in 1885.

Haileyville Hopes to Raise YMCA Membership of 1,000

Thos. C. Straw, General Secretary of the Haileyville Y. M. C. A., entertained forty of the representative mine, mercantile and railroad men with a banquet at the association building on the evening of April 20th.

Before the war the membership of this organization aggregated 784; during the war account of prevailing conditions the membership dropped to 250.

Robt. B. Brown of the Rock Island Lines, who was toastmaster at the banquet, and who is also chairman of the membership committee, spoke of the strong support given the Association by men not only in railroad service and in Pittsburgh County, but by men from all over the United States saying that there were 461 renewals and new members now on the board, that there were 235 easily in sight and that Mr. Straw wanted a great effort made to build the membership up to 1,000. The men seated at the banquet table pledged their vigorous support and it was agreed no stone would be left unturned until the 1,000 membership mark had been reached.

Neville Dies While on Duty for Rock Island

Clarence Neville, a Colorado Division brakeman, died suddenly at a hospital in Norton, Kan., May 1. He was on duty with train No. 97 when taken ill. At Norton he was removed to the hospital and died within a few hours.

The *Western Kansas News*, a leading paper of the famous Kansas sixth district, says:

The deceased had been in the employ of the Rock Island for many years. He once left the company and worked for the Colorado Midland for a short time. While there he was seriously injured by being struck on the head by an overhead bridge. After recovering from this injury he returned to the Rock Island again and continued in the company's service until his death. His early railroad experience began in Goodland, where he was at one time employed as call-boy.

The deceased leaves to mourn his loss a wife and two children, his mother, two brothers and a sister.

Funeral services were held Thursday, May 6, at Norton, Kan., where interment was made.

Get Into the Game

LIFE is like a game of cards. Some must win. Some must lose. It all depends upon the player and on the gambling chances that may favor or disappoint him.

All have the same gambling chance, so the player's ability really determines whether he shall be a loser or a winner. Assiduity, persistence, practice and patience all help to make him a winner, and the lack of these a loser.

Those who win make their gains at the expense of those who lose. There must always be winners and losers, the winners rejoicing and the losers disappointed, complaining and jealous of the winners.

How much like the experience of every day life! Some succeed because of their diligence, earnestness and ceaseless ambition, others lose because of the lack of these winning qualities.

Some live in well-deserved ease and comfort on the proceeds of their success, others in discomfort, proclaiming that they suffer from injustice.

Everybody must play the game of life, and, like the game of cards, in the end every gamester must be a loser. Only the Grim Reaper is sure to be the winner in the end. —*Leslie's Weekly*.

"When I was coming home last night," said Miss Skerry, "I saw a man skulking along in the shadow. Oh, how I ran!" "An' couldn't you catch him?" inquired her little brother, innocently.—*Edinburgh Scotsman*.

The Meditations of Hambone

DE PAHSON DONE BORRY
A DOLLAR OFFEN ME, EN
HE SAY HE GWINE HAN'
IT BACK ER-MONDAY—
DA'S ALL RIGHT, BUT WHUT
AH'S STUDIN' BOUT --- WHICH
MONDAY DO HE MEAN??



Copyright, 1913, by McClure Newspaper Syndicate.

Seibert Agent Praised by Colorado Newspaper

THE *Seibert Settler*, one of the live wire newspapers of eastern Colorado, praises J. A. Caulkins, Rock Island agent at Seibert, in no uncertain terms.

The paper, in its bright and newsy editorial columns, says:

"In J. A. Caulkins the C., R. I. & P. has a mighty efficient and courteous agent at Seibert. We want him to know, and the railroad officials to know, that the countless little kindnesses he shows the traveling public are thoroughly appreciated."

Rock Island Crop Report Number 4

Dated Chicago, May 15, 1920.

General Conditions: In the Northern and Northwestern states the temperature has been below normal, though generally the weather was such as to permit rapid progress being made with farm work. Wheat, rye and oats are in good condition. Some progress has been made with corn planting, but this work is late in most sections. In the Central Western and Southwestern states wheat, rye and oats are in good condition and considerable corn has been planted. In Oklahoma and Kansas some corn is up, showing a good stand. In the Southern states corn is making good progress. Pastures generally are in good condition, though in Northern territory they are short account cool weather having prevailed. Warm and sunshiny weather is needed to advance all crops. There is still a general shortage of farm labor.

Roads Want Half Billion Dollars for Cars

An additional \$500,000,000 during the year to finance construction of freight cars has been asked of congress by the railway executives.

E. N. Brown, chairman of the board of the St. Louis and San Francisco road, speaking for the executives, said this sum was necessary to build 100,000 cars and 2,000 locomotives immediately needed by the roads to relieve the present shortage. The companies themselves, he testified, could not borrow this amount on their own credit even should the Interstate Commerce Commission allow the general freight rate increase requested recently.

Mr. Brown said the roads were now short 226,000 freight cars, 9,540 passenger cars and 3,190 locomotives. They have ordered on their own account, he said, 27,778 cars and 518 locomotives, paying an average of 7½ per cent on equipment trust certificates sold to defray the cost.

"Bankers have now told us that it will be impossible to secure on the investment markets more than \$100,000,000 or \$150,000,000 additional," he said, "and that this amount will be at a rapidly advancing rate of interest. The present orders represent about \$144,000,000 in cost."

If congress would authorize the immediate use of \$125,000,000 from the \$300,000,000 revolving fund for the roads provided by the transportation act, Mr. Brown said, the loan of another \$500,000,000 later would fulfill the requirements.

Rock Island Magazine for June, 1920.