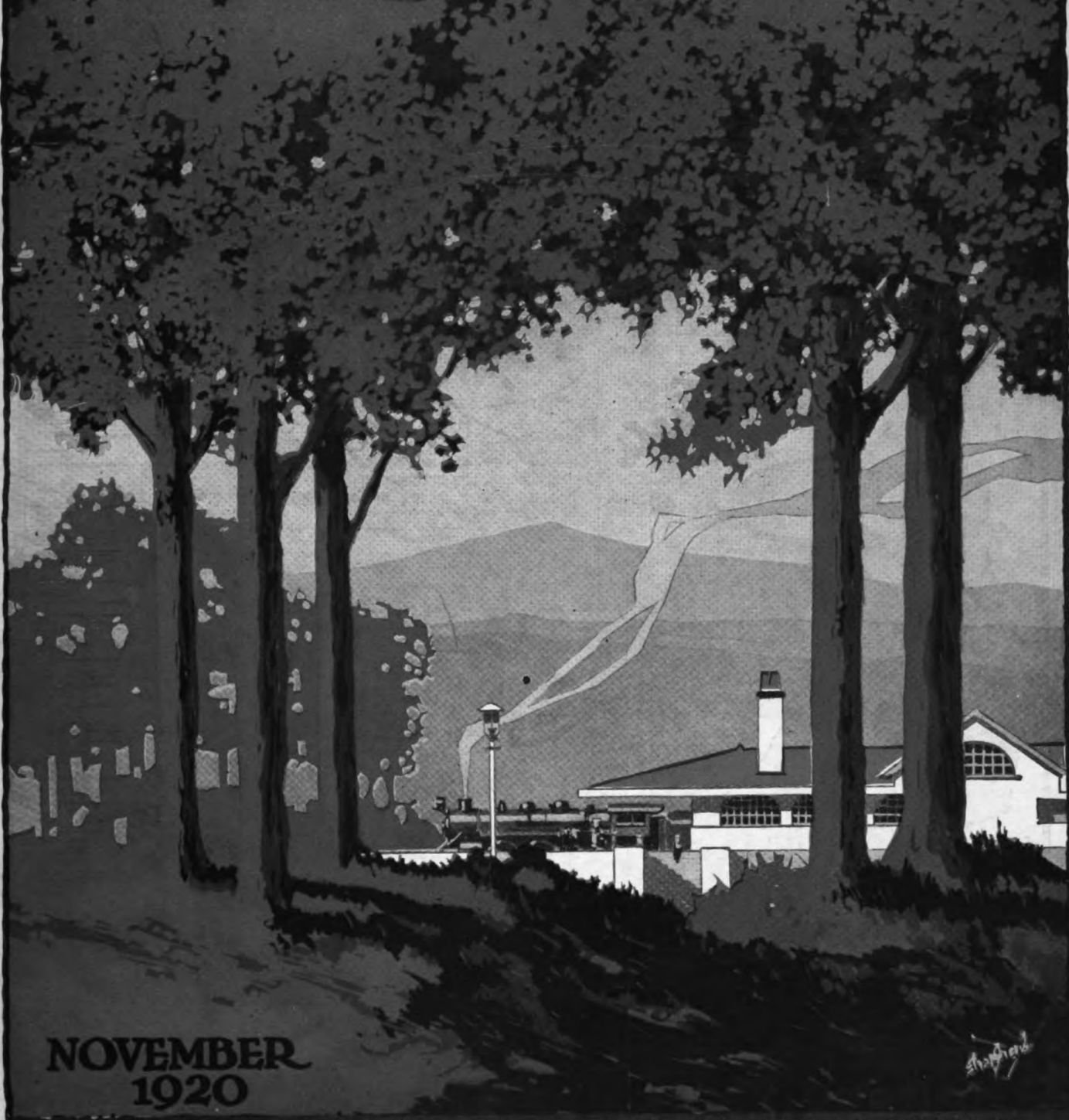


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Rock Island Magazine



NOVEMBER
1920

EDITED BY H. E. REMINGTON

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UNIVERSITY OF ILLINOIS AT
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UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

The New Triplex Spring Overland

Keeps Down the Up-Keep

Obviously, the price of gasoline will come down when more oil comes up. But that will be only a respite, not a cure.

The fact is, motor mileage must be increased independent of the gas tank. The Overland designers reached that conclusion four years ago.

Now anyone with a smattering of mechanical knowledge knows that reducing car weight reduces maintenance cost. But, ordinarily, reducing weight sacrifices riding comfort. The problem was to combine light-weight economy with heavy-weight comfort.

After four years of unrelenting effort, involving millions of dollars in experimentation, and millions more in readjusting the thousandfold activities of the Overland plants to the fundamental change in Overland plans, this most perplexing of automobile problems was solved.

Fleet as a cruiser in her light alloy steels, and suspended securely on the new *Triplex* Spring, the Overland is literally a revelation in comfort and a revolution in economy!

For this is the first time in the history of motoring that economy and comfort have taken the road together!

And the first time dealers have been offered so remarkable a *selling combination*.

The Overland Sedan has an average of 25 miles in 97 cities. That is the reason and this is the season for greater popularity for Overland Sedan than ever before.


The Economy SEDAN

WILLYS-OVERLAND, INC., TOLEDO, OHIO
Sedans, Coupes, Touring Cars and Roadsters
Willys-Overland Limited, Toronto, Canada



Wanted! Men to Fill These \$5,000-a-Year Positions

BOUNDLESS opportunities lie before the men who are willing to qualify for positions paying from \$2,500 to \$10,000 a year and more in this new profession. These positions are open in a field as yet little thought of by most men. Without knowing fully the facts, it seems incredible to the average man that thousands of splendid jobs are actually going begging for lack of men fitted to fill them.

Business throughout the world is booming. Factories everywhere are straining machine and man to supply the products for world-wide trade. America with the greatest merchant marine and railroad system has become the largest shipper on earth. Shipping yards and wharves are scenes of feverish activity with millions of pounds of freight being handled every hour.

Why Thousands of Dollars are Lost in This New Four Billion Dollar Industry

are losing money. This is occasioned by the fact that few men actually know the most economical methods of shipping merchandise.

On second thought, this is not so surprising. The Traffic Profession is only about ten years old. It was created when the Government passed an amendment to the Freight Rate Laws of the country. This made it necessary for about 1,000 railroads—60,000 large business concerns, nearly 450,000 smaller shippers—thousands of Chambers of Commerce and Commercial Clubs, State Railway Commissions, and the Interstate Commerce Commission to employ men with a technical knowledge of Interstate Commerce, Railway Traffic and Traffic Management Work.

A Need for Trained Men that Has Never Been Satisfied

Increases daily. Every large concern must maintain a traffic department—employing scores of men.

Millions of dollars are wasted through inefficiency in forwarding freight. Tens of thousands of concerns, without realizing it, are losing fortunes because they do not know how properly to interpret the infinite number of classifications and special rate combinations in effect.

For instance: A railroad quoted a Wilmington, Delaware, concern a 28 cent delivery rate, but the published rate under Government regulation was 33c, resulting in a \$7,000 loss. A Chicago concern billed a contract shipment, using the trade name rather than the traffic name—a loss of \$3,400 in thirty minutes!

Why Such Large Salaries are Paid in This Work

expert compelled an Eastern Railroad to refund \$12,000 to the Meeker Coal Company. A New York Traffic Man saved his company \$24,000 on freight shipments to one plant in one year.

Transportation is today the second largest and most important industry in the country. Freight charges amount to the stupendous figure of a million dollars an hour—over four billions a year! Yet it is estimated that eight out of every ten shippers

These important changes have created a need for trained men that has never been satisfied. Right now 100,000 trained traffic men are urgently needed, and the demand

After knowing about these few thousands of similar instances, it doesn't seem surprising that firms are willing and glad to pay large salaries for skilled traffic men. A Detroit Traffic Manager receives \$19,500 a year. A Cleveland man gets \$24,000. Thousands of good traffic jobs pay from \$2,500 to \$5,000 and \$10,000 a year. Expert Traffic men receive big pay because they can save their firms many times the amount of these salaries each year.

A Solution of This Great Problem

trained traffic experts, the American Commerce Association, a national organization of Traffic Men, offered to train men to qualify them to handle the complicated problems of shipping. Since that time, thousands of ambitious men have availed themselves of this training and are making successes in the traffic field throughout the country. Yet the need for trained men today is greater than ever before and the Association has recently enlarged its organization to train more men.

An Amazingly Easy Way to Train for a Big Job

The cost through the Association is but a few cents a day. Once a member of this great association, you receive the help of its Advisory Traffic Council, made up of traffic men of national reputation. This council consists of such men as: Albert Gantt, Traffic Manager, Corn Products Refining Co.; William Scott Gowie, American Freight Board Committee; Samuel G. Lutz, Vice-President, Chicago & Alton Railroad; George Chester Conn, Traffic Manager, Buick Motor Company; Fred H. Behring, General Freight Agent, Southern Railway System, Washington; Ralph H. Drake, Division Freight Agent, American Can Company, as well as nearly 200 others of equal prominence.

An Interesting Book Free for the Asking

system of training in detail and tells how anyone can quickly qualify for the important job of Traffic Manager. It cites many stories of success by members of the Association. It shows how this profession, yet new, offers boundless opportunities for the ambitious trained man. Write today for this wonderful book, giving your age, occupation and state whether or not you have had previous traffic experience. Address: American Commerce Association, Dept. 324, 4043 Drexel Blvd., Chicago, Ill.

American Commerce Association, Dept. 324
4043 Drexel Boulevard, Chicago, Ill.

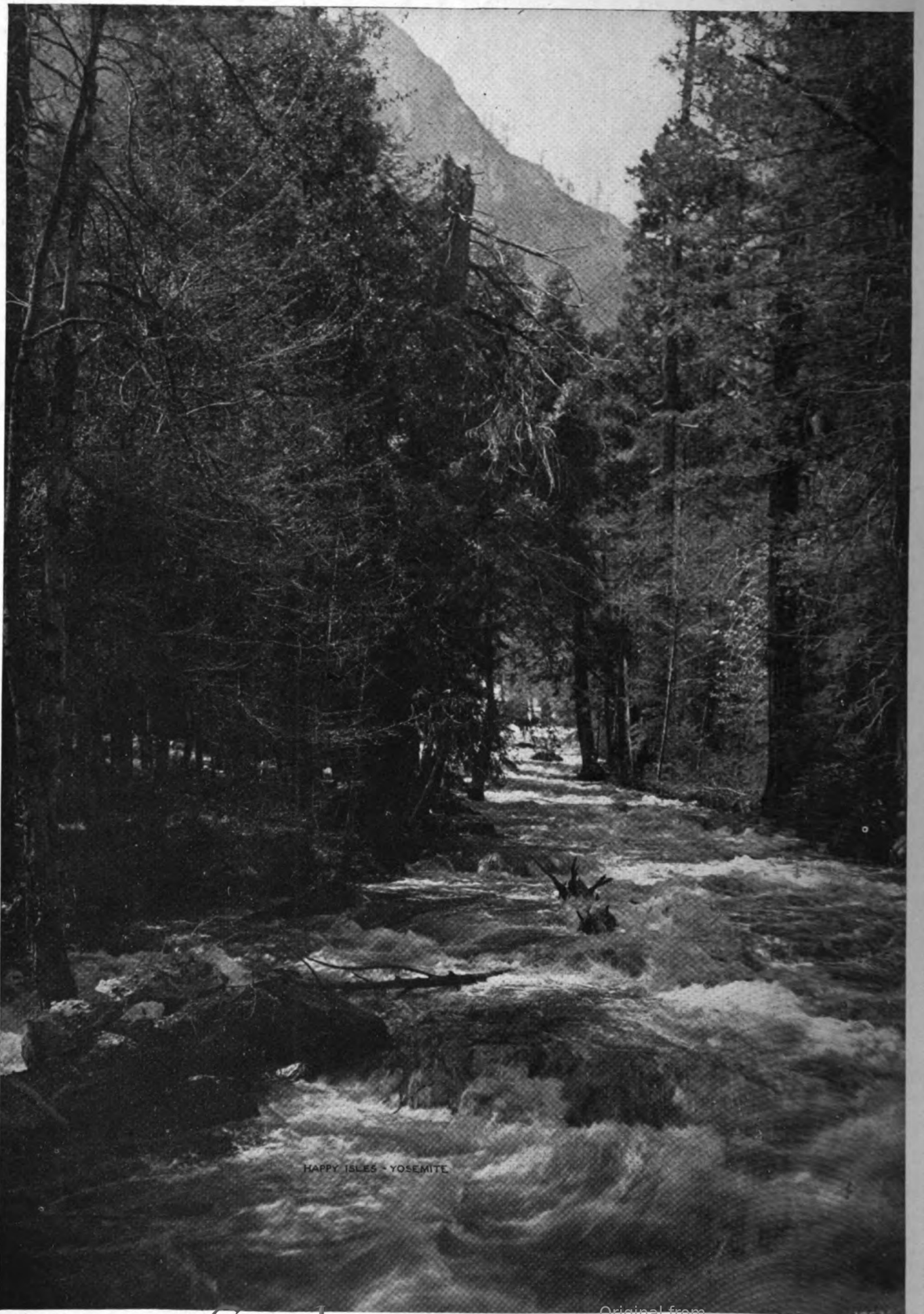
Please send your new free book on "Opportunities and Requirements for Traffic Work," without obligation to me.

Name.....

Address.....

Age.....

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HAPPY ISLES - YOSEMITE

ROCK ISLAND MAGAZINE

Vol. XV.

NOVEMBER, 1920

No. 11

GIVING THE KIDS A CHANCE.

"Just to learn a thing or to know a thing may be of some satisfaction to a fellow once in awhile, but if his learning or his knowledge is not applied to some useful purpose, that fellow is not very valuable to himself or his community, either."

"It isn't how much you have learned or how much of an education you have had, but how you apply what you've learned, that counts."

"Learning is a matter of habit and the sooner you get the habit, the more you're apt to learn. The same is true to applying what you've learned. In most cases—not all—the reason some of us haven't gotten along better is because we've not had the right opportunity to get the habit of learning and applying our knowledge in a practical way when we were kids."

"That's the reason we want our kids to have the opportunity we didn't get. We want them to be a little better off than their dads. We want to give them the chance, anyway. So we are putting our money in the best kind of a practical education we can buy. We want the kids to have just as good a start as they could get anywhere, in the way of an education, and we want them to apply it as they go along. That's the reason that fine schoolhouse over there is kept going at a cost to us of about thirteen thousand dollars a year."

Briefly, that's the way the Rock Island employe at Manly, Iowa, headquarters of the Minnesota division, feels about the school building he is helping to maintain at that point. Manly's population is made up of about 90 per cent Rock Island employes which means that the biggest proportion of the boys and girls who attend the school there are children of the men who work in the offices, at the roundhouse or on the Rock Island trains running in and out of Manly. It is a distinctive Rock Island town. Ask any resident of Manly what is the biggest thing in Manly outside the Rock Island terminal, and he will say "Our school."

Climb on top of the four-story building which houses both the grammar and the high schools of Manly and take a photograph in any direction of the new residential section and more than half the homes in the picture will be homes of Rock Island men, is the testimony of L. T. Bosworth, county attorney of Worth County, one of the oldest residents of that section, who has furnished the Rock Island Magazine with some of the in-

formation contained in the article to be found elsewhere in this issue.

The story of Manly is published because it is a shining example of how Rock Island employes are spending their earnings for permanent betterment for themselves, their families and the community in which they live. It is another reason why the Rock Island family should be proud of its membership.



PUBLIC WANTS RESULTS.

Superintendent A. L. Haldeman, of the Minnesota division, has issued a special appeal to all agents, yardmasters, car foremen and trainmen on his division to join hands to meet the expectations of the public in regard to railway service and to demonstrate the ability and energy of railroad employes. The appeal follows:

"Since the recent wage award it is apparent that the shipping public are looking to us for a solution of the transportation problems which have harrassed the nation for the past three years. The sentiment prevails that now, the railroads have been given practically everything which they asked in the way of increased freight and passenger rates and increased wages, so it devolves upon all of us to

do everything within our power to meet the public requirements.

"Every employe can co-operate toward the end desired. Agents should keep closely in touch with shippers and endeavor to have them load and unload cars as expeditiously as possible. Agents should also promptly report cars made empty and not let them remain at the station unused a minute longer than necessary. Yardmasters and car foremen can assist by seeing that cars are not unduly delayed in yards or on repair tracks. Trainmen can render invaluable service by handling cars into terminal, by repairing slight defects which may develop, instead of setting cars out at way station, necessitating sending car man to repack journal box or perform some similar service which could have been taken care of by trainmen.

"The traffic department employes are generally in closer touch with the public than are we of the operating department and our agents and yardmasters and in fact all of the operating department employes will be able to secure more perfect results by keeping in closer contact and harmony with the traffic department.

"Let us all work with a view of demonstrating to the great American public that we have the ability and energy to solve the transportation problem or at least materially improve the situation."



BABY IS GOING TO SCHOOL.

The baby is going to school; ah, me!

What will the mother do,

With never a call to button or pin,

Or tie a little shoe?

How can she keep herself busy all day,
With the little "hindering thing" away?

Another basket to fill with lunch,

Another "good-bye" to say,

And the mother stands at the door to see

Her baby march away;

And turns, with a sigh that is half relief
And half a something akin to grief.

She thinks of a possible future morn,

When the children, one by one,

Will go from their home out into the
world

To battle with life alone;

And not even the baby be left to cheer
The desolate home of that future year.

She picks up garments here and there,

Thrown down in careless haste,

And tries to think how it would seem

If nothing were displaced;

If the house were always as still as this,
How would she bear the loneliness?

—Pacific Semaphore.

Rock Island Magazine

Published Monthly

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Devoted to the interests of the 45,000 employes 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

Harley E. Remington - Editor
George M. Brach, - Advertising Manager

The "Three Rs" in Manly

A Rock Island Community That Puts Its Money in the Practical Education of Its Children

EXCEPT for the bright green lawn about the Superintendent's office with its legend of "Rock Island" in big white letters, and the neat appearance of the station platform and nearby roundhouse, there is nothing about Manly, Iowa, to attract the attention of the passenger on No. 13. He probably would remark, "Another railroad town," and resume reading his newspaper.

But let that passenger remain for a few moments in Manly and he will be impressed with the fact that there is an unusually progressive atmosphere about the place. The regular Manlyite walks like he is going somewhere and knows where that "somewhere" is. Even the children seem to take a more than ordinarily active interest in their play. And at the end of an hour, the visitor has discovered three big facts about Manly:

THREE BIG FACTS

First—It is the headquarters of the Minnesota division of the Rock Island, in a rich section of the country.

Second—Manly claims the record for the state of Iowa for increase in population during the last ten years of 412 per cent.

Third—Manly has the most modern school probably of any town of its size in the Middle West.

In commenting upon the growth in population of Manly the Des Moines Register recently said:

"What Iowa town or city has enjoyed the greatest percentage of growth in population since the last federal census in 1910?

"Manly claims the honor and invites competition.

"The figures just released by the census bureau give Manly a population of 1,476 for 1920. The 1910 population was 346.

"Gain, 412 per cent.

"Can any incorporated town or city in the state of Iowa beat it?

"Manly is located in Worth county, ten miles north of Mason City on the Rock

Island, the Chicago Great Western and the Minneapolis & St. Louis railroads. The Rock Island has one of the finest railroad terminals in the northwest located there."

Fact Number One and Fact Number Two, as given above, are closely related.



Manly school children being lined up for recess exercises. Over eighty per cent of these boys and girls are children of Rock Island employees.

For with the establishment of the Rock Island division at Manly in 1912 came the rapid growth of that town which gave it the record in percentage increase in population for the state. Then came the question of a school for the children of those employed at Manly by the Rock Island lines, and these employees determined to have the best educational facilities obtainable and have been gladly expending their earnings in maintaining their institution.

EMPLOYEES PAYING THE BILL

The Manly school costs about \$13,000 a year to maintain. A great proportion of this money comes directly from the pockets of the Rock Island employees there. More than 80 per cent of those

dren of Manly alone and does not include the rural district. The single building of four stories, houses not only the primary grades but the high school as well. There are now 104 students in the high school. W. A. Keay, a former graduate of Northwestern University, is superintendent of the school.

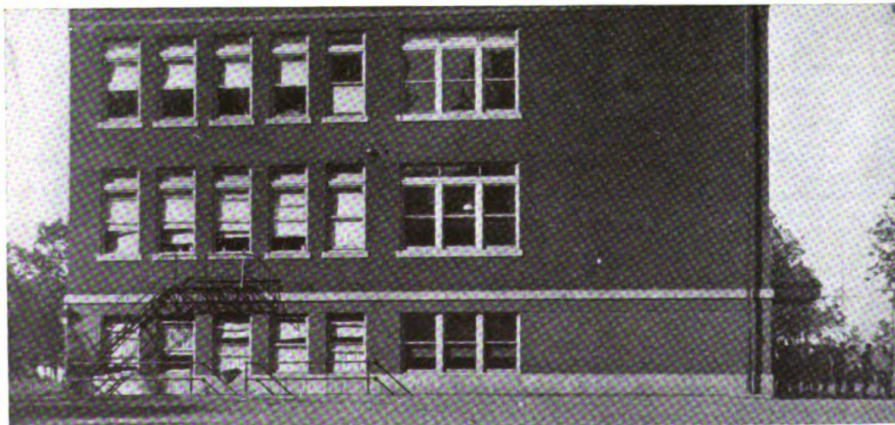
The Manly School Board contains in its personnel two Rock Island men—William Kelly, depot agent, and Ralph E. Cobeen, carpenter in the car department at Manly. Dr. C. W. Powell is president and the other members are Glenn C. Reibsam, banker, and the Rev. George Stauffacher.

SCHOOL IS MODERN

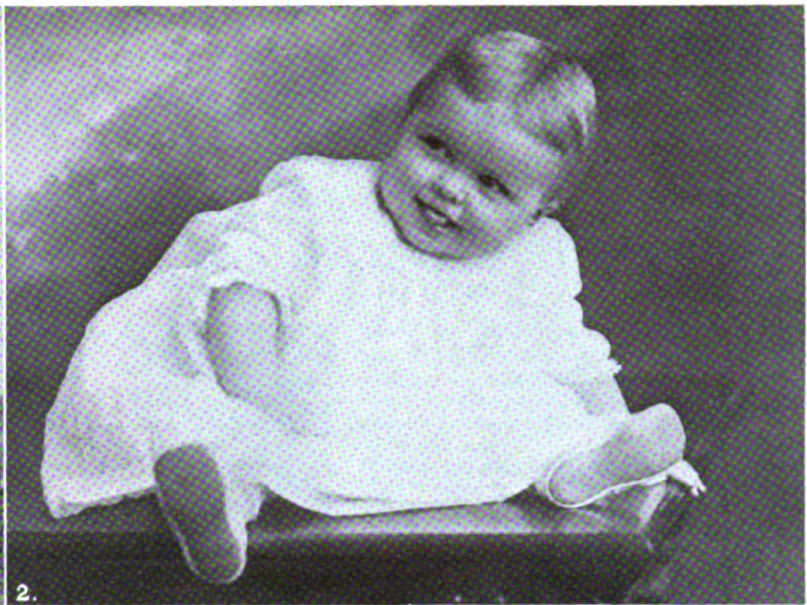
In many ways, the operation of the Manly School is unique, yet it is modern almost to the nth power. There is no terror of the "three R's" for the children of the Manly School, for they play while they learn. Athletics is as completely organized in the Manly School as it is in many large colleges. Both boys' and girls' musical clubs are maintained. It is the announced policy of the school board to teach "clean sportsmanship, fair play and control of self."

The High School curriculum contains a complete course in domestic science for the girls and manual training in carpentry and kindred trades for the boys. A chemical and physical laboratory is maintained and a library which would do credit to a town many times the size of Manly. In fact, the Manly School offers as good basic educational facilities as can be found in the larger cities, although, of course, on a smaller scale.

(Continued to page 45)



View of the Manly school building from an opening in the trees. The playground on the side proved too small, so a vacant lot across the street was leased for outdoor athletics.



Manly Babies—1—Jean Kelly, daughter, M. J. Kelly, and G. M. Stone, Jr., son, Master Mechanic Stone. 2—Genevia Schell Haldeman, daughter, Superintendent Haldeman. 3—Jane Frances DeVault, daughter, Engineer G. R. DeVault. 4—Dale Pointer, son, H. P. Pointer. 5—Dorothy Shauger, daughter, M. J. Shauger. 6—Mary Jane Curran, daughter, Fireman Frank Curran. 7—Marie Perkins, daughter, Master Carpenter S. P. Perkins. 8—Gordon, Harry, Paul and Lewis Meaney.

The Public's Confidence

By A. W. Towsley

Assistant to Vice-President and General Manager
Rock Island Lines

THE natural development of every country should be directly in the ratio of its expansion in transportation, not only by rail but by water, automobile, air-craft and every other means of travel.

Up to 1898, the railroads of the United States were rendering fairly satisfactory service. During the previous ten years our population increased 21 per cent; railroad mileage 45 per cent; passengers carried one mile 32 per cent; tons of freight carried one mile 86 per cent; locomotives 25 per cent; passenger cars 37 per cent, and freight car carrying capacity 96 per cent, which shows that rail transportation expanded sufficiently to keep ahead of the growth of the country, and during this period the average cost of transportation decreased, in passenger service nearly two per cent, and in freight service 24 per cent, a condition which will always be quite satisfactory to the man who pays the freight.

During the next ten-year period, the population increased at about the same ratio, but the passenger business increased 80 per cent and freight business about 125 per cent, while the passenger rates made a further decrease and the freight rates remained about the same, or 7.54 mills per ton mile, and gave our patrons the cheapest and best passenger and freight transportation in the world.

GROWS BY LEAPS AND BOUNDS.

During the ten-year period ending in 1918, the business continued to grow by leaps and bounds, with the public demanding better and better service and lower rates, or in any event stubbornly resisting any advances in them and in their efforts they were very loyally supported by every State Commission and the Interstate Commerce Commission.

The railroads with their expenses rapidly increasing, and held fast by determined powers forbidding any increase in rates, soon saw their net earnings rapidly disappearing and their credit seriously impaired or entirely destroyed. Regardless of this, the owners in many cases responded with their personal funds and their managements with increased energy and determination, so that when war was declared and our Government thought it necessary to take over the railroads to win the war, they were then rendering remarkably good service, considering the conditions under which they were operating.

MORALE WAS SHAKEN.

We are all familiar with what was done with the railroad properties during Federal control. There can be no question but that the morale of the employe was badly shaken and the efficiency of the rank and file of the men materially decreased.

The public soon discovered these conditions and demanded the change which has come to us with their forgiveness and promise for a "square deal" and we must all so conduct ourselves and render such service as will show them that their confidence has not been misplaced, so



Mr. A. W. Towsley.

that, in short, the war gave the railroads the confidence of the people.

Now, "How are we to hold this confidence?" I shall answer this in two words—i. e., SERVICE and PERSONALITY.

We must render such SERVICE as will make our patrons satisfied. They have given us increased rates which should produce the net revenue to re-establish our credit and thus provide a way for increasing our facilities, enabling us to perform more satisfactory service. With this will come increased business and greater prosperity to our entire country.

SERVICE AND PERSONALITY.

PERSONALITY is as great an asset as SERVICE—in fact, as your PERSONALITY improves your SERVICE is bound to get better. Every employe, from the executive to the common laborer, should realize that their PERSONALITY is reflected in their business. I say "their business," because no business can succeed unless every employe throws his whole heart and soul into his work with a firm determination to win. This principle should be taken to heart by every supervising employe who must convince himself that these two things—namely, SERVICE and PERSONALITY, will gain and hold the confidence of the public and they should preach this principle to every employe over and over again until they are convinced that this is the solution of our problem.

We are all members of that greatest of all industrial concerns—"Manufacturers of Freight and Passenger Transportation," for sale to the public, and we

cannot expect them to be satisfied patrons if they are not given the service they are entitled to and which we know they should have.

We are on trial, acting as our own counsel, the commissioners the judge and the public the jury. We must so conduct this trial that the verdict will be in our favor and not only the jury but the judge will be thoroughly convinced that we have been reasonably right in the past, that our efforts to improve are sincere and that we must and will have the entire confidence and good will of the public.

MORE EQUIPMENT SERVICE.

Now, a few words as to our real duties. It is, of course, recognized that we must render FIRST CLASS TRANSPORTATION SERVICE. Before this service can be furnished, it is highly essential that we must get maximum service out of our equipment. We have not the money, nor can we borrow it under present conditions except at high interest rates, to purchase new locomotives or cars and if we had the money the equipment builders could not deliver it; therefore, we must do the next best thing—get maximum use out of what we have and in the meantime lay our foundations for securing additional and better facilities when we can pay for them.

Every supervising officer must buckle his belt a little tighter and eat, sleep, talk and act GREATER EFFICIENCY and USE out of what we now have, and get their train, station, yard, roundhouse, shops and car inspection and repair forces enthusiastically interested in doing everything in their power to cut out delays to locomotives and cars, and make all understand that when they can go no further they should go to their superiors for help.

We must reduce or cut out entirely unnecessary delays to locomotives from the time they arrive in yard on inbound trip until ready again in yard for the outbound trip, to the end that we may secure a much larger amount of productive use for every locomotive in each twenty-four hours.

Do you know that at no time for a considerable period in the past have the railroads of the United States secured over an average of forty per cent each twenty-four hours out of its 25,000 serviceable locomotives in freight service? Think of it! Every serviceable, modern freight locomotive that now costs not less than sixty-five to seventy-five thousand dollars, employed not to exceed nine hours and thirty minutes in actually earning money for its owners! We buy these locomotives to use and not to stand around waiting for somebody to give them attention. We must cut out the delays getting the engine from the train after arrival in yard to assigned roundhouse track, and vice-versa, and then over the

(Continued to page 34)

Rock Island Magazine for November, 1920.

The Copper Beeches

By A. Conan Doyle

Another Sherlock Holmes Adventure

(Copyright by Harper & Bros.)

In Two Parts—Part One

"TO THE man who loves art for his own sake," remarked Sherlock Holmes, tossing aside *The Daily Telegraph*, "it is frequently in its least important and lowliest manifestations that the keenest pleasure is to be derived. It is pleasant to me to observe, Watson, that you have so far grasped this truth that in these little records of our cases which you have been good enough to draw up, and, I am bound to say, occasionally to embellish, you have given prominence not so much to the many *causes celebres* and sensational trials in which I have figured, but rather to those incidents which may have been trivial in themselves, but which have given room for those faculties of deduction and of logical synthesis which I have made my special province."

"And yet," said I, smiling, "I cannot quite hold myself absolved from the charge of sensationalism which has been urged against my records."

"You have erred, perhaps," he observed, taking up a glowing cinder with the tongs, and lighting with it the long cherry-wood pipe which was wont to replace his clay when he was in a disputatious, rather than a meditative mood—"you have erred perhaps in attempting to put color and life into each of your statements, instead of confining yourself to the task of placing upon record that severe reasoning from cause to effect which is really the only notable feature about the thing."

"It seems to me that I have done you full justice in the matter," I remarked, with some coldness, for I was repelled by the egotism which I had more than once ob-

served to be a strong factor in my friend's singular character.

"No, it is not selfishness or conceit," said he, answering, as was his wont, my thoughts rather than my words. "If I claim full justice for my art, it is because it is an impersonal thing—a thing beyond myself. Crime is common. Logic is rare. Therefore it is upon the logic rather than upon the crime that you should dwell. You have degraded what should have been a course of lectures into a series of tales."

It was a cold morning of the early

spring, and we sat after breakfast on either side of a cheery fire in the old room at Baker Street. A thick fog rolled down between the lines of dun-colored houses, and the opposing windows loomed like dark shapeless blurs through the heavy yellow wreaths. Our gas was lit, and shone on the white cloth and glimmer of china and metal, for the table had not been cleared yet. Sherlock Holmes had been silent all the morning, dipping continuously into the advertisement columns of a succession of papers, until at last, having apparently given up

his search, he had emerged in no very sweet temper to lecture me upon my literary shortcomings.

"At the same time," he remarked, after a pause, during which he had sat puffing at his long pipe and gazing down into the fire, "you can hardly be open to a charge of sensationalism, for out of these cases which you have been so kind as to interest yourself in, a fair proportion do not treat of crime, in its legal sense, at all. The small matter in which I endeavored to help the King of Bohemia, the singular experience of Miss Mary Sutherland, the problem connected with the man with the twisted lip, and the incident of the noble bachelor, were all matters which are outside the pale of the law. But in avoiding the sensational, I fear that you have bordered on the trivial."

"The end may have been so," I answered, "but the methods I hold to have been novel and of interest."

"Pshaw, my dear fellow, what do the public, the great unobservant public, who could hardly tell a weaver by his tooth or a composer



Sherlock Holmes had been silent all morning, dipping continuously into advertisement columns of the newspapers.

(Continued to 51)

The Pearls From Muscatine

A Rock Island Community That Leads in Buttons and Necklaces

By E. L. Goff

Division Freight Agent, Rock Island Lines, Davenport, Iowa

MUSCATINE, Iowa, is the headquarters for the pearl button industry of the United States, and, in addition to furnishing many of the buttons used in this country, exports a great many to other countries. The business was founded about twenty-five years ago by a man from Germany named Boepple, who had worked in button-cutting plants in his country and conceived the idea of using, what up to that time had been, waste material in the United States, namely, Mississippi river "clam" or mussel shells.

He secured some rough machinery, patterned by himself after that used earlier in life, with some improvements suggested by his experience, which at the time did fairly good work. Later, however, his idea was improved upon by some Muscatine local people who now manufacture a machine that at one operation polishes, cuts, grooves, mills and prepares the blanks for use.

Mr. Boepple, unfortunately, did not live to reap the benefit of his idea, as he died a few years ago, a worker in one of the factories that he had made possible.

SHELLS FROM EVERYWHERE.

The mussel shells along the Mississippi river have been collected so vigorously by shell hunters, who incidentally expect also to secure pearls, that the supply near home became nearly depleted and the button makers were obliged to look elsewhere. They now secure many shells from the White and Black rivers in Arkansas, from the rivers in eastern Kentucky and West Virginia, and recently many shells have been sent them from North Dakota and Montana.

To the uninitiated, a mussel or shell is nothing more than a mussel shell, but to the button workers there are as many varieties of shells as there are varieties of cattle or hogs, and each variety has a special name that to the button cutters at once signifies its quality, strength and use.

The question of the supply of mussel shells was taken up by the United States Government a few years ago and a biological station was established at Fairport, Ia., five miles east of Muscatine, with the view of studying the mussel and if possible cultivating it. When the idea was first suggested, the government cast about to find some one who had made a study of the clam and mussel and found very few people in the United States who had done so, the principal one being a professor away up in the northern part of Maine who had taken up that study as a sort of "side line." He was finally induced to give the benefit of his observations and the plant now in existence at Fairport is the result.

HOW CLAMS ARE GROWN.

That the continuance of the button industry is dependent upon the preservation of certain kinds of Mississippi river fish

Clam Hoards Pearls

Five beautiful and almost perfect pearls were found in one mussel shell recently by Wesley McMahon of Clinton, Iowa. Two of the pearls weighed 12 grains each and the other three, five grains each. The find was a record for the upper Mississippi section. The value of the pearls has not yet been determined.

is shown in a recent bulletin of the National Geographic Society. This bulletin says among other things:

"The perpetuation of the fish supply in the Mississippi and its tributaries involves a very important industry besides fishing. Investigations conducted for the bureau of fisheries years ago showed an intimate relation between certain kinds of fishes and the mussels, which yield valuable pearls and support a pearl button industry which gives employment to about 20,000 persons and has a product worth from \$5,000,000 to \$6,000,000 annually.

"The young mussels, of microscopic size when thrown off by their parents in myriads, need to pass the first few weeks of their independent existence on the gills of fishes. If the fishes are not present at the proper time, the mussels cannot survive. Furthermore—and this is a most interesting feature of the co-relation of fishes and mussels—the young of particular kinds of mussels require the gills of particular kinds of fishes and nurseries.

"The black bass is host for several sorts of mussels, the crappies for several others, the catfishes for others. The skip-jack, a kind of herring, is the only known host for the best of all mussels; and as this fish is not by any means abundant, its maintenance is of prime importance to the welfare of the button industry. In 1919 more than one and a half million skip-jacks were rescued."

The mussel fishers' outfit consists of a long pole dragged after the boat, with lines tied probably one foot apart, with a weight at the end that causes each line to drag on the bottom. As this line drags over the open mussel, the latter immediately closes in order to protect itself and consequently holds fast to the line. The entire drag is brought to the surface and the shells removed. They are then taken to the bank, where they are placed in an oven or over a fire of some sort, which causes the mussel to die, allowing the shell to be opened readily. The meat is removed from the shell and is gone over many times very carefully, each one being inspected piece by piece, in the hope of finding a pearl.

SEARCH FOR PEARLS.

The pearl is caused by a grain of sand or some other foreign substance getting

into the shell, which irritates the mussel and in order to protect itself, the mussel throws around that particle, a coating of mother of pearl which, as it grows, irritates the mussel more and more, and more coats are thrown around it for protection. Therefore, the more the mussel is irritated, the larger the pearl. These pearls often bring "clammers," as the mussel hunters are called, from \$2,500 to \$5,000 each. The small ones, however, are not usually valued so highly, while the uneven, misshapen pearls are known as "slugs" and are considered of little value, although they are exactly the same material as the pearl of perfect proportion.

There are all colors of pearls and the value depends quite largely on the shade. Sometimes a pearl can be "doctored" when it is found that the outer coating is not good or the luster is not exactly what may be desired. Since the pearls are made in layers, an expert with the proper tools can remove it layer by layer, and many times finds that the layers beneath the surface are perfect, and a pearl is then greatly increased in value. It is found many times, however, that the under layers are not perfect and the value is completely destroyed by the operation. The "doctoring" of pearls, therefore, is a gamble on the part of the "doctor."

The United States biological station at Fairport consists of a number of vats into which fish are placed after being seined from the river. Mussel spawn is then spread on the surface of the vat and the fish allowed to eat what they want, and the spawn to attach itself as described above. In a day or two, the fish are again seined from the vat and released into the river. The same fish may, therefore, be seined several times in the process of planting spawn in the river.

REPORT SHOWS PROGRESS.

The report of the National Geographic Society in commenting upon the Fairport mussel hatching plant, had this to say:

"Each year from 200,000,000 to 300,000,000 young mussels are thus brought in contact with the gills of rescued fishes and given a proper start in life. This maintenance of the mussel supply is thus being greatly aided.

"That this work is not a mere experiment, but is yielding practical results, is shown by various pieces of evidence. For instance, pearl buttons have been made from Mississippi river mussels grown from larvae that had been artificially implanted on the gills of a black bass less than two years before and had been under constant observation. These mussels would have attained full commercial size at the age of four and a half years."

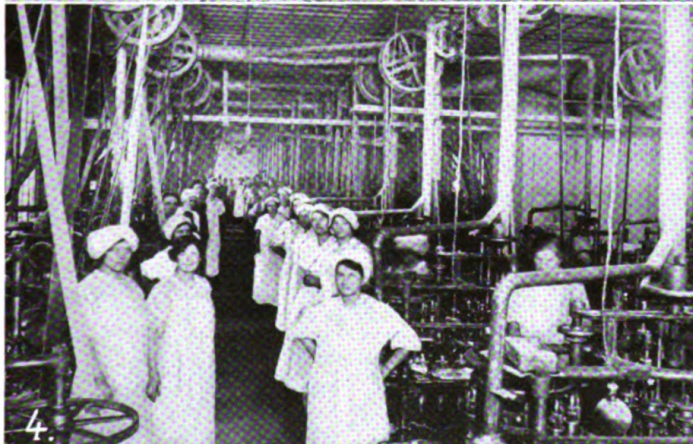
BUTTON FACTORY HUGE.

There is at Muscatine the largest button manufacturing plant in the entire world and there are some fifteen or more small-

(Continued to page 46)

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UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN



1—Government Fisheries Laboratory at Fairport, Iowa, dedicated October 7, 1920. 2—Shell fishers' camp. 3—Clam-hatching ponds at Fairport. 4—View of interior of button factory at Muscatine. 5—Pile of clam shells ready for button making. 6—Barges loaded with shells at Muscatine. 7—Close-up of clam shell. Note spirals of growth.

Keeping an Open Mind

Troubles Due to Class Thinking

By H. Addison Bruce

(Copyright)

AMONG human qualities there are few more precious or more necessary than open-mindedness. That the world is in a turmoil of class conflict is largely because men do not sufficiently exert themselves to keep open minded. Indeed, most men, so far from trying to keep open minded, take courses calculated to narrow and close their minds.

One of the basic requirements for open-mindedness is a commingling with all sorts of people. Most men virtually limit their social intercourse to small groups of distinct types, and are influenced to think as the group does.

Thus socialists fraternize mostly with socialists, trade unionists with fellow unionists, clubmen with clubmen. Inevitably a tendency develops to look at life's problems wholly from the group's point of view, with a resultant loss in open-mindedness.

The obvious corrective is a broadening of acquaintanceship, supplemented by study of the views held by other groups. Instead of consorting daily with the same groups of men, we should make it a point frequently to seek out and talk with other types. The socialists can learn much from the nonsocialists, the latter

from the clubman and the clubman from the unionist.

There should be eagerness to attend lectures attacking problems from approach points differing from one's own. So, too, the choice of reading matter should be widely inclusive, not narrowly exclusive.

If a man, for example, having identified himself with a certain political party, confines his newspaper reading to party organs, he is certain to suffer more or less from mental ossification. Let him read his party's organs as much as he chooses. But let him also read newspapers that present other views. That is undoubtedly the only way he can become and keep open minded with regard to vital political issues.

Similarly with regard to economic, financial, educational or any other problems whatsoever. On all these there is "conservative" literature and there is "radical" literature, to be found in newspapers, in periodical publications and in books.

In sum, open-mindedness is a product of abundant and varied contact between mind and mind. It can be gained and retained in no other way.

They Rendered Service That Got Returns

THE following letters are self-explanatory and typical of Rock Island service. The first was written by Superintendent C. E. Green, of Estherville, Iowa, to Conductor George Walters and Brakeman Henry Fritz and is as follows:

"I am in receipt of a very complimentary letter relative to your actions on No. 464 September 4th, reading as follows:

"This conductor paid strict attention to his business and lifted all transportation and cancelled it in a proper manner. He was also very courteous to passengers and answered questions as though he liked to do it. At Vinton, looking through the car window, I saw him help a middle aged lady to the bus, carrying her suit case and depositing it in the bus for her. This, in such a manner that one could not possibly believe it was other than just a courtesy he would give any passenger.

"The brakeman of this train called all stations very clearly, missing none of them. Both conductor and brakeman were neatly dressed, the car was clean, and in fact there was nothing that was not proper about this train that I observed."

"Knowing both of you as I do I would expect such work from you; but it is a pleasure to know that your work is

preciated and I trust you will keep the good work up."

The following letter was sent to all passenger conductors, brakemen and train porters by Superintendent A. L. Halderman, of Manly, Iowa:

"One of our patrons, who left Cedar Rapids on Train No. 63 recently, was so impressed with the satisfactory manner in which Porter Fred Gresham performed his duties that he wrote our management as follows:

"The porter on this train, I believe, deserves a word for the splendid manner in which he attended to his duties. Before the train left Cedar Rapids, he came into the car and clearly and distinctly called out what train it was and imparted every bit of information one could think of as being necessary to assure passengers that they were on the right train. Always as the train pulled out of a station, this porter came into the car and called out what the next station would be, walking through the car and repeating until every one heard him through the length of the car. Then when the train approached a station, he again called out the name of the approaching station. He never failed in this. He has a loud clear voice and he enunciates clearer than any porter I have ever heard. He picked up all pieces of scrap papers from the floor and also swept the floor once. Por-

ter picked up all hat checks approaching stations. He was neatly uniformed."

"I hope we may receive more reports of this character. There is not a passenger trainman on this division but that can secure the same commendation if he will perform his work in the same conscientious manner. Our employees should not be afraid to make themselves heard when calling stations. There is always some passenger on the train who has never previously been over the division; he is unacquainted with the geography of the line and is decidedly uneasy unless he can plainly hear the various stations announced."

Haven't Got Time

The Central Trust Company of Cincinnati, O., recently published the following advertisement in a newspaper of that city. It gives some timely information as to the ownership of railroads:

Our deep interest in the commercial welfare of our country causes us to publish this advertisement.

It is more than an advertisement. It is a plea for justice to the railroads, and for co-operation and square dealing.

Starved railroads can never give service.

Railroads crucified by too stringent legislation can never give service.

Railroads burdened by socialistic regulations can never give service.

The idea, all too widespread, that an attack on the railroads is, in some mysterious manner, a body blow to Wall Street is Bolshevik bunk, pure and simple, and in no manner justified by the facts.

Wall Street does not own the railroads.

A million individuals are part owners of the railroads through their holdings in stock and bonds of these corporations.

And 50,000,000 people are directly or indirectly owners of railroad securities.

Life insurance companies, with forty-six million policy holders are part owners of the railroads.

Savings banks, with ten million depositors, are part owners of the railroads.

Various educational and benevolent institutions, together with schools and colleges, own a \$649,000,000 interest in the railroads.

Trust companies, banks, etc., own \$865,000,000 in the railroads.

YOU—meaning the American people—own the railroads of the United States, and any assault or attack upon them is direct warfare on your interests.

Your railroads performed their part in helping to win the war and have been returned with practically no increased facilities and short of engines and cars (freight and passenger). The country should now help to re-establish their physical condition.

The prosperity of America depends largely on proper and adequate transportation service.

Only justice to the railroads can secure it.

Kick less and help more!

Until more engines, cars and other equipment and facilities can be provided, help the companies to make more efficient use of what they have.

An increase of two tons per loaded car will be the same as adding 200,000 cars to the number available for public use.

Rock Island Magazine for November, 1920.

Dead Walls

Men are continually being stumped by big problems. The world is full of such problems. It always has been full of them. They seem to be like dead walls, fencing off all progress. They are dead walls to those who insist upon going straight ahead.

If you look about you, however, you will find that many of those old dead walls have only served to turn the genius of man's intelligence into new ways and discoveries. They have been overcome by the unsure, but persistent, gropings of the small men and women who sought a way around.

Science and the student have accomplished wonders; now and then they do achieve a set purpose which brings the result desired. More often, even science announces its results as some wonder which men had never thought to make use of before.

Medicine, once the most mysterious of all professions, grows simpler in its treatment of disease each passing day. Incantations, bleeding, secrecy, have given way to sunlight; and the ragged wound that one day was tied up tightly to rot, now yields to a simple treatment of cleanliness and cold water.

Story of China Pig

Charles Lamb, in that inimitable Chinese story of the pet pig, relates the origin of cooking meat. A pig was caught in a burning house and roasted to death. The owner of the house, attempting to pick up the charred remains of his pet, burned his fingers on the skin, and mechanically thrust them into his mouth to cool. He was astonished to taste a delicious flavor, and finally ate the pig. Thereafter, almost every day neighbors were horrified to see him deliberately set fire to his home, in order to enjoy roast pig for supper!

However fanciful this story may be, it carries the germ of a big truth.

The world is carried forward by the accumulation of a multitude of little things, little acts of little people who are trying to make things better than they are. Great actions are more nearly great accidents. Men progress by learning from others, and perfecting their imperfections.

What Is Thunder?

Thunder always follows lightning because of the electric discharge, as it breaks its way through the atmosphere instantaneously heats the air in its path. This sudden heating causes a violent expansion of the air along the path of the lightning flash and a violent compression of the cool air farther away. This process starts a great air wave, which is the thunder. When a lightning flash occurs near by, the sharp, cracking reports come from its branches, and the heavy crash comes from the trunk of the flash.

You must attack your bad habit of worrying as you would a disease. It is something to be overcome, an infirmity that you are to get rid of.

However uncomfortable and forlorn you may be, don't add to your own and the world's misery by fretting. There never yet was a sorrow that could not be lived down; there never yet was one that could be cured by fretting or worry.

Seek Growth, Not Gain

Way of Getting Most Out of Life

By Orison Swett Marden

(Copyright, McClure Newspaper Syndicate)

THERE is an oriental saying, "It you have two loaves of bread, sell one and buy white hyacinths to feed your soul."

Whatever one's vocation, one is always free to invest in that which will make one a larger, broader, nobler being. No matter what your occupation, though it be dish washing or carrying a hod, you can always, if you will, be a thoroughbred. You can look up, live up through every moment of your daily routine. The humblest occupation may be glorified by the spirit put into it.

In the early history of our country many of our noblest characters were shoemakers, cobblers, farmers, laborers. How a man happened to make a living in those days, provided it was respectable, was considered of little importance compared with what sort of a man he was.

You cannot always tell from the things a man is compelled to do for a living what his real character is, what his tastes and inclinations are. It is what he chooses when he is free to choose, what

he does when he is at liberty to do as he wills—these, and the spirit he puts into his appointed daily routine are the things that indicate the quality of the individual.

The object of our vocation should not be merely a living getting. This was a mere incidental in the Creator's plan. If we see in our day's work nothing but rent and food, clothing and shelter, taxes, a little pleasure and other incidentals, then we would better never have lived. This is only a sordid, superficial view of one's life work.

The opportunity to be a man, a woman, the chance to unfold what the Creator has infolded in one, this is what our work should mean to us. The salary we earn, the money we make out of our talent or talents will afford us a petty and mean satisfaction compared with that yielded by the opportunity of making such a superb character as will raise one's manhood or womanhood to its highest possibility. That is the worth while purpose.

Employees Should Urge Rock Island Shipments

SUPERINTENDENT H. E. Allen, of the Nebraska division, has issued a strong appeal to Rock Island employees on his division to join hands and boost for Rock Island business. He urges them to solicit the business of the merchants with whom they trade and thus work to their own interests by assuring the success of the Rock Island. The appeal follows:

"All employees should realize that the Transportation Act, recently passed by Congress, gave the Rock Island, as well as other railroads, back to the owners and the employees to operate, and this means they will have to do it on their own resources and ability.

"In other words, the successful operation of the Rock Island depends largely upon the loyalty of the employees, harmony in their ranks and team work between each other. It means we must secure the business of hauling freight and passengers because that is the only way a railroad has of making money—in other words "selling transportation." We must first then secure the business to our road, and the way to do that is to solicit it from shippers and business men with whom we come in contact. The merchant where you buy your groceries, meats, clothing, shoes, hardware, etc., must ship these things in. It should be natural for us to want the things we use and buy shipped over the line we work for and who pays us our wages. Therefore, boost the Rock Island to that merchant. Tell him it is only fair if you buy his

goods he should in turn buy his transportation from your road.

"After we get the business, then it is up to you and me to hold it by giving the best service possible. Handle his freight properly and promptly. Get it to him on time and in good condition. We are all concerned in the movement of freight from the freight handler on platform who loads it into the car, the yardmen switching the car and into train, and the trainmen hauling it between stations. In fact, there is not an employee on the railroad who is not an important cog in the wheel in handling freight and passenger business. We are all necessary and we should all therefore boost our railroad, which is the same thing as boosting ourselves.

"We have been treated liberally in regard to wages. The public pays these wages in the long run. They will expect and demand efficiency and courtesy on our part and they are justified in doing so. Courtesy and fairness are most important factors in any business, especially ours. We should all conduct ourselves so the Rock Island will stand out as a courteous road. Give as polite and just consideration as we ourselves would expect to receive.

"If we follow the things mentioned above we cannot help but be ROCK ISLAND BOOSTERS, and with every employee a booster, our success, which means the Rock Island's success, is assured."

Veterans of the Rail

Retired on Pension

At a meeting of the Board of Pensions, held July 28, 1920, the following applications for pensions were approved:

- No. 482.—John Adams, janitor, Forty-seventh street shops, 126 West Seventy-second street, Chicago. Age, January 7, 1920, 71 years; length of continuous service, 30 years 9 months; monthly pension, \$22.70; pension effective, August 1, 1920.
- No. 483.—Henry B. Woods, car oiler, 2111 Oak street, Trenton, Mo. Age, December 23, 1919, 70 years; length of continuous service, 27 years 2 months; monthly pension, \$20; pension effective, January 1, 1920.
- No. 484.—Marcus M. Lemon, engineer, Kansas City terminal division; 77 South Fifteenth street, Kansas City, Kans. Age, September 22, 1919, 68 years; length of continuous service, 26 years 7 months; monthly pension, \$34; pension effective, December 1, 1919.
- No. 485.—Wm. T. Robbins, foreman, Minnesota division, 408 Sherman street, Iowa Falls, Ia. Age, November 18, 1919, 62 years; length of continuous service, 42 years 1 month; monthly pension, \$39.60; pension effective, July 1, 1920.

IN MEMORIAM.

- No. 32.—John Ryan, yardmaster, Chicago terminal division, died July 13, 1920. Pension effective, January 1, 1910, \$36.50 per month; pension ceased, July 31, 1920; total pension received, \$4,635.50.
- No. 221.—J. W. Row, coach cleaner, Missouri division, died June 23, 1920. Pension effective, May 1, 1914, \$20.50 per month; pension ceased, June 30, 1920; total pension received, \$1,496.50.
- No. 435.—J. A. Stoeber, brakeman, Iowa division, died June 25, 1920. Pension effective, March 1, 1918, \$23.10 per month; pension ceased, June 30, 1920; total pension received, \$623.70.
- No. 455.—H. A. Hatfield, section laborer, Nebraska division, died May 28, 1920. Pension effective, January 1, 1920, \$20 per month; pension ceased, May 31, 1920; total pension received, \$100.

FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners, January 1, 1910, to August 1, 1920.....	\$803,453.96
Total employes pensioned, January 1, 1910, to August 1, 1920.....	485
Total pensioned employes who have passed away.....	184
Total number of employes on pension roll as of August 1, 1920.....	301

M. M. Shearwood, engineer, Missouri division, whose application for pension was approved by the pension board on June 2, has worked under sixteen superintendents and thirteen master mechanics during his forty-two years of service on the Missouri division, Rock Island Lines. He was born at Kalamazoo, Mich., May 30, 1853. He entered the railroad service as coach cleaner for the Michigan Central and was promoted to freight engineer before he was 21 years old.

He entered the Rock Island service at Trenton, Mo., his present home, on September 11, 1878. On October 16, 1879, he was united in marriage with Miss Emma M. Carscaden, of Trenton, Mo., a daughter of R. O. Carscaden, who helped erect the Rock Island shops at that point and who served as first master mechanic on that division. The Shearwoods have two daughters, Mrs. Brant and Mrs. Reusch, both of whom reside in Trenton, and there are two grandsons.

That Engineer Shearwood has rendered the company loyal and efficient service is beyond question. To him the Rock Island is the grandest system on earth. Mr. Shearwood is held in high esteem in the community in which he lives and is one of the substantial citizens of Trenton. He is public spirited and worked hard and long hours in all the drives for funds with which to prosecute the great war, buying freely of liberty bonds, thrift stamps, etc., and displayed a high sense of patriotism in all matters. He is a member of Trenton (Mo.) Lodge, No. 471, B. of L. E., and an honorary member of the Grand Division of the B. of L. E.; he is a member of the Episcopal Church, the Elks Lodge and the Riverside Country Club. He concluded a splendid record of long and

faithful service and now joins quite a colony of highly respected, prosperous, retired Rock Island employes in Trenton, Mo.

Henry B. Woods, car oiler, Trenton, Mo., whose application for pension was granted by the pension board on July

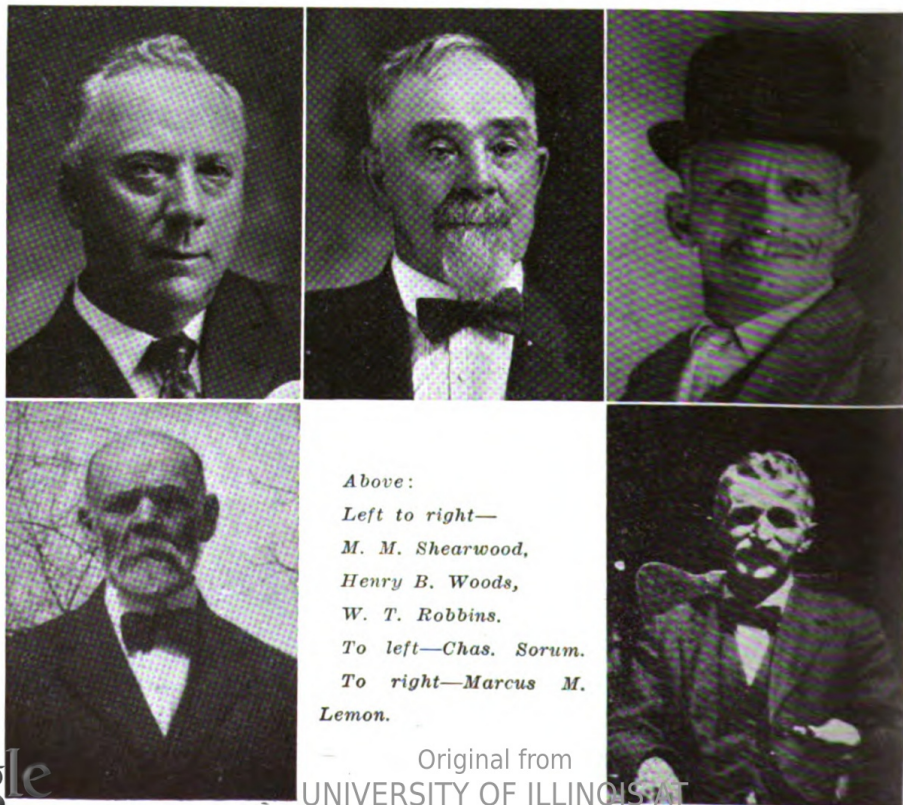
28, began his service with the Rock Island Lines in 1892 and has been in continuous service ever since. He was born in Grundy county, Mo., on December 23, 1849.

He has two children living, a son in the real estate business in Kansas City, Mo., and a daughter, who is the wife of Engineer Custard, resides in Trenton. Mr. Woods was employed at Trenton as a car repairer for twenty years, and was then put in charge of the car oiling, and later put in charge of the oil reclaiming vat, in which capacity he served until he attained the age limit of seventy years on December 23, 1919.

Mr. Woods has always been a very loyal employe and has several letters from various superintendents, who had been at Trenton, complimenting him on the neat appearance of his oil house, and he also had a record of never being late to work. He inaugurated a system at Trenton of burning the old dope which could not be further reclaimed over a piece of front end netting, and thereby saving hundreds of pounds of rabbit which accumulated in the old wool waste.

Marcus M. Lemon, engineer, Kansas City Terminal division, whose application for pension was approved by the pension board on July 28, drove his first engine on the Rock Island Lines on April 7, 1893, and worked continuously until December 1, 1919, when he was forced to retire on account of failing eyesight. He was born in Michigan in 1851 and worked on a farm until he was fourteen years old when he entered a hardware store and later entered the service of the Hannibal & St. Louis Railway. After serving two years as fireman he was promoted to engineer at a salary of \$2.70 a day. Mr. Lemon during his long service had the reputation of always being reliable and could be depended upon in all cases, and had the full confidence and respect of all his superiors.

Charles Sorum, car oiler, Belleville, Kansas, whose application for pension (Continued to page 49)



Above:

Left to right—

M. M. Shearwood,

Henry B. Woods,

W. T. Robbins.

To left—Chas. Sorum.

To right—Marcus M. Lemon.

Assistant Engineer, Rock Island Lines

15

terments and total credit to additions and betterments.

F—The average cost per unit.

These details, in turn, are grouped as follows:

- 1—By respective A. F. E.'s. (Authority For Expenditures.)
- 2—By corporate ownership.
- 3—Character of work performed.
- 4—Shop where work was performed.
- 5—Separation of work into six month periods.
- 6—Recapitulation of costs by calendar years.

When the Valuation Department of the Rock Island began to consider the problem of gathering this data, it was found that it would be required for 323,000 car or locomotive units; that an additional force of fifteen trained clerks would be requisite and their entire time for eight months devoted to properly completing this work. Economic handling of the problem, both as regards cost and time and the securing of sufficient man power seemed to indicate the undesirability of attempting a solution of the matter along these lines and the department therefore began investigating other means of accomplishment.

It was then that the system of tabulating on cards all of the previously mentioned data was decided upon and which has since been religiously followed and the work practically completed.

In compiling data for valuation information it is necessary to remember the following:

First, there are twenty-one engine shops on the Rock Island Lines where any authorized work on locomotives or cars may be done.

Second, the cost of such work must be correctly apportioned to the actual

where work was performed must be properly associated with each unit.

AN INSTANCE CITED.

Now let us assume that in October, 1915, there was authorized the "application of burglar proof cleats to 3,000 box cars in series 56000 to 62000" and each of the twenty-one Rock Island shops was instructed to make these applications as fast as the cars could be moved to the respective repair tracks. These cars were originally inspected by the government field parties so their reproductive cost was one, less the added cost of burglar-proof cleats, because these applications began after the inventory inspection took place. Within a short period, the various master mechanics began reporting the application of the cleats, setting forth the detail of expense, together with the number of the car upon which the expenditure had been made.

HOW DATA IS PUNCHED.

When the government demanded to know the accrued investment under this particular A. F. E., it was found that sixteen car shops had reported handling 2,130 cars of the total authorization. To compile this information, the automatic device operatives in the Rock Island valuation department prepare a "master" or money card similar to the one shown in connection with this article as well as "car" cards, also shown. Then the car cards were stacked up evenly so that the columns marked on them and the numbers in each column were immediately under one another, then placed in a punch which perforated entirely through the stack the information required; that is, the year, the month in which the work was performed, the shop number where the work was done, the A. F. E. number, etc.

Rock Island Appointments

Daniel Taylor has been appointed general attorney of the Rock Island Lines at Chicago, having charge of litigation in Illinois. Mr. Taylor had been assistant general attorney since January 1, 1920. Prior to his connection with the Rock Island Lines he was engaged in general practice at Pine Bluff, Arkansas. During



Mr. Daniel Taylor.

the World War he served as judge advocate with rank of major, and was attached to the office of the Judge Advocate General of the American Expeditionary Forces at American General Headquarters, Chaumont, France. He returned to the United States in October, 1919.

G. M. Merfeld has been appointed supervisor completion reports, auditor capital accounts, vice W. A. Leopold, who has resigned to accept service with the President's Conference Committee, division of valuation.

W. D. C. Smith has resumed his duties as special accountant, office auditor disbursements, vice A. C. Middleton, transferred.

Wm. Watwood is appointed acting district accountant, first district, Des Moines, vice J. M. Gallagher, who is appointed special traveling accountant, Chicago.

L. L. Johnson is appointed yardmaster at Manly, Iowa, vice J. S. Laird, transferred. Bernard Flaherty has been appointed foreman at Albert Lea, Minnesota, vice J. J. Connors, resigned to accept position of superintendent of motive power, Denver & Salt Lake railroad.

J. B. Mabile, assistant engineer maintenance of way of the Chicago Rock Island & Pacific Ry., with headquarters at El Reno, Okla., has been appointed supervisor of work equipment with headquarters at Chicago, succeeding A. L. Greenabaum, resigned.

Man becomes a slave to his constantly repeated acts. In spite of the protests of his weakened will, the trained nerves continue to repeat the acts even when the doer abhors them. What he at first chooses, at last compels.

Rock Island Magazine for November, 1920.



Office force of Valuation Engineer R. C. Sattley. Front row, left to right—C. H. Soothill, A. W. Plant, C. A. Watkins, Cyrus Falconer, Mr. Sattley, R. C. Nevins, assistant engineer, and J. G. White.

owner of the car or locomotive, for, one realizes that, although all cars and locomotives are clearly marked "Rock Island," yet many are owned by smaller corporate lines of the system as, for instance, the Rock Island, Arkansas and Louisiana Railroad Company, the St. Paul and Kansas City Short Line Railroad Company, the Choctaw, Oklahoma and Gulf Railway, etc.

Third, the actual location of shop

In the space indicated by "kind of car" is written the description of the car, such as stock, box, coal, etc., while in the space indicated by "number of car" is written the car number, corresponding with the number punched at the right and as shown under the column headed "car number." At the time of writing the number and kind of car, the same information is recorded by a dictaphone

(Continued to page 47)

Make Friends With Public

By L. M. Allen

Vice-President and Passenger Traffic Manager

AS I see it all the activities of the passenger department of the railroads are focused on the point of contact with the public at the ticket window or ticket counter and our efficiency inevitably judged by results shown at that point.

I also realize that at times we of the general offices are apt to promulgate instructions so complicated and issue tariffs so complex that they fail to stand the acid test of experience in the ticket offices. Suggestions from the ticket agents for improvement along these lines are always valuable and welcome. The ticket seller's practical viewpoint is invaluable to those responsible for general direction of passenger affairs and should always be unhesitatingly given.

I think all of us will agree that there has been too much standardization during recent years for the good of the service. At any rate, modifications are now possible since "Uncle Sam" has loosened his hold on the reins and we should be able to smooth out some difficulties to the lasting benefit of the service.

NO LONGER "BRASS COLLAR."

Some rather startling and significant changes have taken place in the passenger business during my recollection and experience. Certain terms and practices once very familiar to many of us have become obsolete. Many old things have passed away and the tendency grows stronger every day to eliminate everything that savors of waste and extravagance. No longer do we hear in disparagement of the passenger department as the non-producing brass-collar branch of the service.

Recent experiences have awakened the public and railway executives to full realization that our activities are vital to the welfare and commercial success of the nation and touch the daily life of the people quite as closely as those of our highly respected brethren of the freight department. The tremendous growth of passenger traffic, with resultant increase in gross passenger revenues, bears witness to this.

MUST SERVE PUBLIC.

September 1, 1920, marked the beginning of a new era in our business. Railroad men generally and passenger men especially realize as never before our direct accountability to the public. His Majesty, the American Citizen, must be served. It is our duty and our privilege to serve him well.

It would be superfluous for me to dwell upon the importance of true courtesy in all our dealings. Ticket agents of all others in transportation service have the best opportunity to secure and hold the good will of the American people toward their great railroads—the finest and best in the world. Their attitude toward the passenger is accepted as a true index of the policy of the management. Self-interest, if no higher motive, must impel the ticket agent to make a friend of every patron. There is no surer road to advancement than unsolicited praise of travelers who have experienced those little unusual attentions which mark your ability



Mr. L. M. Allen.

as salesmen and show pride in your profession.

Speaking of changes and progress, we have learned many things in recent years of the value of co-operation and organization and I am very glad that the American Association of Railroad Ticket Agents has been revived and strengthened, as its influence is bound to be felt in the right way. Organization plays a bigger part than ever before in every phase of modern life, but it does not supersede individual effort and efficiency. These must always be vital factors in our success.

WELCOMES COMPETITIVE BASIS.

Am I stating the case too strongly to assert that we are all glad to get back on a competitive basis? I think not. At any rate, most of us were educated in that field and it is my personal opinion that the public disapproval of unified control was (perhaps unconsciously) largely due to absence of that impetus which has always kept American passenger men on their toes reaching out for more business. I, for one, make no secret of the fact that I am glad to get back into the competitive game and I aim to make good.

Another thought: No man succeeds who is not in love with his work. Be a booster. You, as ticket agents, are identified in no small way with the greatest business in the greatest and best country on the globe. Be proud of your job!

There are better days ahead for all of us. Let's go to it with a will and prove our fitness for greater responsibilities and rewards.

Did you ever notice—of course you have—that there is a stronger bond of good fellowship among railroad men than any other profession? Our keenest competitors are more likely than not to be our best friends. Let's keep up the traditions of our calling. Live and let live and always be ready with a helping hand for the unfortunate.

I was never so proud of being a passenger man, identified with one of the most fascinating professions of this or any other age.

Let's put all the "pep" we have in the game and the future will take care of itself.

(The above, by Mr. Allen, contains the principal parts of an address he recently made before the members of the American Association of Railroad Ticket Agents in Chicago and is reprinted here because of its excellent suggestions to employees of the passenger department.)

Watch Inspectors Meet

A joint convention of watch inspectors of the Rock Island, Illinois Central, Michigan Central and Chicago & Eastern Illinois, was held at the Congress Hotel, October 26 and 27, presided over by Webb C. Ball, general time inspector of the Bureau of Railroad Time Service. The convention was characterized as a "Safety First" convention and attended by about 250 watch inspectors.

Mr. Ball, in opening the meeting, told of the interest shown in the demand for "safe" watches at the annual meeting of the National Safety Council, held in Milwaukee the latter part of September, at which he spoke. Speaking of the value of standard watches and dials, Mr. Ball said:

"The 'railroad standard watch' of today is justly recognized as one of the most important 'safety appliances' required in train operation. It is called upon to perform a service of safety every hour and minute, both day and night and it is as constant and necessary as regular pulsations of one's heart and lungs. Railroad people who carry standard watches and submit the same for periodic inspection as a rule appreciate their responsibility and accordingly live up to the rules of the service. On most lines four men on every train are subject to prescribed watch inspection rules—the engineer, the fireman, the conductor, and the rear flagman, and as a further safety measure, some lines require towermen, train dispatchers, station masters, and section foremen to carry standard watches."

"The difference between the minimum standard railroad watch today and the best grade 30 years ago in itself reveals the improvement that has been made in the mechanical construction of watches during the last few years, an improvement which can be accepted as the watchmakers' contribution to the safety first movement.

"Another very important factor of safety is the dial, that part of the watch which quickly and surely reveals the correct time to the engineer, the conductor and other trainmen.

"The figures should be 12 plain upright Arabic figures to indicate the hour points and the 12 five-minute division points in the dial circle should be distinct squares, diamond, or round dots, with the four intervening minute dashes not quite so heavily marked but distinct for easy reading."

WHAT THE WORLD IS DOING

THE three hundredth anniversary of the Landing of the Pilgrims will be celebrated throughout the United States on November 21.

The War Department in Washington announced it would later publish a list of

Cotton planters claim they lose \$50 on every bale sold at 21 cents per pound.

Samuel D. Riddle's three-year-old Man o' War was crowned champion thoroughbred of the continent when he won the \$75,000 match race at Windsor, Ontario,

self a dwarf, to offer the tiny furnishings of their home and the gowns and jewels of his midget wife for sale.

The 1920 population of continental United States is announced by the federal census bureau as 105,683,108, an increase of 14.9 per cent since 1910.

Mr. and Mrs. Illefonso Stanga, of Rome, Italy, were visitors at the Des Moines fair last month with the view of buying hogs for breeding in Italy.

The 1920 International Live Stock Exposition will be held at the Amphitheater at the Union Stock Yards, Chicago, from November 27 to December 4, inclusive.

George Creel, former head of the Committee on Public Information of the administration at Washington, is reported to have gone to Mexico, traveling incognito.

Mackerel appearing in big schools off the coast of Cape Breton, Mass., on October 16, caused a flurry among fishermen there, who reported the run the heaviest ever seen.

Changes of sweeping importance in the postal relations of the world will be effected as a result of the deliberations of the International Postal Union Congress in Madrid.

The American Bankers' Association in session in Washington adopted resolutions favoring the organization of a \$100,000,000 export financing corporation to promote foreign trade.

The Swiss government has instructed the Swiss telegraph administration to make a contract with the Marconi Company for establishing a wireless station



John D. Rockefeller, Jr., and his three sons, Laurence, John D. 3rd and Nelson, on a recent visit to Denver. (World Wide Photos.)

draft evaders which are said to number 173,911.

Mrs. William B. Wilson, wife of the secretary of labor, died October 13 in Washington, Pa.

The sixty-third anniversary of the birth of Theodore Roosevelt occurred on October 27, last.

Jacob H. Schiff, banker and philanthropist, died at his home in New York on September 26, last.

An immigration of 1,000,000 or more in 1921 is the estimate of federal officials, based on figures for the fiscal year ended June 30, last.

Lillian Russell (Mrs. Alexander Moore) toured the Middle Western states during October in the interest of the Republican national ticket.

"Night Riders" throughout the Southern states have been burning cotton gins in an effort to force suspension of these mills until the price of cotton advances.

on October 12, covering the mile and a quarter in 2:02.

The second anniversary of the signing of the armistice between the Allies and the Central powers of Europe will occur on November 11, 1920.

For the first time since the Germans made their aerial raid on Paris in 1914 that city was again fully illuminated on the night of October 13.

Corn sold at 79 cents a bushel on October 20, which was the lowest price in four years up to that date. Hogs sold at an average of \$14.30 on that date.

More than 50,000 veterans of the World War marched up Fifth avenue in New York City October 17 in a demonstration in favor of the soldier's bonus.

The effects of the late Countess Lavinia Magri, who was Mrs. Tom Thumb, one of the famous dwarf couple, was sold recently at Middleboro, Mass., at auction. Old age, illness and lack of funds caused her second husband, Count Magri, to



W. Averill Harriman, head of the American Ship and Commerce Corporation, who seems about to beat his father's railroad combinations by his maritime mergers. (Underwood & Underwood Photo.)

Rock Island Magazine for November, 1920.

in Geneva during the meeting of the League of Nations there in November.

A handful of survivors of the great Chicago fire gathered at the Great Northern Hotel in Chicago on October 10 to



Movies on the train is the latest in traveling comfort ideas. (Underwood & Underwood Photo.)

commemorate the fiftieth anniversary of the conflagration.

The Cunarder Aquitania arrived in New York early in October with \$18,000,000 in gold and a diamond of 183.15 carats, the latter formerly owned by the Sultan of Morocco.

Mrs. Ogden Mills, wife of the New York capitalist and a force in the fashionable life of New York City, died October 13 at her home in Paris at the age of sixty-five years.

The Purchasing Agents' Association members are quoted as saying that there will be a drop in prices within the next six or seven months—possibly 50 per cent in some instances.

Jan Masaryk, son of President Masaryk of Czechoslovakia, who has been charge of the Czechoslovakia legation in Washington since December, 1919, left recently for his new post at London.

Loss in petroleum due to evaporation between the wells and the refineries amounts to 600,000,000 gallons and more each year, the bureau of mines says, adding that most of this loss is entirely preventable.

Crabbet, a chestnut gelding, a registered Arab from the stables of W. R. Brown of Berlin, N. H., covered sixty miles in eight hours on October 12 in the 300-mile Army cavalry endurance contest, near Concord.

The Cleveland Indians, champions of the American Baseball League, defeated the Brooklyn Dodgers of the National League, on October 12 at Cleveland, thus winning the world's baseball championship after four straight victories.

The Prince of Wales returned to London in early October after six months spent visiting the British possessions and other countries throughout the world. He brought back a shipload of presents and rumors of an early marriage.

Treatment of appendicitis by an anti-gangrenous serum instead of by operation has been tested with such satisfactory results that it is likely operations soon will be abandoned for the disease. Professor

A RECORD OF CURRENT EVENTS

Pierre Delbet said in a paper read before the Congress of Surgery in Paris on October 10.

Stephen Girard, Johns Hopkins, Cornelius Vanderbilt and Marshall Field are the four business men nominated for 1920 for the Hall of Fame of the New York University. Only fifty-six persons have been elected in the last twenty years.

The International Joint Commission on the Great Lakes-St. Lawrence waterways began their hearings in Chicago October 29. Testimony presented at this hearing will be embodied in the report which is to be presented by the commission to the governments of the United States and Canada.

The Knights of Columbus supreme board of directors has voted to offer the American Legion \$5,000,000 for the erection of a war memorial in Washington, D. C. This sum constitutes the balance of the war memorial fund of the K. of C.

Great Britain, France, Italy and Japan

have been asked by President Leon Burgeois of the Council of the League of Nations to inform the council regarding the measures they have taken, or which they contemplate taking, for carrying out the mandate clauses of the covenant.

The United States Government has decided to accept the invitation of the League of Nations to appoint an American member of the international commission which is to settle the question of the allegiance of the Aland Islands. The matter has been for some time a subject of controversy between Sweden and Finland.

Miles C. Allgood, Alabama Commissioner of Agriculture, told representatives of a land company seeking to establish a large colony of Koreans in Alabama that the state would not welcome such colonists. The proposed colony was to be organized under direction of an American missionary and the plan was to buy up 25,000 acres of land in Baldwin county for farms, homes, churches and schools.



U. S. Senator Warren G. Harding, of Ohio, Republican Presidential nominee, alighting from his car attached to Rock Island train at Des Moines, Iowa, where he spoke recently against the Wilsonian idea of a league of nations.

Meritorious Service

ENGINEER GEORGE BARTON, Shawnee, Okla., has been commended for taking his dinner hour to search for trouble in his engine, finding same and remedying it before leaving McAlester.

Section Foreman L. C. Bowen, Shell Rock, Iowa, commended for inducing party of four persons to travel over the Rock Island Lines.

Engineer T. J. Dixon, Foreman R. A. Williams and Brakeman B. E. Thady, Colorado division, commended for observing accident to car and having same removed from train.

Conductor J. S. Walsh, Colorado division, commended for acting as brakeman when regular brakeman was taken sick, thus avoiding delay to passenger train.

Fireman C. E. Marberry, Colorado division, commended for assisting in re-brassing engine tank truck while dead-heading on train.

Fireman C. E. Copeland, Colorado division, commended for detecting hot box on engine tank during severe wind and dust storm, thus showing close attention.

Agent J. E. Chostner, Colorado division, commended for detecting lumber on car badly shifted and notifying dispatcher, who stopped train for needed action.

Conductor W. Featherston, Manly, Iowa, commended for examining four empty box cars billed for rough loading and finding they were fit for grain loading.

Joseph Augustin, H. L. Cale and H. B. Buchahan, El Paso division, commended for discovery of slowed wheel on car and having same set out.

Conductor Thomas Riley, Des Moines Valley division, commended for notifying passenger office of prospective passengers for Pacific Coast.

Conductor L. M. Woodall, Engineer Hugh Sullivan and Brakemen W. L. Watson, Joe Heath and James Hunt, Arkansas division, commended for making repairs to disabled engine at Forrest City.

Conductor C. A. Streitenberger, Engineer L. C. Collier, Fireman C. E. King and Brakemen J. T. Smith and H. H. Goodger, Oklahoma division, awarded ten merit marks each for prompt action in putting out fire on bridge.

J. J. Dillon, El Reno, Okla., commended for protecting a car of wheat, thereby preventing a possible heavy claim against the company.

Brakeman W. H. Randolph, Pipestone, Minn., given ten merit marks for voluntarily firing engine, thereby keeping trainload of potatoes moving.

Engineer Roy Barnes, Shawnee, Okla., commended for rendering valuable aid in helping repair broken down engine, altho deadheading on train at the time.

Conductor James Carroll, Engineer Wm. C. Talbott, Fireman Thos. Carre and Brakeman T. J. Dunn and Geo. D. McGrath, Minnesota division, commended for work in getting car of oil into a terminal, altho car crippled account hot boxes.

Engineer J. E. Hardy, Estherville, Iowa, given ten merit marks for firing engine when fireman was taken sick.

Brakeman C. R. Rickett, Trenton, Mo., commended for firing engines on account of having inexperienced fireman.

R. L. Carter, brakeman, Missouri division, ten merits, account picking up angle bars, lost from car and replacing same in car.

Conductor E. M. Ervin and Brakemen E. G. and B. B. Murphy, Missouri division, given ten merits each account brassing mail car, preventing further delay.

Brakeman W. H. Trout, Missouri division, given ten merits account firing engine when fireman was taken ill, thus preventing delay to train.

Switchman H. N. Boyer, Missouri division, given ten merits account close observation and quick action in reporting discovery of broken truck bolster on car; also ten merits account picking up in Trenton yards and turning over to car department, gaskets and 15 pounds bab-bitt.

Section Foreman Richard Farrell, Missouri division, given ten merits account extinguishing fire on bridge.

Switchmen James Day and Wm. Neidhardt, Dalhart, commended for stopping leak in car of wheat.

Agent J. N. Cobb, Verden, Okla., commended for noticing brake beam down on car and stopping train.

Brakeman H. Ashenfelter, Manly, Iowa, commended for discovery of broken arch bar, thus preventing accident.

Assistant Yardmaster J. M. Phillips, Cedar Rapids, commended for getting passengers for Rock Island destined to Los Angeles.

Walter Cullins, water supply man,

Nichols, Iowa, commended for repairing car of gasoline preventing possibility of serious accident.

Conductor A. L. Fuller and Brakeman George Drake, Cedar Rapids, awarded ten merit marks each for extinguishing fire on bridge.

Hostlers George Bueneke and Ed Hess, Decorah, Iowa, awarded ten merit marks each for assisting in saving company cars standing near elevator destroyed by fire.

Pipefitter C. E. Brown, Shawnee, Okla., commended for aiding engineer in repairing engine, thus permitting train to proceed.

Section Foreman Frank Ulrey, Medford, Okla., commended for noticing brake beam down and aiding train crew to repair same.

J. W. Fulton, engineer, Des Moines Valley division, received ten merit marks for giving assistance to Missouri division engineer when spring hanger broke on his engine, preventing a serious delay to train.

L. M. Tevis, engineer, Des Moines Valley division, received ten merit marks for valuable assistance given in turning engine around and getting ready for arrival of train, thereby preventing any further delay to train.

Stephen Walsh, brakeman, Des Moines Valley division, received ten merit marks discovering brake beam down on tank, thus avoiding an accident.

C. E. Swan, brakeman, Des Moines Valley division, received ten merit marks for borrowing tools and repairing ballast car with broken train line, saving car from being tied up for repairs.

W. E. Martin, brakeman, Des Moines Valley division, received ten merit marks

(Continued to page 49)

Rock Island Conductor Makes Friends and Gets Business

THAT one man can do much to increase the efficiency of the organization he represents, make friends for the company and for himself is shown in the record of Conductor W. P. Dinsmore, now operating on trains Nos. 431 and 32 between Gowrie and Sibley, Iowa.

He has been in the Rock Island service a great many years. His courtesies to passengers have been a matter of comment through all that period.

While his present opportunities to develop through business and insure the purchase of through tickets via the Rock Island Lines is not as great as when he ran from Sibley to Des Moines, he is still very active and uses his influence to get more business for the company.

Several years ago Mr. Dinsmore conceived the idea of capitalizing his acquaintance in organizing a personally-conducted party through to Yellowstone National Park. He was successful and his patrons were loud in their praise of the service given. This was followed by others equally as successful. Last year it was his intention to operate a similar tour and a large party was organized. The plan, however, was abandoned owing to the difficulties of obtaining sleeping cars, but it is proposed in succeeding years to operate one or two such parties.

Mr. Dinsmore has felt as keen an in-

terest in the financial success of the Rock Island as if he owned it and his attitude



Conductor W. P. Dinsmore.

for many years has been highly commendable. *Rock Island Magazine for November, 1920.*

Bedtime Stories

Peter Rabbit Meets Jerry

By Thornton W. Burgess

(Copyright)

*The very time you feel most safe,
And see no reason for alarm,
Is just the time for keeping guard
Against some unexpected harm.*
—Jerry Muskrat.

PETER Rabbit sat among the rushes on the shore of the Laughing Brook where it enters the Smiling Pool and watched Jerry Muskrat work. Jerry was building a little landing of rushes and mud. He had it almost finished. It was a little landing, just big enough for Jerry to sit on comfortably, and it was out from the shore just enough for Jerry to be able to dive from it into water deep



Presently he would pop up with a bit of sod or mud to add to that little landing.

enough to cover him completely and enable him to reach still deeper water without showing himself.

Now, you know Peter Rabbit doesn't like work. The only work he does is cutting little paths through the dear Old Briar-patch, and he wouldn't cut these if he didn't have to in order to get about. No, Peter doesn't like work. He is too happy-go-lucky. He would rather be uncomfortable than do a little work to make himself comfortable, and there are many people like him. Queer how people can be like that, isn't it?

But Jerry Muskrat is just the opposite. Jerry likes to work because he likes to enjoy the things which result from work. Not that Jerry wants to work all the time. Oh my, no! No indeed! Jerry is as fond of playing and of visiting his friends as any one I know. But Jerry is too wise to waste time wishing for a thing he can get by working for it. He isn't lazy. There isn't a lazy bone in him.

So all the time he was gossiping there by his little landing he was working, while Peter Rabbit sat in idleness. Jerry would disappear under water. Presently he would pop up with a bit of sod or mud to add to that little landing, and while he put it where it was most needed he gossiped with Peter.

Now Jerry was doing two things at once—working and talking. Some folks

can talk while they work and not let one thing interfere with the other. You see all the little people of the Green Forest and the Green Meadows, the Smiling Pool and the Old Pasture are taught to do two things at once from the time they are big enough to learn at all. They are taught that whatever else they may be doing, working or playing, they must at all times keep watch for danger.

But to do three things at the same time is more than most folks can accomplish. It was so with Jerry. He could work and keep watch. He could work and gossip. But he couldn't work and gossip and keep watch all at the same time. So Jerry didn't keep watch. In the first place it didn't seem necessary. Not since he had begun the building of that little landing had Jerry seen the smallest sign of danger. He felt sure that Peter Rabbit was the only one who had found that landing, and Peter

was quite harmless. The rushes grew tall behind it and on two sides of it so that it was well hidden.

So Jerry felt quite safe and quite forgot that often the time to watch out sharpest is when one feels safest. As for Peter Rabbit, he had nothing to do but talk, and so it was an easy matter for him to keep watch at the same time. He did it without really knowing that he was doing it. And it was just as well for Jerry Muskrat that he did.

Peter was right in the midst of telling Jerry about Jimmy Skunk and Farmer Brown's boy when he caught sight of what seemed nothing more than a moving shadow just above the tops of the rushes. Peter didn't finish what he was saying. The second he saw that moving shadow he thumped the ground hard with his hind feet and sprang headlong in where the rushes grew thickest.

Jerry Muskrat was sitting on his little landing. He didn't stop to ask what the trouble was. He didn't stop to look around. At the thump of Peter's feet Jerry dived with a splash into the water and as he did so two feet with great hooked claws reached down and just missed him. But for Peter Rabbit some one would have had a Muskrat dinner that night, and that some one was Hooty the Owl.

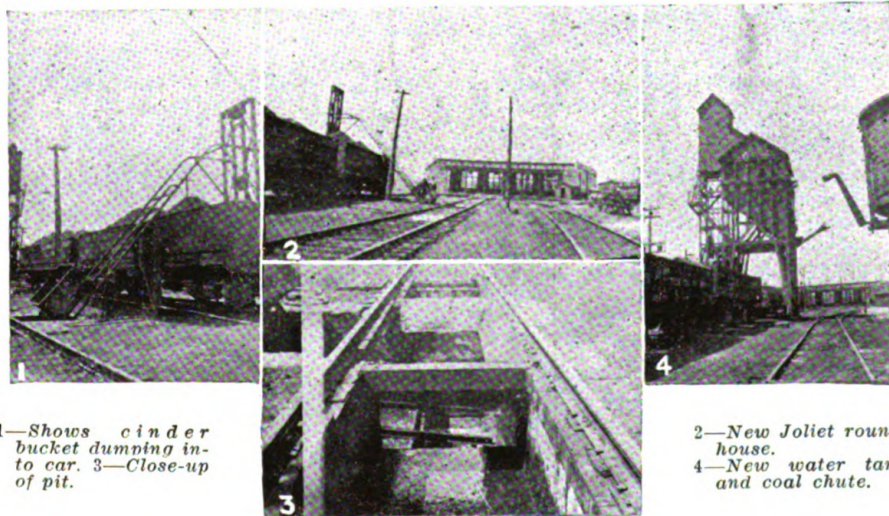
Don't shirk after serving notice; you might want to go back some time. Work harder—so the employer will miss you the more.

Cinder Conveyor Part of Joliet Improvement

THE Rock Island has one of the finest little terminals at Joliet to be found anywhere on the Illinois division as the result of the improvements made at this point during the last year. Among

repair tracks also are located on the north side of the yard, thus putting all the work at practically one point.

In addition, the Rock Island is now putting in a soft water treating plant, a



1—Shows cinder bucket dumping into car. 3—Close-up of pit.

2—New Joliet roundhouse. 4—New water tank and coal chute.

these improvements is a six-stall up-to-date roundhouse, new pump house, coal chute, cinder conveyor and water tank.

We also have at Joliet three storage tracks located on the south side of the roundhouse, each track holding two engines. This probably will be further improved by the construction of a cover over the tracks to keep the suburban engines in during the winter months. Three

big well having been dug next to the creek about eighteen feet deep which will supply the plant with plenty of water for engine use. This new system will save the company a great deal of money.

The installation of the Robinson cinder conveyor will be a big saving also as it does away with the necessity of shoveling the cinders from the pit to the cars, performing the work of about eight men.

Of Interest To Women

ONE sees redingote effects featured in both dress for afternoon wear as well as in suits. Jackets as a rule are long; the short jackets are limited to box effects and worn chiefly by young misses. A few interesting jacket models taper at the waist and flare below it, and are worn with circular or gored skirts.

Striped and plaid silk blouses are worn with tailored suits of dark or neutral color.

Full tunic over skirts almost as long as the under skirts are noticeable on afternoon frocks.

Very simple but attractive dresses of taffeta have long round waists and full gathered skirts. Dresses with straight panels are very popular.

Sleeves indicate a change in fashions, for three-quarter length and also wrist length sleeves have replaced the very short sleeves of the past season.

Plaited and plain panels alternate on skirts and gowns.

Tricotine, serge and duvetyn fabrics are popular for suits, as are also twills, mixtures and velveteens.

Machine stitching is much in evidence on tailored garments, also appropriate touches of braid chenille or floss embroidery in matching colors.

One attractive suit model has a high collar closed with a single button, one also sees flaring collars, and very close fitted sleeves.

Plaited peplums attached to long waist portions are headed with fur bands.

Rows of grosgrain ribbon form an effective trimming for a tailored suit.

Many attractive daytime dresses are shown. Black is much in evidence, usually combined with vivid color.

Plaid effects on silk or woolen materials are produced with line embroidery done with chenille, floss, or metal thread.

A similar effect may be produced with pin tucks which form squares and triangles in the centre of which some motif is embroidered.

Eyelet embroidery in satin or taffeta with an underlay of color that shows through the eyelet is used for afternoon dresses.

Try a dress of grey satin or taffeta, with narrow ruffles outlining panels and a yoke over the skirt.

A smart suit of brown velvet or serge may be trimmed with fancy inch wide braid.

On a dress of mummy color wool jersey, brown charmeuse is used for collar and cuffs.

Copper color taffeta with pipings of green grosgrain silk is very attractive.

A very novel street suit is of plain brown and checked velveteen.

An autumn suit of green wool velours has collar and cuffs of darker velvet.

Capri blue charmeuse and wool jersey embroidered in gold and blue is a very effective combination.

Printed satin ribbon was attractively employed as trimming on a dress of Belgium blue tricotine.

Skunk fur is smart on a dress of black velvet.

Heather homespun in a rust color was used for a serviceable street suit.

Pipings of gold color satin on a black velvet dress would be very attractive.

Black velvet and white satin is a good combination.

Castor color wool velours makes a good utility coat. It may be finished with machine stitching or edged with fox fur.

A dress in redingote style of black velvet has a panel vest of silver gray silk edged with squirrel fur.

A dress of coffee color taffeta may be trimmed with darker brown velvet ribbon.

One of the latest types of utility coats is of gray wool velours with stitching in red silk.

In children's garments all things seem possible. Plaids and plaits seem the most popular development.

Pale gray embroidery is very effective on blue serge.

Tunic frocks are shown designed in many delightful ways and they offer some opportunity to combine the simply

(Continued to page 48)



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

Rock Island Magazine for November, 1920.

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Beauty Hints

By Lucrezia Bori

The Famous Spanish Prima Dona

IN THESE days when efficiency is so essential, whether in the home or at business, every woman should do her utmost to keep fit. One of the best ways is to take certain exercises every morning or evening.

The following are easily learned and can be taken either morning or evening. You need not spend more than 15 minutes a day on them, but in order to secure the best results you must perform them regularly. A little systematic practice and you will find that they come as natural to you as brushing your teeth.

When you realize that in one breathing exercise about 150 muscles come into play, then the task of looking after your 500, plus, muscles becomes very much less formidable.

Determine first whether you will undertake these exercises morning or evening. Be sure that your clothing is quite loose. Be careful when you start and do not attempt to over-do, for over-exertion must be guarded against. If you take these exercises in the evening, you should follow them with a warm water sponge, after which you should dry your body gently with a soft towel. If you prefer to exercise in the morning, follow the warm water sponge by a cold sponge and rub yourself vigorously with a coarse towel.

In the first exercise, stand erect, with your feet slightly apart. Swing your arms out at right angles with your body. Allow them to drop slowly to your sides. Do this movement 10 times.

In the second exercise, stand in the same position as in No. 1. Let your arms hang by your sides, but clench your fists. Bend forward suddenly from your hips and open your clenched fists. As you drop forward, relax your body, from your hips upwards. You must bend backwards until your fingers must reach the floor. Repeat this movement 10 times.

In the third exercise you must stand erect. Place your hands on your hips, with your fingers forward. Raise yourself on your toes. Drop down and bend your knees until your body almost touches your heels. Now, slowly rise until you achieve your original position. Be sure to hold your head and body erect during the five times that you repeat this exercise.

The fourth exercise demands a little more endurance, but if you can row a boat you will soon learn its movements. Stand erect. Swing your arms out in front of your body. As you do this you must spread your fingers wide and have your palms down. Clutch your hands tightly and step backward with your right foot. Put your whole weight upon it as you slowly pull your clenched fists back to your armpits. After this movement, relax. Repeat the exercise five times, relaxing between each movement.

Before you undertake exercise 5 you should spread a thick blanket on the floor. Lie on your back and completely relax your body and limbs. Slowly bend your knees as you draw your heels about

a foot toward your body. Extend your limbs and repeat these movements five times.

In exercise you must lie on your back, with your feet together and your arms folded upon your breast. Lift your feet slowly six inches from the floor. Let them drop back to their original position. The second time lift them 12 inches from the floor, returning again to the first position. The third time raise them at right angles to your body and return to your original position. Now rest for a few seconds. Do this exercise three times.

Consistent practice of these exercises will greatly improve your figure and give you the feeling of "fitness" that is essential for every successful woman.

How You Can Solve Some Shampoo Problems.

I get many requests from readers asking how often they should shampoo their hair. The frequency of the shampoo is a matter which, to a large extent, you must decide yourself. Every three weeks is about right for the average head, al-

though some women do not require a shampoo oftener than every four or even five weeks. Many other women with a large supply of natural oil in their hair may find it looking "greasy" unless it is shampooed every two weeks.

You should use your own judgment in this matter. If your hair is oily, shampoo it as soon as it appears over oily. If it remains dry and fluffy and the color is good then employ your own convenience in shampooing.

If the oil glands in your hair are too active they may be helped by the use of the following tonic:

Resorcin40 grains
Water½ ounce
Witch hazel1 ounce

Mix these together and keep in a drop stopper bottle. The lotion should always be well shaken before using. This tonic should be applied every night as well as after a shampoo until the oily condition is relieved.

For overly dry hair vaseline or olive oil rubbed into the scalp are both excellent and inexpensive. These oil tonics should be applied with a great deal of friction, because half the cure is effected by the stimulation of the blood vessels of your scalp.

A prepared tonic for dry hair is made of these ingredients:

White vaseline3 ounces
Castor oil1½ ounces
Gallic acid1¼ drachms
Oil of lavender30 drops

Apply a few drops with the ends of your fingers every night and massage thoroughly.

Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

FRUIT butters will cut down the consumption of creamery butter in the season when its price is high. Most of the fruit butters require considerable sugar, which at the present price of sugar may make the finished product seem rather costly. Yet since jams and jellies of some kind are practically a necessity in the home where there are school lunches to be prepared, it's almost an unavoidable expense. If fruit must be bought at city markets at top prices it does not pay to put up fruit butters. However, if you can get the fruit at a low price, or better still, raise it yourself, it will be worth while. Sometimes honey may be substituted for sugar at somewhat less cost.

HOME-MADE APPLE BUTTER

1 peck of tart apples
5 gallons of sweet cider
2 pounds of brown sugar

Pare and core apples and quarter. Boil cider down half, add the apples and sugar and stir well. Keep on simmering until a solid mass is formed, but stir frequently to prevent burning.

TOMATO AND APPLE BUTTER

7 pounds of tomatoes
12 pounds of apples
5 pounds of sugar

2 tablespoonfuls of cinnamon
2 tablespoonfuls of whole cloves

Peel and slice tomatoes and apples and boil for three hours with the other ingredients. As soon as it begins to settle stir constantly, and when solid pour into jars or crocks and seal.

PEAR BUTTER

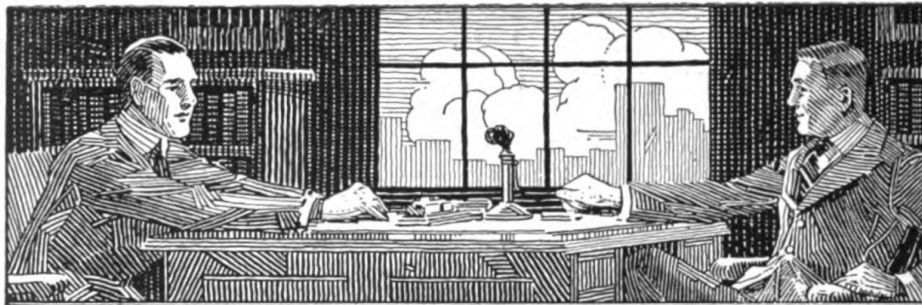
Cut into small parts with just enough water to cover. When soft press through sieve and measure. Add two-thirds of the quantity of sugar and cook again for 30 minutes. Remove scum as it rises to the surface. Pour into jars and seal.

PEACH BUTTER

Peel peaches and remove stones. Simmer in very little water until tender, then press through a sieve. Measure and add two-thirds the quantity of sugar. Cook slowly for two hours, stirring occasionally.

PLUM BUTTER

Cook plums in just enough water to prevent burning, using a moderate flame. When tender press through colander and cook again until it reaches the boiling point. Add half or less the quantity of sugar, depending on the sweetness of the plums used, and cook until thick. Honey used instead of sugar gives an especially good flavoring to fresh plum butter.



October 1, of paralysis. Mr. Rossall was the oldest man in point of service in the employ of the railroad.

Big railroads set a new high record for the year in the volume of freight traffic handled during the week ended Sept. 25. Cars loaded with commercial freight numbered 994,687, compared with 987,041 in 1919, and 991,980 in 1918.

Jule M. Hannaford, president of the Northern Pacific Railway, with headquarters at St. Paul, Minn., who was elected to that position on March 1, has retired from active railroad management, according to announcement, September 30.

Proposed schedule of the Union Stockyards and Transit Company of Chicago, providing for cancellation of charges of 75 cents a car for loading and 50 cents for unloading live stock at the stockyards, have been suspended by the Interstate Commerce Commission until March 1, 1921.

At the meeting of directors of the Burlington railroad W. W. Baldwin, vice-president has been elected a director to fill the unexpired term of the late Samuel C. Scotten. President F. H. Rawson of the Union Trust company, a director, was elected a member of the executive committee.

The Interstate Commerce Commission has authorized the Rock Island to issue general mortgage gold bonds to the amount of \$1,000,000 as of Jan. 1, 1898, to be pledged as security for first and refunding mortgage gold bonds to the amount of \$1,000,000 as of April 1, 1904, payable April 1, 1934.

J. A. Houston, trainmaster of the Dakota division of the Rock Island, has resigned to accept an appointment in the engineering department of the Westinghouse Electric & Manufacturing Company, where he will have charge of questions pertaining to the mechanical design of electric locomotives.

Treasury payments to railroads under guaranty provisions of the transportation act will be held up under a ruling by Comptroller Warwick of the treasury department until final accounting of losses sustained during the guaranty period is made. Officials estimated that approximately \$600,000,000 is involved.

The Chicago, Milwaukee and St. Paul railroad has reached a compromise settlement with the United States railroad administration and has been paid in full for the period it was operated under federal control. It is the first of the big railroads to reach such an adjustment. The settlement involved less than \$30,000,000.

Effective October 1, Charles J. Collins, general agent, Cleveland, Ohio, succeeded H. H. Hunkins as manager of the bureau of service, National Parks and Resorts, with office 226 West Jackson street, Chicago. Mr. Hunkins has resigned to become traffic manager of the Yosemite National Park Company, San Francisco, Calif.

Railway material amounting to 30,000 tons, ordered by the Russian government, which has been lying for years in the Canadian Pacific yards, awaiting shipment, will be sold by the British government to the highest bidder, it is announced.

Rock Island Magazine for November, 1920.

As It Was Told to Me

The Norfolk and Western has announced a 20 per cent reduction in its shop force.

Charles J. Collins, general agent of the Chicago & Northwestern Ry., with headquarters at Cleveland, Ohio, has resigned.

G. H. Bateman has been appointed assistant trainmaster of the Illinois Central railroad, with headquarters at Chicago, Ill.

Floyd H. Milliard has been appointed assistant to the president of the St. Louis Southwestern Railway, assigned to special duties.

V. Shaffenburg has been appointed assistant general freight agent of the Texas & Pacific Ry., with headquarters at New Orleans, La.

F. A. Gregg has been appointed assistant to the vice-president of the Atchison Topeka & Santa Fe Ry., with headquarters in Chicago, Ill.

Alexander Jackson, agricultural agent of the Rock Island Lines, is distributing free on request illustrated dairy farming and poultry booklets.

J. H. Lyman has been appointed general agent of the freight department of the Chicago Great Western road, with headquarters at Portland, Ore.

George P. Biles, freight traffic manager of the Southern Railway System, lines west, died in early October at Hollywood, California. He was 64 years old.

Arrangements have been made whereby the Pacific Limited will be restored to service via the Chicago, Milwaukee & St. Paul railway between Chicago and Omaha.

H. L. Purdy has ended his service as division passenger agent of the Wabash railway to take up his new duties as general manager of the T. & S. Tours Company.

The Burlington, Rock Island and Great Northern railways have opened a joint ticket office at 524 Second Avenue, South, Minneapolis, in charge of J. F. McElroy, joint agent.

C. S. Kirkpatrick has been appointed assistant to the general manager of the Atchison Topeka & Santa Fe Ry., with jurisdiction over the Gulf Lines, and with headquarters in Galveston.

D. S. Hartman has been appointed trainmaster of the Illinois Central railroad, with headquarters at Fordham, Ill.

M. R. McCreath has been appointed trainmaster with headquarters at Fordham, Ill.

The St. Louis Southwestern railway will expend \$170,000 to enlarge its shop buildings, existing station facilities and water stations at Dallas, Tex., and \$500,000 for betterments to bridges, trestles, and culverts.

This year up to September 25 the railroads had moved 392,747,000 tons of bituminous coal from the mines as compared with a total of 341,276,000 in the same period last year, an increase of over 51,500,000 tons.

Richard Rossall, for fifty-two years an employe of the Chicago and Northwestern railroad, died at his home in Chicago,

The Young Lady Across the Way



The young lady across the way says she is carrying a bit over the coal shortage as they have steam in their house.

Only **4 1/2¢** for **SUGAR** a lb.

Think of it—sugar only 4 1/2¢ a pound from the Big 4 Company, when grocers are asking three times as much. Also see our wonderful big catalog for other groceries at savings you simply must not miss. Send right now for the trial order listed here, which actually saves you \$1.20. Send for it quick and we will also send the great bargain catalog showing many other astounding grocery bargains. And if you send NOW you get in on our great **FREE** offer of One Dozen Triple Plate Spoons.

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1 bar Fels Naptha Soap	.04
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1/2 pound Big 4 Brand Best Coffee	.18
1/4 pound pure Cocoa	.13
1 pound pure Baking Powder	.48
1—4.oz. Bot. Vanilla Flavor Extract	.52
1 box Powdered Bluing (equal to about 2 gal. average best bluing)	.41
1 box Majic Dye Soap Flakes	.10
Total	\$1.99

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nounced by J. E. Francis, comptroller of the disposals board, British war munitions.

The Car Service Commission in Washington has been reorganized with a change of name to the Car Service Division of the American Railway Association, and its management has been placed under the direct charge of W. L. Barnes, superintendent of transportation of the Chicago, Burlington & Quincy Railroad, as executive manager.

M. E. Keehan, auditor of disbursements of the Chicago Great Western Railway, with headquarters at Chicago, Ill., has been appointed comptroller, with the same headquarters. W. H. Sievers has been appointed auditor of disbursements of the Chicago Great Western railroad with headquarters at Chicago, succeeding M. E. Keehan, promoted.

The St. Louis-San Francisco railway will remodel its passenger station and erect a building for baggage and express departments at Muskogee, Okla., also complete the freight house at that point. This company also will erect a six-stall 110-foot roundhouse, with machine shop, power house and blacksmith shop, at a cost of \$50,000 at Lawton, Okla.

The Kansas Court of Industrial Relations has handed down a decision granting railroads operating in Kansas the application for a 30 per cent increase in intrastate freight rates, except for specified articles, and for an increase in Pullman rates, but denied the application for an increase in passenger fares and excess baggage, milk and cream rates.

The American Association of Passenger Traffic Officers at the convention of the organization in Chicago, elected the following officers: W. A. Russell, passenger traffic manager of the Louisville & Nashville, president; John F. Francis, general passenger agent of the Burlington, vice-president, and W. C. Hope, general passenger agent of the Jersey Central, secretary and treasurer.

Colonel James A. McCrea of New York City has been selected to succeed the late Richard L. O'Donnel as vice-president of the Pennsylvania Railroad System, in charge of the Central Region, with headquarters at Pittsburgh. Announcement of Colonel McCrea's appointment was made by President Samuel Rea, of the Pennsylvania System. The Central Region vice-presidency was made vacant by Mr. O'Donnel's death.

Class I railroads in the United States for the month of May show an operating deficit of \$13,455,871. Only in the Southern District was there a net income, amounting to \$2,829,347, while the Eastern and Western Districts had deficits of \$16,042,094 and \$243,124, respectively. These results make no allowance for the more than \$50,000,000 of increased monthly wages, made effective May 1 by the award of the Railroad Labor Board in July.

There has been and still is a serious shortage of box cars in Western grain producing states suitable for the movement of this year's enormous grain crop. The causes of this car shortage are: first, inadequacy in the number of box cars; second, the bad condition of the available box cars after two years of governmental control; and, third, the



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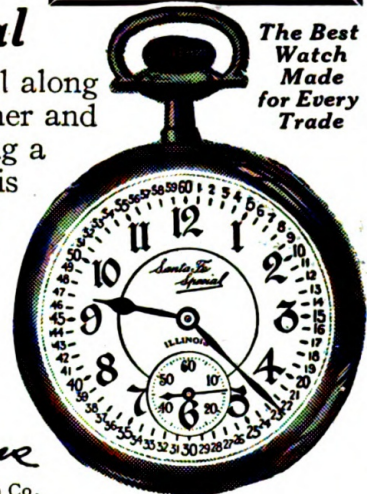
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manner in which box cars suitable for grain loading have been scattered throughout the country.

The Interstate Commerce Commission has begun consideration of a tentative plan for the consolidation of railroads into a limited number of systems, as required by the transportation act. Work on the plan is progressing rapidly. Meanwhile, various railroads are working out merger proposals to submit to the commission, but no propositions for pooling the management and operation of railroads under one corporation can be effected, officials said, until a complete plan of consolidation has been framed by the commission.

Improvements in maintenance and operating conditions effected on the Pennsylvania System, since the return of the railroads to their owners, have been summarized in a report by General W. W. Atterbury, vice-president in charge of operation. The number of locomotives undergoing or awaiting repairs has been reduced from a daily average of about 1,600, at the termination of federal control, on March 1, to 1,000 at the opening of September, and the proportion of locomotives available for service has been increased from 78 per cent of the total in March to 86 per cent on September 1.

At the annual meeting of the American Association of Dining Car Superintendents, held in Chicago October 14th and 15th, the following officers were elected for the coming year:

Tom A. Dempsey of the Rock Island, president; C. H. Jennings of the St. Louis South Western, vice-president; L. A. Stone of the Chicago and Eastern Illinois, secretary and treasurer; A. E. White of the Burlington, chairman of the executive committee.

Local Problems Arising

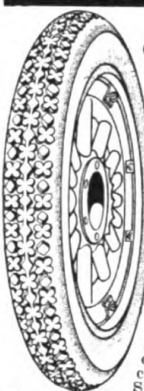
The Transportation Act of 1920 provides that the Interstate Commerce Commission may require a carrier to enlarge its facilities or extend its lines provided this will not impair its ability to perform its duty to the public. Instead of coming to the road for capital improvements, communities can go to the Commission. The President's signature was hardly dry upon the Act when the Public Utilities Commission of Idaho started proceedings before the Interstate Commerce Commission to compel specified corporations to construct a north-and-south railway in Idaho to connect certain points. At the same time Natchez, Miss., began a proceeding under the same provision.

How are the users of transportation to participate in distinguishing the necessary from the merely desirable? On the one hand the road sees the community asking for a station when a greater need is for cars and there is not money enough for both.

Mexico Again Tranquil

Mexico is tranquil, according to advices received in Chicago. As evidence of this, the El Paso & Southwestern railway ran a special train from El Paso to Mexico City recently, carrying 100 El Paso business men who are seeking to develop contact with Mexican business interests and re-open business channels. The high train service has been restored between Juarez and Mexico City.

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With Every Tire Ordered CLIFTON DOUBLE TREAD TIRES represent the highest standard in reconstructed tires. By our exclusive process of manufacture you receive the service of Four EXTRA Ply of fabric which insures against blow outs and makes the tires practically puncture proof. Immediate shipment guaranteed.

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30x3	\$ 7.00	34x4	\$11.25
30x3 1/2	8.25	34x4 1/2	12.50
32x3 1/2	9.00	35x4 1/2	13.00
31x4	10.00	36x4 1/2	13.50
32x4	10.50	35x5	14.25
33x4	11.00	37x5	14.50

Reliner FREE with Every Tire

Send \$2.00 deposit for each tire ordered, balance C. O. D., subject to examination, 5 per cent special discount if full amount is sent with order. State whether S. S., C. I., Plain Tread or Non-Skid—all same price.

Dept. 769, 3536 Ordway Ave. CHICAGO, ILLINOIS



A SPECIAL Factory Cut-Price

U. S. Officer's Shoes

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

U. S. Army Marching Shoes

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

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

Dept. 340
Westfield, Mass.

GENUINE \$12.00
IMPORTED
VELOUR
\$6.89

Write quick for this amazing bargain. Only limited lot. Wonderful quality. Imported velour—record-breaking cut price. Guaranteed \$12 value for only \$6.89 on arrival.



DELIVERED
FREE

Pay on Arrival
Only \$6.89
for this Great

\$12
HAT

Send No Money!

Just send your name and size of hat on postcard or letter for this wonderful imported black genuine velour hat. Beautiful fedora style. Flexible brim. Can be turned up or down. Made of the finest quality, very silky, black imported velour. Fine wide grosgrain black silk ribbon band. Genuine leather, non-soluble sweat band.

DON'T SEND A PENNY—Pay only \$6.89 on arrival for this \$12.00 hat. We pay delivery charges. We guarantee to refund your money immediately, if you can match it for less than \$12.00. Save Money—Write Today before this astounding offer is withdrawn. Just send your name, address and size.

BERNARD, HEWITT & COMPANY
Desk H9011 900 W. Van Buren Street, Chicago, Ill.

LEARN PARLIAMENTARY Law and Public Speaking

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

AMERICAN PHILOMATHIC SOCIETY
Dept. 418 127 N. Dearborn St., Chicago, Illinois

Rock Island Magazine for November, 1920.

Try My Winter EGG MAKER For 30 Days

Send me no money. Just the coupon. My great Winter Egg Maker is called "Two-for-One." I want to send you some to try. Joe Brabec, Jr., of Mount Olive, Ill., gave his hens "Two-for-One," and got 336 eggs last November from 12 hens. Mrs. T. T. Simons of Milltown, Ga., got 469 eggs from 19 hens in one month. Mrs. J. A. Doll of Corinth, Miss., in February got 709 eggs from 25 hens. Mrs. T. W. Wills of San Diego, Calif., writes that her 42 hens laid 1,260 eggs in one month. Mrs. R. Hegel of Buckeye, Ariz., got 93 eggs a day from 100 hens in February. Your hens can do as well if you give them "Two-for-One."



I Guarantee It to Produce Winter Eggs for You at a Cost of 1c per Dozen or It Won't Cost You a Penny

If your hens are moulting they need help in getting over it quickly. If your hens are over the moult they need help because the process of moulting has weakened them. That is why they are droopy, lazy, listless.

My great Winter Egg Maker contains Iron Sulphate for the bone building and strengthening, Precipitated Calcium Phosphate for shell-forming material, Ginger for a general tonic, invigorator and to sharpen the appetite, and Aloes as a gentle yet effective laxative and intestinal antiseptic. These four ingredients are just what hens need now, just as weak soils need nitrogen or other ingredients.

Send No Money

I want to send you my great Winter Egg Maker, "Two-for-One," to try 30 days. Don't send any money now. Just send me the coupon. I will mail you "Two-for-One" prepaid. Try it 10 days, 20 days, or thirty days. Watch for results. If you are not completely satisfied, "Two-for-One" won't cost you a cent. The publisher of this paper guarantees that I will refund your money at once upon your mere request if you are not more than pleased. Send me the coupon now, without money, and begin getting big egg yields at once, as so many thousands of users are doing. Don't put this off—write me now before you forget.

H. E. GOODRICH, President
Kinsella Company, 242 Bonheur Bldg., Chicago, Ill.

H. E. GOODRICH, President
Kinsella Company, 242 Bonheur Bldg., Chicago, Ill.

Dear Mr. Goodrich: If my hens do not lay extra winter eggs at a cost of 1c per dozen as a result of "Two-for-One," you guarantee to refund my money on request. On this condition you may send me the following, as checked, on 30 days' trial.

☐ One package of "Two-for-One," for which I will pay the postman \$1.00 upon arrival.

☐ Three packages of "Two-for-One," for which I will pay the postman \$2.25 on arrival.

☐ Ten packages of "Two-for-One," for which I will pay the postman \$5.00 on arrival.

NOTE: The remedies below will help you make more money with your poultry. Order now. All sent on my money-back guarantee. Send no money now.

☐ 1 large size bottle of Kinsella Roup Cure, for which I will pay postman \$2.00 on arrival.

☐ 1 four-ounce can of Kinsella Lice Paste, for which I will pay postman \$1.35 on arrival.

☐ 1 four-ounce jar of Kinsella Scalp Leg Remedy, for which I will pay the postman \$1 on arrival.

Name _____

P. O. _____

State _____ R. F. D. _____

Send No Money

Write quick for this amazing sock bargain. Only limited lot. Men's fine quality black or gray wool socks. Fully seamless, double sole, toe and heel. Guaranteed wear-proof.

6 Pair of Guaranteed \$1.00 Wool Socks \$3.00
Guaranteed 6 Mos.

SEND NO MONEY—write quick. Socks sent delivery charge paid. Pay \$3 on arrival, no more. Money back if not more than pleased. Give size, color. Dept. X9011



BARNARD, HEWITT & CO., W. Van Buren, CHICAGO

Ten Years Ago

(Notes from the Rock Island Magazine of November, 1910.)

Mayor Gaynor of New York City returned to his duties, having recovered from the attack and wound given him by a disappointed dock employe who attempted to assassinate the Mayor.

Rock Island employes retired on pension: W. W. Brownhill, C. C. Ginther, Thos. Kidd, Andrew J. Snyder, J. Cahalan, Michael Farrell, Patrick Meath, Patrick Cleary, David H. DeGear.

Grier new dining hall at Booneville, Ark., formerly dedicated with a visit by Rock Island officials who reported it "is the finest in the world."

Photograph of Judge James Grant, first president of the Chicago & Rock Island Railroad Company, who served from November 12, 1850, to December 22, 1851.

Interest aroused in offer of Magazine of a \$50 watch to the most popular man in each of the four main operating districts.

Life story of Warren G. Purdy, former president of the Rock Island, who died in Chicago on October 13, 1910.

"The best way to get along is to make it a point to do your work a little better every day."

The Arkansas Railroad Commission refused to permit the Rock Island to resume the three-cent passenger fare in that state.

Engineers W. R. Johnson and Charlie Cobb, Conductor Harry McDonald, Brakeman Crawford Bourne and Porter D. W. McCurtain were the crew on the special Roosevelt train from Memphis to Hot Springs, Ark.

Walter S. Williams was appointed general agent for the Rock Island at Spokane, Wash. M. O. Day was appointed trainmaster of the Southern division with headquarters at Ft. Worth, Texas.

Trainmaster J. S. Jones moved his family from Goodland, Kas., to Fairbury, Nebr.

Fireman W. A. Holman, J. Hinchel, J. W. Wolden, E. E. Yates, L. B. Bailey, W. H. Harrison, C. C. Bradshaw, C. F. Kennedy and D. A. Saunders were among those promoted to engineers on the Oklahoma division.

To a Five-Dollar Bill

Crinkle, crinkle, little bill;
Goodness, gracious, you look ill!
Are you losing all your power?
You seem weaker hour by hour.

"Now that prices are so high,
I'm so tired that I could die.
I just circulate all day,
No one dares put me away.
When the evening board is set
With the fruits of father's sweat,
My small voice is hushed and still—
I am in the butcher's till.
And no matter where I go,
People disregard me so;
I don't seem to count for much
'Mongst the profiteers and such."

Bill, take heart, your luck may change.
I'll admit the times are strange.
Though you're weak, I love you still—
Crinkle, crinkle, little bill.

—Exchange.

When chipping, protect your eyes by using goggles and protect the other fellow by putting a shield in front of the work you are doing.

Buy Your Xmas Gifts Now

Only a few cents a day



No Money Down

JUST send your name and address for our 128-page book of diamonds, watches and jewelry on credit. Millions of dollars worth of jewelry from which to choose your Xmas gifts. Your choice sent you on approval, without a penny down.

Charge Account Plan

Don't send a penny in advance. Your simple request brings any diamond or piece of jewelry you choose. When it comes examine it and if it is not the greatest bargain you have ever seen send it back at our expense. If you decide to keep it you can pay at the rate of only a few cents a day.

8% Yearly Dividends

You are guaranteed an 8% yearly increase in value on all diamond exchanges. Also 5% bonus privilege. Catalog tells how.

Write Today for Xmas Catalog

Send your name and address now. No obligation. Beautiful Christmas catalog comes free by return mail. It explains all about Lyon Charge Account Plan. See this great collection of jewelry bargains now. Send your name for catalog today to Dept. 76-1.

J.M. LYON & CO.
1 Maiden Lane, New York, N.Y.



YOU Can 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 is 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

Speed me back homeward, good train in
your flight,
Hurry me there again, just for tonight.
Where they meet you and greet you and

service outshines,
On those Dempsey Diners on the Rock
Island Lines.
There's the Pennsy, the Lake Shore, the
old NYC.,
The Big Four and Nickel Plate (you may
add the M. C.);
But take me back there again, back to
the West,
Where "meeters" and "greeters" world
over are best,
To a good thing which memory keeps
green in my mind,
To that Dining Car Service on The Rock
Island Line.

Take number eleven, their DeLuxe Gold-
en State,
As they speed you from "Chi" to old
Golden Gate,
Or board number seven to Denver and
West—
Their Dining Car Service will meet
every test.
Chef, steward or waiter: The regular
kinds!
You will find them right there on the
Rock Island Lines.
So come on with that ham, the fried
chicken or tea,
'Tis the same the world over, you may
take it from me;
Whether eastward or westward there are
only two kinds—
What you get on all others—and the Rock
Island Lines.

So speed on, old rattler, as fast as you
choose,
Get me back there again, help chase off
my blues,
To the prairies of Homeland, to the office
or shop
Where on the Rock Island, once more I
can hop;
To those models for service whenever
one dines.
Where they have the world beaten, on
the Rock Island Lines.

★

(En route westward to Chicago the
other day there was a little Pullman group
composed of two of the theatrical folk
soon to open an engagement in Chicago,
a gentleman prominent in the rubber in-
dustry, and two railroad men, one of
whom wore the Rock Island emblem.
Each member of the party had travelled
quite extensively by rail and each did
"his turn" for the entertainment of the
rest. When the much discussed subject
of diners and dining car service was on
the grill your Rock Islander broke in
with the foregoing number as his bit
and as it met with the approval of the
crowd, seeming to be from the start
what they all thought about the Rock
Island service, it is offered to the mag-
azine, regardless of what our modest
Mr. Dempsey may think about it.)

O. C. HICKMAN,
Rock Island, Ill.

✻ ✻


The ordinary healthy man is quite un-
conscious of the existence of his own
physical mechanism. It is the last thing
he thinks about. This is partly due to
the fact that he is healthy; however, his
health in turn is partly due to the fact
that he does not worry about his interior.

Rock Island Magazine for November, 1920.

U.S. GRANT HOTEL

SAN DIEGO
CALIFORNIA
U.S. GRANT Jr. President

Horseraces—Polo—Golf—Boating
Fishing—Old Missions—Orange
Groves—Entertain-
ment Galore!




Rates as
attractive as
\$2 day

SUNSET INN

TIJUANA
OLD MEXICO
America's
Monte Carlo

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

*Just across the
line from San Diego*



Baron Long
MANAGING DIRECTOR

The Wonderful Cave of the Winds

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



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

Rock Island Employees of Peoria, Buy Your Ice of WOODRUFF ICE COMPANY

Manufacturers and Dealers in ICE—Made from Pure Distilled Water

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

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

SMASHING SHOE PRICES

Work Shoes \$2.48 Send No Money

And Dress Shoes at \$4.89

A Blow at Profiteering

\$2.48 for a pair of real honest built work shoes. Sounds impossible but it is true and the best part of it is that you do not have to send any money to prove it.

THOUSANDS HAVE BEEN SATISFIED

The dress shoe we are offering at **\$4.89**, just think of it, **\$4.89** for a dress shoe. This in itself is the greatest bargain of the season, but in addition with every pair of dress shoes sold we will sell a pair of these work shoes for **\$2.48**. A price that sounds like the days before the war. Imagine for a total expenditure of **\$7.37** actually less than the value of the dress shoes you will have two pairs of shoes.

Send No Money, Just Send Your Order and pay your postman \$7.37 and postage when the package arrives. You take no risk as the shoes will be sent to you under our iron clad guarantee of money back including postage if you are not fully satisfied.

We Positively Cannot Sell Either Pair of Shoes Separately

When ordering be sure to mention the size required on each pair of shoes.

WOLPER'S, CHICAGO
Dept. 219 1201-1209 West Van Buren St.

Will Present New Operas in Chicago

The Chicago Grand Opera Company this season, which opens at the Auditorium Theater, Chicago, November 17, for a ten weeks' entertainment, will produce several new operas. These include "Edipo Re," latest Leoncavallo opera; "The Love of the Three Oranges," by Serge Prokofieff; "Jacquerie," by Gino Marinuzzi, and "Aphrodite," sung in French. The regular repertoire of the Italian and French works will be retained. Mary Garden in her "mirror gown" will be a feature of the season. Titta Ruffo will take the leading role in the premiere of "Edipo Re" in Chicago. Revivals announced include "Orfeo," "La Favorita," "Jewels of the Madonna" and "Andrea Chenier" in Italian; "Lak-



Mary Garden in her Mirror Gown.

me," "Salome" and "Tales of Hoffmann," in French, and "Lohengrin," "Die Walkure" and "Tristan and Isolde," in English.

Once again there will be a galaxy of great international artists, and there will be French, Italian and English novelties which will prove an event in the musical life of Chicago.

Practically all of the established favorites will return again: Yvonne Gall, Amelita Galli-Curci, Mary Garden, Florence Macbeth, Tamaki Miura, Maria Claesens, Cyrena van Gordon, Irene Pavloska, Alessandro Dolci, Forrest Lamont, Charles Fontaine, Georges Baklanoff, Giacomo Rimini, Desire DeFrere, Hector Dufranne, Vittorio Arimondi, Gustave Huberdeau, Virgilio Lazzari, Constantin Nicolay, Vittorio Trevisan.

In addition, the return of Lucien Mura-tore is announced. Under the management of Director Johnson, Chicago grand opera will receive a great boom. Mr. Johnson is a thorough manager with a great knowledge of what the American opera going public wants.

Never try to grind out a wrench or any other object that is the same width of the emery wheel you are using, or you may be a successful candidate for the hospital.

Make Her Christmas Happy With A DIAMOND!



Ten Months to Pay the Royal Way

Don't worry about the ready money. Buy her a Diamond now and pay only 20% down and balance in ten equal monthly payments. No money in advance. Make first payment only when article is accepted.

Royal Diamonds Guaranteed

Perfect cut, brilliant, blue-white stones—every one covered with an iron-clad guarantee and an exchange privilege at full purchase price. You can't go wrong on a Royal Diamond. "If it's a Royal, it's a Gem."

Send for Free New Catalog (Edition 258)

To avoid the Christmas rush, write today. Ask for 96 page Catalog No. 258. It describes and illustrates our many wonderful values and beautiful Gifts in Diamonds, Watches, Jewelry, Ivory and Silverware, etc. Tells exactly how to get our easy, cheerful credit. Make her happy with a "Royal" Diamond for Christmas. Liberty Bonds accepted. 10% discount allowed for cash.

Illustrations in this advertisement are reduced in size about one half.

ROYAL DIAMOND & WATCH CO.
ESTABLISHED 1895
35 Maiden Lane - New York

SEVEN FALLS

THE SCENIC WONDER of COLORADO



LOCATED IN
SOUTH CHEYENNE CANYON

EASILY ACCESSIBLE

Wonderful auto road direct from
Colorado Springs, Colorado

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.

BANISH—Sample Free! TOBACCO HABIT!!

Dr. Elders' Tobacco Boon banishes the injurious and offensive tobacco habit in 3 to 4 days. Easy to take. No craving for tobacco in any form after first few doses.

Send No Money Simply send name for Free Sample and convincing proof.
DR. H. WILL ELDERS, Dept. 618, St. Joseph, Mo.

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.

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NEW YORK..... 260 Church St.	BALTIMORE..... Conn. Colon Bldg.
PHILADELPHIA..... 1033 Chestnut St.	ST. LOUIS..... 604 Star Bldg.
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Paints for Locomotives, Cars, Stations and Bridges

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LOUISVILLE

CHICAGO

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

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Agent Boggs Dies After Long Service

George Knight Boggs, agent for the Rock Island at Lafayette, Ill., died at his station of duty on September 11, at the age of 66 years, after having served the company continuously for nearly 49 years. He began his service with the Rock Island at Galva, where he afterward served as telegraph operator for eight years, later being transferred to Orion Junction and points in Western Kansas and Iowa. He had been stationed at Lafayette for thirty-nine years. In all his years of service Mr. Boggs was never away from his work more than two days at a time. He was born in Coshocton, Ohio, on July 18, 1855. He is survived by his wife and one son, L. K. Boggs, of Lawrence, Kansas.

"Complete" is the final word used by the train dispatcher in issuing orders for the movement of trains and indicates the fact that his part of the transaction is finished. "Complete" was written in the earthly life of William Hunter Creighton, train dispatcher for the Rock Island Lines at Goodland, Kansas, for the past fourteen years, who died at 9:30 p. m. Saturday, Oct. 2, 1920, after having been on "sick leave" since March, 1919. He was 47 years old.

W. H. Creighton was born in Oakville, Iowa, Feb. 18, 1873. Mr. Creighton was placed upon his own resources at the age of fourteen when he entered the railway service. He spent several years in the service at Peoria, Illinois, before going to Goodland.

Maurice Baths Open

W. G. Maurice, president of the Manitou Springs Bath House company, and head of the Maurice Baths at Hot Springs, Ark., announces that the Manitou Springs baths will be open hereafter daily throughout the year and that sleeping accommodations have been provided in the bath house for those wishing to make their headquarters there. This is looked upon as the first step toward making the Pike's Peak region an all-year-round resort. The Manitou Baths were opened this year with a staff of experts from Hot Springs, Ark.

Urges Claims Reduction

Superintendent E. J. Gibson of the Iowa division, Rock Island Lines, has sent to conductors and agents in his division copies of the report of Secretary Pilcher, Section VII, American Railroad Association, relative to prominent features responsible for large amounts paid out by carriers for loss and damage to freight shipments. Superintendent Gibson adds that there are many good suggestions in the report and many good suggestions to follow and hopes that all of the conductors will benefit by these suggestions and reduce Rock Island loss and damage payments.

Barbados Island is the most populous country in the world per square mile, except China. The island is but one-eighth the size of Rhode Island, but has twice as many inhabitants as the smallest and most densely inhabited state. There is only one island, despite the misleading plural name.

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



2 for \$5.25

Send No Money!

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

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

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

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

Desk F59010

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

All Fat People



Easily Reduce

The world owes a debt of gratitude to the author of the now famous Marmola Prescription, and is still more indebted for the reduction of this harmless, effective obesity remedy to tablet form. They are so convenient to take, and as pleasant as candy. One after each meal and at bedtime will quickly reduce your weight, two, three or four pounds a week, and leave no evil effects such as loose, flabby skin and unsightly wrinkles. Just go on eating what you like—leave exercise to the athletes—take your little tablet as directed and soon you will be your natural self, cloaked in firm flesh and trim muscles. Marmola Prescription Tablets may now be obtained at all drug stores, or by writing direct to the Marmola Co., 215 Garfield Building, Detroit, Mich., and their reasonable price—one dollar for a good size box—leaves no excuse for dieting or violent exercise for the reduction of the overfat body to normal proportions.

JOS. E. NELSON & SONS

GENERAL CONTRACTORS

RAILWAY BUILDINGS
RAILWAY WATER SERVICE

3240 Michigan Blvd. Mutual Building
CHICAGO KANSAS CITY

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Surgeons Hold Session

The sixteenth annual meeting of the Surgical Association of the Rock Island Lines was held at the Hotel Sherman, Chicago, October 4th and 5th. One hundred and sixty-two surgeons and examiners responded to the invitation to attend. The meeting consisted of presentations of papers on various surgical subjects relating to railway surgery and discussion of the same by the members of lantern slides and movie exhibitions and of clinics. The lantern slides of "Fractures" were by Doctor S. C. Plummer, Chief Surgeon, and by Doctor T. J. Sullivan, Jr., local surgeon of Chicago.

Doctor Plummer exhibited three reels of motion pictures on the subject of "Venereal Diseases—Their Origin and Results." This film was purchased by the Rock Island Lines and will be exhibited at various points on the line at the request of the United States Public Health Service, the company co-operating with the government in the propaganda of education regarding venereal disease. Motion pictures were also shown illustrating the treatment of infected wounds with Dichloramine-T, a new disinfectant which was proved in the army hospitals to be of great value. On October fifth, Doctor John L. Porter, Consulting Orthopedic Surgeon of Chicago, and his assistants gave a clinic at the Northwestern University Medical School, illustrating the use of plaster paris dressings and at the same time Doctor A. H. Andrews, oculist and aurist of Chicago, held a clinic for Eye, Ear, Nose and Throat specialists at the Wesley Hospital.

On October fourth, the annual dinner was held at the Hotel Sherman, and after the dinner an illustrated lecture entitled, "Scenes From 'The American Front' In France" was given by T. Frank McGlinn, a former Rock Island employee.

Employees Buy Stock

One thousand employees of the Lehigh Valley Railroad have purchased an average of 4.4 shares of the company's stock apiece since they were offered the opportunity to subscribe for it on the installment plan a short while ago, according to E. E. Loomis, president of the road. All classes of employees, he said, are represented among the purchasers of approximately \$200,000 worth of the stock, many of them paying for it out of the back pay given to them in the recent wage award announced at Chicago. Mr. Loomis said that the company was making no drive to sell its stock to employees and that results have therefore been very gratifying. The company buys the shares in the open market and then sells them to the employees, who make payment in monthly installments over a specified period.

Run the fellow off who insists on detracting your attention from the machine you are running.



Get Rid of That FAT

Free Trial Treatment

Sent on request. Ask for my "day-when-reduced" offer. My treatment has reduced at the rate of a pound a day. No dieting, no exercise, absolutely safe and sure method. Let me send you proof at my expense. **DR. R. NEWMAN, Licensed Physician**
Sole New York, 286 Fifth Ave., New York, Desk H-257

YOUR NAME IN GOLD FREE



On the New 1920 Model "LIMITED"

\$1.00 POSTPAID For this WONDERFUL BARGAIN in a combination BILL-FOLD, PASS and CARD CASE made of GENUINE BLACK LEATHER. Has 7 useful compartments, as follows: Secret pocket at back for currency; large, full size pocket for coins; window for your pass; pocket with 12 monthly calendars; Postage Stamp pocket and 2 card pockets. Measures, folded, 3 1/2 x 4 1/2 ins. Only \$1.00 postpaid with your name in gold free.

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

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

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

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

Extra lines of gold stamping on any article 80c per line. Lodge Emblems stamped in gold 45c extra. Satisfaction guaranteed. Postage stamps accepted.

INTER-AMERICAN SUPPLY CO., Not Inc.
Dept. R-3 5834 W. Huron St., CHICAGO, ILL.

STORMY DAYS



Don't worry the man who works in a

FISH BRAND

Coat or Slicker

He has the best waterproof garment made.

Two styles of medium length coats, Nos. B411 with buckle fasteners; B421 with buttons and Reflex Edges that stop the water from running in at the front.



Dealers Everywhere

A. J. TOWER CO.
BOSTON, MASS.

2520

Don't Endure PILES



Write me and I will send you on trial my mild, soothing, guaranteed treatment for Piles which has proven a blessing to thousands who are now free from this cruel, torturous disease. Send post card today for Full Treatment. If results are satisfactory costs you nothing. If not, costs nothing. **H. D. POWERS, Dept. 658 BATTLE CREEK, MICH.**

URBANA-CHAMPAIGN

CHAS. S. COLEMAN
President

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

Coleman Boiler Appliance Company

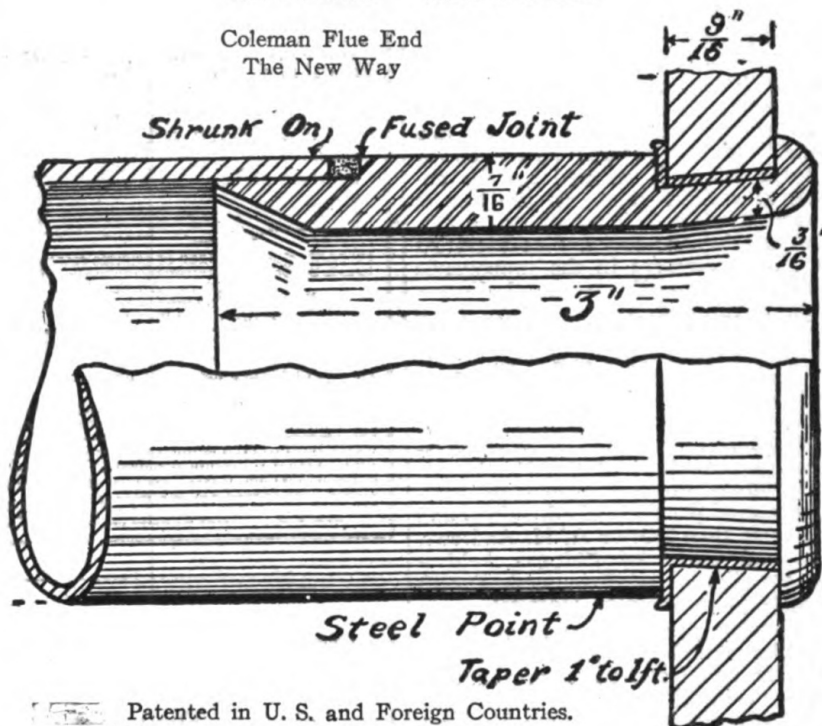
of Delaware (Inc.)

MANUFACTURERS OF

COLEMAN'S NO LEAK SAFE TUBE END

THE PERFECT FLUE
NO LEAKS SAVES FUEL

Coleman Flue End
The New Way



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

The above "safe end" has been fully demonstrated and is the result of thir-

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

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

THE COLEMAN BOILER APPLIANCE COMPANY
(OF DELAWARE Inc.)

406 Grosse Building, Los Angeles, Calif.

Branch Offices: WILMINGTON, DEL.

THE INTER-STATE NATIONAL BANK Kansas City, Mo.

THE INTER-STATE CATTLE LOAN COMPANY

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

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

Careful Service and Absolute Safety.

Public Confidence

(Continued from page 8)

cinder-pit, by the coal and sand house over the table and into the house.

Do not permit anyone to tell you this cannot be done. Make a check and study of it; show everyone that has anything to do with it how it can be done and do not take "No" for an answer, and when you get it up to the mechanical boys in the roundhouse, work out ways and means for cutting down the time the locomotive is held for repairs, and then see that the roundhouse foreman works closely with the yardmaster and chief train dispatcher, keep them advised in advance when engines will be ready so that all of this lost motion can be cut out.

Keep ahead of the game—don't let the game get ahead of you. If you do, you are lost. Get the boys all along the line enthused; let them know what it means; see them frequently; get them together when you can and see if you cannot get them to talking, eating, sleeping and acting GREATER EFFICIENCY.

Think of it! For every hour and thirty minutes that you cut down the unproductive time of a locomotive you get the use of one more engine to haul your business in every ten! How better can you do than to help in this way to provide more locomotives to handle the business more promptly and thereby secure and keep the public's good will and confidence?

KEEP CARS MOVING.

We do not need more freight cars as much as we need to keep what we have in good repair and keep them moving. Would you be satisfied if you were the owner of several automobile trucks costing from three to five thousand dollars each and they were standing idle at least seventy per cent of their time? You would soon find a way, with the quantity of business waiting for you to handle, to cut out these delays, or get some one who would. This is exactly our situation—we must dig down into the details of these delays, find out why they are occurring, stop cars being delayed days and days, loaded with commercial freight and company material of all kinds, waiting for movement at stations and in yards, held on bad-order tracks for lack of labor, material or switching, delayed on hold tracks for orders, for placing or reassignment.

Get everyone interested. Put the responsibility up to the proper party to release cars immediately on arrival at destination. Don't permit cars to lay around yards in bad order. Get those requiring light repairs put in condition to move where they stand, if possible, and those that must go to the repair tracks, get them there, repaired and out and into service without unreasonably delays. Check up your labor and material conditions closely and frequently and, if short and you are unable to remedy the difficulty, put it up to your superior officers today. DON'T WAIT UNTIL TOMORROW.

WILL GET CO-OPERATION.

If you will take an active and continued interest in this work and show the man responsible for these delays what it means, I know you will get their co-operation, but if you are unable to do this, get others who will give you the full value of their services.

We must count our "car delays" in future in "car-hour delays" and not "car-day delays." Let every man responsible in any manner in the movement of our business adopt as his slogan, "GREATER EFFICIENCY," not forgetting that courtesy

Rock Island Magazine for November, 1920.

A Parker Made For Every Use

Big men, small men, R. R. Clerks and Conductors, there is a Parker Pen made to fit your hand and your work. Every Parker, regardless of size or price, has the free, easy ink flow, a safety-sealed barrel and a fool-proof self-filling device. It cannot leak nor blot. A Parker will give you satisfactory service.

The Parker "GIANT" \$10.00

A real "he" pen for a "he-man." The very pen you've been hankering for. A whopper indeed but not a freak. A real comfortable feel. Holds enough ink to write a book. Just the thing for the fellow who wants a pen for use under any circumstance. Always ready for use and cannot leak. See this man's size pen at your dealer's.

Others As Low As \$2.50

You can get a reliable Parker Pen for as little as \$2.50. A style and price for everyone. Handsome banded pens for gifts, Dandy little ones for the wife's purse. An ideal gift for anyone.

The Parker Patent Clip



The Clip that fastens on like a washer. Holds the pen at pocket level. Can be had to fit any Parker Pen. Only 25c extra.

Call On Your Dealer

Let him show you the various Parker Pens. If you do not know a Parker Dealer write to us.

The Parker Pen Co.
Janesville - Wisconsin

New York Chicago
San Francisco Spokane

PARKER
LUCKY-CURVE
SAFETY-SEALED
Fountain Pens



(Actual Size)

to our patrons which is always necessary, and with a full measure of these, I am sure we will be able to work out to the entire satisfaction of our employers, the executives, the slogans which they have recently given us to work to, namely:

AN AVERAGE DAILY MINIMUM OF FREIGHT CARS NOT LESS THAN THIRTY MILES PER CAR PER DAY.

AN AVERAGE LOADING OF THIRTY TONS PER CAR.

THE REDUCTION OF BAD ORDER CARS TO A MAXIMUM OF FOUR PER CENT OF CARS OWNED.

AN EARLY AND SUBSTANTIAL REDUCTION IN NUMBER OF LOCOMOTIVES NOW UNFIT FOR SERVICE,

and will secure and hold the good will and confidence of the public.

(The above are extracts from a recent address by Mr. Towsley before the Western Railway Club in Chicago.)

Rations for Pullets

It is wise to place the pullets in laying quarters while the weather is still warm and let them have access to a liberal supply of dry mash. They like it and they need it perhaps more now than later in the winter when scratch feed must be fed more liberally.

The University of Missouri College of Agriculture is still recommending the war-time rations. A dry mash consisting of three parts by weight of bran, three of shorts and one and one-half of commercial tankage is still proving economical. This is kept before the birds all the time. Scratch feed consists of whole corn two parts and oats one part by weight. It is thrown out to the birds in the straw litter in the poultry house once a day, about four o'clock in the afternoon. From fourteen to sixteen pounds scratch feed daily for each hundred hens is an average amount. Until cold weather comes it will be found that the pullets will consume considerably more dry mash than later and a less amount of scratch feed. Advantage must be taken of this to enable them to get a good start on the year's production by November, when the new year begins for the poultry flock.

Weinshenck Heard From

Many of the officers and employees at the general offices in LaSalle station will remember Eugene Weinshenck and the "up's and down's" they've had with him in past years. "Gene" was an elevator operator in the LaSalle station. Writing to D. C. Rees, secretary of the Pension Board, he says:

"A few lines from me to let you know that I am very thankful for the Rock Island Magazine I am getting through your office. Every month it gives me great enjoyment to read it and know what's going on on the Rock Island. I think the article by Carl Nyquist, our secretary and treasurer, was very good and very helpful to many of the employees. I also thank you for my monthly pension check which I receive so regularly. I am feeling pretty good and getting along all right."

Of all unpardonable sins the worst is sticking a washout plug in a sheet without tightening it up, when putting in plugs, relief valves or any other water or steam tight connection.

50 Eggs a Day

"More Eggs' Tonic is a Godsend," writes Mrs. Myrtle Ice, of Boston, Ky. She adds, "I was only getting 12 eggs a day and now I get 50." Give your hens a few cents' worth of "More Eggs", the wonderful egg producer, and you'll be amazed and delighted with results.



\$1.00 Package FREE

Send the coupon below. Don't send any money. Mr. Reefer will send you two \$1.00 packages of "More Eggs." You pay the postman upon delivery only \$1.00, the price of just one package, the other package being free. The Million Dollar Merchants Bank of Kansas City, Mo., guarantees if you are not absolutely satisfied, your dollar will be returned at any time within 30 days—on request. No risk to you. 400,000 users praise Reefer's "More Eggs."

Poultry Raisers Everywhere Tell Wonderful Results of "More Eggs"

126 Eggs in 5 Days

I wouldn't try to raise chickens without "More Eggs," which means more money. I use it right along. I have 33 hens and in 5 days have gotten 10 1/2 dozen eggs or 126.

MRS. J. O. OAKES, Salina, Okla.

"More Eggs" Paid the Pastor

I can't express in words how much I have been benefited by "More Eggs." I have paid my debts, clothed the children in new dresses, and that is not all—I paid my pastor his dues. I sold 42 1/2 dozen eggs last week, set 4 dozen, ate some, and had 1 1/2 dozen left.

MRS. LENA McBRON, Woodbury, Tenn.

1200 Eggs from 29 Hens

The "More Eggs" Tonic did wonders for me. I had 29 hens when I got the tonic and was getting five or six eggs a day. April 1st I had over 1200 eggs. I never saw the equal.

EDW. MEKKER, Pontiac, Mich.

160 Hens—1500 Eggs

I have fed two boxes of "More Eggs" to my hens and I think they have broken the egg record. I have 160 White Leghorns and in exactly 21 days I got 125 dozen eggs.

MRS. H. M. PATTON, Waverly, Mo.

\$200 Worth of Eggs from 44 Hens

I never used "More Eggs" Tonic until last December; then just used one \$1.00 package and have sold over \$200.00 worth of eggs from forty-four hens. "More Eggs" Tonic did it.

A. G. THODE,

Sterling Kans., R. No. 2, Box 47.

Send No Money!

Don't send any money; just fill in and mail coupon. You will be sent, at once, two \$1.00 packages of "MORE EGGS." Pay the postman upon delivery only \$1.00, the extra package being FREE. Don't wait—take advantage of this free offer TODAY! Reap the BIG profits "MORE EGGS" will make for you. Have plenty of eggs to sell when the price is highest. Send TODAY—NOW!

E. J. Reefer, Poultry Expert, 4078 Reefer Bldg., Kansas City, Mo.

Dear Mr. Reefer:—I accept your offer. Send me the two \$1.00 packages of Reefer's "More Eggs" for which I agree to pay the postman \$1.00 when he brings me the two packages. You agree to refund me \$1.00 at any time within 30 days, if both of these packages do not prove satisfactory in every way.

Name

Address

SHOES—TWO PAIR—SHOES

A work shoe and a dress shoe at practically the price of one pair. Sent to you without a penny down. All you have to do is pay your postman \$7.37 and postage when the package arrives. It's a money-back proposition, too. Of course you don't expect full details of an amazing offer such as this in such small space and you are right. If you look for our big six and a half inch illustrated ad in the issue, you will get all the particulars. Wolpers, Dept. 181 1201 W. Van Buren Street, Chicago.

TAKES PAIN OUT OF RHEUMATISM

Keep Sloan's handy for backache strains and sprains, too

SLOAN'S Liniment has been sold for 39 years. Today, it is more popular than ever. There can be but one answer—Sloan's produces results.

Applied *without rubbing*, it *penetrates* to the afflicted part, bringing relief from rheumatic twinges, sciatica; sore, stiff, strained muscles; backaches, sprains, and other external pains, often the result of exposure. It leaves no mussiness, skin stain or clogged pores.

Get a large bottle for greater economy. Keep it handy for use when needed. Your druggist has it. Three sizes—35c, 70c, \$1.40.

Sloan's Liniment

Pain's enemy

EARN REAL PHONOGRAPH

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

Send NO MONEY
Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$6 you collect and we will send this new improved E. D. L. Phonograph and a selection of 6 records free.

E. D. LIFE, Dept. 11185 Chicago

Let Us Send You A Suit

Made to your measure, payable after received, with the clear understanding that if the fit is not perfect or if you are not satisfied in every way, if you are not convinced you have received a fine, high grade, stylish, perfect-fitting tailored suit made to your measures and have saved \$15.00 to \$20.00, you are not under the slightest obligation to keep it.



Don't hesitate or feel timid, simply send the suit back, no cost to you. You are not out one penny. Any money you may have paid us is refunded at once.

All Wool \$25.00 Any man young or old who wants to dress well and save money should write for our free book of samples and fashions explaining everything. Please write letter or postal today, just say "Send me your samples" and get our whole proposition by return mail. Try it—costs you nothing—just a postal, get the free samples and prices anyway. You will learn something important about dressing well and saving money.

PARK TAILORING COMPANY
Dept 366 Chicago, Ill.

News from the Divisions

ARKANSAS DIVISION.

Memphis Notes.

Car Foreman Pete Conroy doesn't know what to do with his money—whether to buy a Ford or a farm.

Wonder if Engine Foreman J. W. Jackson knows how to fill the gas tank of his car, after so much automotive instructions?

We were all sorry to lose our genial co-worker, J. O. Younger, as Outbound Rate Clerk at the local. We congratulate him, however, on his promotion to Chief Clerk in the General Agent's office.

B. E. Ford, who holds quite a little seniority at the local, succeeded Mr. Younger as rate clerk, and advises any one who wants a rate



Agent W. Warren and wife of Hermitage, Ark., and their home. Mr. Warren has been agent at Hermitage for the last ten years and finds it a good investment to buy a home.

quotation to call on some one else—he hasn't time to answer the terror-phone.

We chronicle with regret the death of "Betsy," the little Boston Bull belonging to Chief Claim Clerk Duval. Betsy was a clever little animal and at times showed almost human intelligence.

Mr. Joe Amis says the Fair this year was the best ever—so he read in the papers. The evening he went he spent the whole time looking for his wife whom he was to meet there.

We miss Rufus Perrin at the car desk, and sincerely hope his wife's health will improve in the Oklahoma climate and they will in time be able to return to Memphis.

Is Huntley McCaa in the general agent's office a freight man or a passenger man? He can't serve two masters.

We would like to record some figures on our earnings and merchandise loading, but it would call for comparisons, and we haven't the space. We will say, however, that we have SOME figures.

CEDAR RAPIDS DIVISION.

Cedar Rapids Shops.

By E. J. Maresh.

Our tinner, Art Mann, and wife leave shortly for St. Louis to consult a specialist on Mrs. Mann's health.

Orval Sipe, our Safety First man, has been off several days with "song bird gout."

Stanley O. Cejka and wife have entered into the musical business. Stanley can also play the saxophone. Best wishes in their undertaking.

J. F. O'Neill of Rock Island has been appointed assistant car foreman at the freight yard.

Joe Thill has taken his usual annual vacation of two weeks and will soon return for another year.

George Schnider, our fancy little paint slinger, has went and got married. The town girls didn't suit George, so he picked out one from the "Windy City."

They say Jim Low is going to "step off" soon, too. Maybe about Thanksgiving time. He has his coal all in "n everything."

H. B. Chick of Mr. Tollerton's office was an over-Sunday visitor. H. B. says that things are going pretty good, lots of business.

Superintendent's Office.

By O. O. Bowers.

Brakeman J. H. Christian, who broke for the past two years on Local 845, has been assigned to passenger work on the Minnesota division.

John De Armond, director field supervisors, has moved his family to Cedar Rapids from Blue Island, Ill.

Harry L. Moon, assistant accountant, is back on the old job and busy as ever after spending two weeks' vacation in the "wild west."

having journeyed to far Frisco, traveling south to Los Angeles, Calif., and returning home via Kansas City. Harry says not much time spent in viewing scenery, account 10 days spent in riding trains.

Engineer Wm. Champlin reported for service after a two months' leave of absence on account of sickness.

John Wagner, assistant chief clerk for the Oregon Short Line railway, and located at Pocatello, Idaho, dropped in for a few minutes to see part of the old bunch. John was formerly assistant train and engine timekeeper for this division.

Fireman Roy Magnuson on train 404, October 3, when leaving River Junction, happened to look back toward the rear of train and noticed a hog getting out of a car; train was stopped and the entire crew—Conductor A. B. Allison, Engineer Bockentheim, Brakeman J. Trinka, F. C. Felix, also Baggageman Chenoweth, captured the prize hog. The crew should be commended for the immediate action taken.

Engineer O. E. Fromm and L. G. Templeman, roundhouse employe, were out riding with Mr. Fromm's car, and while driving past mile post 86 + 30 poles, near Ely, Iowa, noticed that sparks from engine 1563 were setting fire to right of way. The strong wind drove the fire into Mr. Lingill's corn field. Messrs. Fromm and Templeman took prompt action in putting out the fire which would have destroyed the entire crop, also all farm buildings. These gentlemen should be commended for the interest shown to this company to prevent claims of this nature.

Dear old Cupid has been busy again. Why? E. H. Peters, time accountant, and F. Fitzgerald, trainmaster's clerk, were married September 14 at Cedar Rapids. The same evening they took No. 19 to Minneapolis, from there on the C. M. & St. P. to Tacoma, Wash., to spend their honeymoon, also visiting in Seattle, arriving home the 28th. When the wedding present, which was an electric urn, was presented to them "Pete" was so surprised that he did not have enough words to express his thanks. They are now at home, which is 528 First avenue, west, and welcome all friends.

COLORADO DIVISION.

Goodland Items.

By G. L. Zellers.

Telegrapher E. H. Flannery has resigned second trick at Rexford and is succeeded by O. G. Henry.

Agent W. J. Neville, Norton, is enjoying a vacation. Cashier S. E. Sarvis is acting agent and is being relieved as cashier by Telegrapher Mead.

Mrs. B. E. Garber has been transferred from second trick, Stuttgart to third trick at Rexford.

Second trick Operator E. A. Studer, Jennings, is off for thirty days and C. Mathis is filling his place.

Frank F. Foster has resigned as agent, Kanorado, and has taken the job as car distributor in Goodland office.

Extra Dispatcher J. J. McLean has returned to his former position as manager, Limon, until needed again in dispatcher's office.

Second trick Operator H. M. Steffey, Roswell, has returned from a sixty days' vacation spent amongst the scenes of his youthful days back in New York and Pennsylvania.

Among the improvements on the division are extensions to house tracks at Bethune, Burlington and Vona; a spur to a new elevator at Peconic and an addition well at Limon; also a portion of the car sheds at Goodland have been completely enclosed.

Conductor J. T. Joyce, on 5 and 6, is laying off and his being relieved by Conductor Barsby. H. Webster is relieving Barsby on 39 and 40.

Boilerwasher John H. Miller and family have returned to Goodland from Courtland, Kans., where they attended the funeral of Mr. Miller's mother.

Pipefitter Oscar Ray accompanied the Burlington baseball team to Cheyenne Wells, Colo., Saturday. Ray did the pitching for Burlington and won his game.

Carman Leland G. Tetters has obtained a leave of absence and will resume his studies in the dental school of the Northwestern University at Chicago, Ill.

Traveling Fuel Supervisor Hugh Dempsey, who was accidentally shot while hunting ducks on the opening day of the season, is able to be around and is back on the job again.

Engineer Theodore Flick has bumped Fred Patrick off the extra engineer's board at Goodland and Patrick bumped Geo. Horton off 39 and 40. Goodland to Colorado Springs.

Ted French returned from Denver Wednesday where he was holding an engineers' examination. En route to Goodland he stopped at Limon and heard Franklin Roosevelt, Democratic candidate for vice-president, deliver an address to the people of Limon.

J. J. Beacom, who has been traveling car agent for the Rock Island for the past number of years, has been appointed supervisor of stations on this division in place of R. R. Seeds, who has been

Rock Island Magazine for November, 1920.

appointed city freight agent of the Rock Island at Sacramento, Calif.

H. E. Allen of Fairbury, Nebr., superintendent of the Nebraska division, arrived Thursday night in his private car for an outing with Master Mechanic Kerwin, Superintendent Tinsman, Trainmaster Young, Chief Dispatcher Sheehan and Road Foreman of Engines French.

Locomotive Fireman Warren has returned from a 30 days' leave of absence, spent in the East. Immediately after his arrival in Goodland he began passing cigars around to the boys, he having been married while on his vacation. Mrs. Warren did not accompany him to Goodland on account of her mother being ill.

Conductor Hubbard left Thursday for Excelsior Springs, Mo., where he will remain for several weeks.

Engineer Dave Trachsel has returned to Goodland from Limon, where he was working for the past week.

The local roundhouse is seriously handicapped for the want of machinists.

Wm. H. Cole commenced work as a fireman last week. He formerly was employed as a brakeman. Roundhouse Clerk McCune spent the week-end visiting friends and relatives in Colorado Springs.

Locomotive Fireman Sutterby has been assigned to extra passenger work out of Goodland.

DAKOTA DIVISION.

Estherville News.

By M. W.

Mr. Leffer, night chief dispatcher at Des Moines and formerly at Estherville, spent a few days visiting friends in Estherville.

The potato crop on the Watertown line is expected to total about 500 car loads. Farmers are holding them for higher prices, the present price being about fifty to sixty cents per bushel. It is hoped that they can be moved before freezing weather.

Chief Timekeeper Arnett is suffering from a broken arm. He was pitching for the Graettinger ball team and in throwing the ball broke his arm above the elbow.

Agent E. W. Knight spent a week of his vacation in Chicago.

W. C. Smith is the new supervisor of claim prevention on the Dakota Division, Mr. Beacom having been transferred to the Colorado division.

C. A. Russell is the new train master at Sibley, taking Mr. Houston's place during his leave of absence.

Ernest Houts, freight house foreman at Estherville, and Mrs. Tena Hennessey of Worthington, Minn., were married at the home of the Baptist minister September 22nd, Estherville, Iowa. Congratulations are extended to the newly weds by their many friends.

Chief Dispatcher Callender attended staff meeting in Des Moines.

Trainmaster Martin spent several days in Kansas City attending a meeting on the handling of gold, green and red ball freight.

Dispatcher Odegaard has been confined to his room for the past week account of sickness, but has recovered sufficiently to resume his duties in the dispatcher's office.

While looking over news of "thirty years ago" in one of the Estherville papers we found the following, which has reference to Superintendent Green:

"The Sibley Gazette has this to say of the new man in the dispatcher's office: C. E. Green, for the past year telegraph operator at the Burlington, has been transferred to Estherville where he goes into the train dispatcher's office, perhaps permanently. Mr. Green is a splendid operator, careful and correct and the promotion is therefore as beneficial to the company as to himself."

Mr. and Mrs. Anton Story returned from their trip through the West.

Chris Anderson, shop accountant, has returned from California, where he spent his vacation.

"Kill-Tobac" is the present fad among the office force and as a result we have a bunch of model young men in the Superintendent's office. Even the inveterate smokers in the roadmaster's office succumbed and it is hoped all will try the cure before the next safety meeting.

Conductor L. R. Benton expects to visit indefinitely at his old hood home in New London, Iowa.

Mildred Nurss and Anna Gelnitz from the master mechanic's office visited with friends at Cedar Rapids.

Mr. and Mrs. Ernie Houts are visiting friends in Spokane, Washington.

Engineer J. E. Kirchner and wife are visiting in Herndon, Kansas.

Engineer Kester and wife are spending their vacation at Milaca, Minnesota.

Agent Frank Lockwood and wife are expected back from England soon, where they have been visiting for the past month.

The Safety First and Prevent Claims meetings were held at Estherville October 13th. W. H. Stillwell and Mr. Shedd were present, and left for Sioux Falls, South Dakota, where a joint Safety First meeting of all railroads was held. Music, motion pictures and speeches were enjoyed by all present.

Fireman James Rabb and wife have been making an extended trip through the South.

Engineer H. N. Scholtes and wife are visiting friends in Canada, returning by way of Seattle and St. Paul.

General Agent Pilcher at Sioux Falls was unable to attend the safety meeting the 13th, ac-



The BROADMOOR HOTEL COLORADO SPRINGS

Summer Rates at the Broadmoor Hotel are lower than rates in the hotels of New York, Atlantic City, Florida, California and other places.

THIS FACT IS A PLEASANT SURPRISE TO HUNDREDS OF VISITORS

Summer Rates are in force to September 15, as follows:
American Plan (Includes All Meals), one Person, \$9 to \$18 Per Day

Two Persons, Twin Beds, \$9 to \$15 Per Day Each

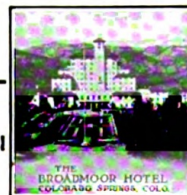
Regular Dinner, \$2.50. The Broadmoor Dining Service and Food Are Unequaled Anywhere in America

The Meals a la carte cost less than in many places where the words "Service" and "Quality" are not even considered.

THE BROADMOOR'S FALL AND WINTER RATES, COMMENCING SEPTEMBER 15, ARE LOWER THAN THE SUMMER RATES FOR REASONS THAT ARE OBVIOUS TO ALL

THE SERVICE, FOOD, COURTESY AND QUALITY ARE UNRIVALED THE YEAR AROUND AT THE BROADMOOR

The BROADMOOR at Colorado Springs



PETTIBONE MULLIKEN Co.
725 MARQUETTE BUILDING

Original from
UNIVERSITY OF ILLINOIS AT
CHICAGO
URBANA-CHAMPAIGN

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.

TIRES at Cut Prices

More Than 50% Saving on Brand New Fresh Rubber Tires. **DON'T SEND A PENNY.**

We will allow you to inspect these Tires before you pay one cent. We will prove that this is the Greatest Tire Bargain ever offered. If not satisfied that you are getting a Big Bargain return the tires at our expense. Do not confuse these tires with the so called "Double Tread," "Retreaded" or patched up used tires.

OUR CUT PRICES

TIRES TUBES	TIRES TUBES	TIRES TUBES
30x3 \$ 9.60 \$2.00	31x4 \$13.90 \$2.75	34x4 \$15.45 \$3.50
30x3½ 11.25 2.25	32x4 14.20 3.00	34x4½ 16.85 3.50
32x3½ 12.95 2.50	33x4 14.90 3.25	35x4½ 17.75 3.50

Send name, shipping point, sizes of Tires you want and whether S. S. or Clincher. We will ship Express C. O. D. Subject to examination. Remember you have nothing to lose. Don't Fail to Order Today. 5 per cent discount if full amount is sent with order.

PARK TIRE & RUBBER WORKS

Dept. 107 3540 Ogden Avenue, Chicago, Ill.

count of ill health. Agent C. W. Beck of Emmetsburg was absent for the same reason.

W. E. Babb, assistant editor of the Magazine, visited the Dakota division the first of the month.

Chas. Kline, O. S. & D. clerk, is visiting at Boise, Idaho.

General Superintendent Coughlin made a trip over the Dakota Division recently.

Master Carpenter Kirk and Assistant Division Engineer Wait are nursing injuries recently received when their motor car exploded and caught fire.

F. W. Miller Heating Company of Chicago are installing a washout plant at Estherville to be used in washing out locomotive boilers. Estimated cost is about \$25,000. Work is progressing very nicely and expect to have the work completed in the very near future.

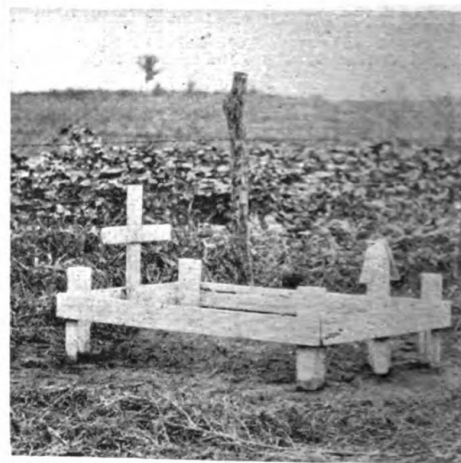
Traveling Freight Agent A. A. Halleck and family drove to Amboy, Minnesota, October 10, to spend the day with relatives.

EL PASO DIVISION.

Liberal Kansas Notes

By G. Reese Plugg and Lewbry Kater.

Mr. and Mrs. J. S. Bain and family attended the fair at Hutchinson recently and from all reports they enjoyed themselves hugely. Chester Bain while away attended to the purchasing of a motor for his aeroplane. This plane has been attracting much attention, and the throngs of visitors at the Bain home has been constant since the plane was tried out a few days ago. Although the wind was blowing quite freely on the day of the tryout, the plane made a won-



He was only a track layer, but he did his work well and his fellow workers have marked his grave at Mile Post 408, Indian Territory division.

derful showing. Mr. Bain says he has been in communication with a firm of manufacturers in the east and hopes to sell his patents to them soon.

J. D. McLeod and family were absent for a day or so recently attending the fair at Hutchinson. C. G. Howard filled the position of acting foreman while Mr. McLeod was absent.

Miss Lella May Smith, daughter of Engineer J. L. Smith of this division, is filling the position of round house clerk, during the absence of Miss Louise Boyle, who is away on a vacation trip.

H. O. Widaman, former third shift machinist, writes us from "somewhere in Colorado" that he is enjoying himself immensely. "Widdy" is heading for the coast in the hopes that his "hay fever" will leave him while in the climate of the salt sea breeze.

Lester Sherwood has been very busy lately with that new addition to his domicile. While in the act of helping Mr. McFarlan with his new home during the process of construction, Sherwood conceived the idea of improving his own property—hence the new addition.

The coppersmiths and their helpers traded positions for a few days recently, so that C. W. Brown and B. M. Tucker could put in some concrete work at Brown's home.

Wig Weldensaul, who has been building a neat little house out on north Sherman, has been busy painting same.

F. W. Grey has purchased a residence site on north Sherman and hopes to begin building operations as soon as possible.

Ed. Bailey was absent for fifteen days recently on a vacation trip. While he was away C. G. Howard acted in his place.

The turntable has been receiving much attention recently and has been given a thorough overhauling. It is in better shape now and it is hoped by the hostler helpers that it will now last through the long winter months without hanging fire.


Talk of a co-operative store being started here has been a topic of conversation recently, and

Book Island Magazine for November, 1920.

In Sizes 30x3 30x3½ Only

In all sizes except 30x3 30x3½

In Tablet Form Only



Easy to take

NUXATED IRON

For Red Blood Strength and Endurance

DO NOT ACCEPT SUBSTITUTES

OFFICER'S ARMY SHOE

For work or dress wear
Every pair inspected
Direct from Boston Makers to you, of exceptional quality, soles sewed not nailed, solid leather throat, neat, comfortable, guaranteed to wear or a new pair free; \$12.00 value, worth twenty-four in wear.



Munson Last
Send No Money \$6.98
Pay on arrival. Postage Free.
Mail coupon today to
Reliable Mail Order Company, Dept. 82
25 Huntington Ave., Boston, 17 Mass.
Send . . . pairs. I'll pay postman on arrival.
My money back if I want it. Size, . . .
Name . . .
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FURS

A 2% Discount to all Rock Island employees.

A luxurious black skunk scarf, animal shape, silk lined, very specially priced \$34.50. Muff to match, silk lined, \$32.50. Sent on approval C. O. D.

If not 100% satisfaction, return within three days and I will send your money back in full.

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

Send Your Name and We'll Send You a Lachnite



Write Today Send your name now. Tell us which of the solid gold rings illustrated above you wish (ladies' or men's). Be sure to send postage by check or money order.

Harold Lachman Co., 204 So. Fifth St., Dept. 4238, Chicago

the boys seem to be greatly interested in the project. There being one at Dalhart and at Pratt, the hope is that one will be started here without much delay.

R. E. Cline has purchased a home on South Pennsylvania avenue and has moved into same.

Henry Reeb has bought a car and is now a member of the "Millionaire's Club." He has also put up a cute little garage to house his car in.

W. B. Sturdivant and brother are much interested in the price of wheat nowadays.

J. T. Dixon, blacksmith, made a flying trip to Kansas City recently on business.

Mr. and Mrs. Z. L. Smith left for Chicago recently, where they have put their son, Milly, in school.

Several members of the round house force were present at the meeting held at the Court House a few nights ago to hear the Democratic candidate for congressman speak.

B. F. Edwards, who hurt his hand recently, has been forced to lay off for a short time until it gets a chance to heal.

There has been much hunting going on lately, and the boys have taken advantage of the evenings to go out and get a few doves. Also the ducks are pretty thick at some places in the neighborhood, and they have been catching it hard.

E. E. Kelly, traveling engineer, has been acting as master mechanic during the vacation of J. C. Cole.

J. A. Tack spent several days at Wichita attending the wheat show.

Wm. H. Brower returned recently after having been away for several days on a visit to Nebraska.

The stationary boilers have been receiving much attention lately on account of the piping back of them being in such poor condition. There has now been a new and complete system of piping put in, including a new blow-off line so that the fullest efficiency can be secured from the boilers.

Wade Plymell and Claude Niles went to the Wichita station show recently and enjoyed themselves greatly.

John Morphis went on a trip back east recently.

Ed Bailey says to be sure and mention the fact that we now have lights in the round house at night. He has been in the dark for several nights owing to the failure of light globes to get here so the sockets could be filled. Ed said he got so he could go around in the dark as good as a boot owl.

A new pump jack and accessories arrived recently for the new water well, which will soon be put down here. Also a stationary boiler has arrived, which will be used while the present ones will be given a "51."

That "straw vote" must have had the desired effect, judging from the recent interest taken in things political.

ILLINOIS DIVISION.
Rock Island Notes.
By C. M.

Our worthy mail clerk, John Kimball, introduced himself to the citizens of Chicago by his attendance at the Sox games week end September 18th.

Miss Emelia B. Nuessli, stenographer in the accounting department, surprised not only this office but her many friends by her marriage Saturday, September 4th. We wish Mrs. P. I. Kidd bushels of happiness and good luck. The dinner party given by the girls of the superintendent's office at the Commercial Club, Davenport, Iowa, 7 p. m., Wednesday, September 15th, in honor of Mrs. Kidd, proved to be a very enjoyable and pretty affair. The bride's colors were fittingly carried out in table appointments of fall flowers and dainty favors. The evening terminated with auto riding through the cities.

On September 22nd we tested Mildred Garlock Kimball's ability in home-keeping and found her "there," as in time-keeping, one hundred percent efficient. The evening was a revelation of the "joys of double blessedness" and almost a temptation for some of us to go and do likewise.

J. L. Hayes, division engineer, has returned from his vacation in Colorado. Glad you are with us again, Mr. Hayes.

The "call of the West" proved strong enough to take Fred Gallagher to Billings, Mont., for nine days.

Fred Smerheim has descended from the heights of Colorado and is again at his desk in the time-keeping department.

The many friends of D. C. Lane, former chief clerk to the master mechanic of the El Paso division, will be glad, no doubt, to learn that he is now on the Illinois division.

Ben Litschner, assistant car distributor of the Illinois division, has been appointed traveling car agent, first district. Ben was relieved by Harry Barber from the Silvis yard office.

Miss Bess Malley, of the chief dispatcher's office, has now joined the ranks of the accounting department, in the capacity of stenographer.

Our superintendent, C. L. Ruppert, proved his love of sports by his attendance at the Dempsey-Miske fight Labor Day.


Thursday, October 7th, there was a "spread" at the home of Mrs. Emelia Nuessli Kidd and presentation of Hawaiian lamp in behalf of the office force.

Maintenance Clerk H. L. Cruzen has just returned from his vacation with lots of new "dope" on the Democratic platform, having heard Cox and Roosevelt at Kansas City.

The Illinois division express their sincere sympathy in the loss of Former Agent G. K. Boggs.

\$2.98 Bargain to New Customers

We Pay Postage



Brown or Black Work Shoe—Army Style

Send No Money

Crash go shoe prices! Manufacturer's price direct to you. Jobber's Wholesaler's and Retailer's profit eliminated. Think of it—only \$2.98 for this super-comfort, army style, brown or black Blucher work shoe made extra durable of water and acid resisting leather. Two full layers of heavy, tough extra quality leather in the soles. Full grain leather inner sole Triple stitched and reinforced throughout against wear. Dust-proof bellows tongue. There's nothing you ever saw to beat it at \$5 to \$7 elsewhere. And only \$2.98 on this bargain offer to new customers.

Order a pair on approval now. Send no money. Just your name, address and size of shoe on coupon. Sizes 6 to 11. Wide widths. Order by No., Brown 512, Black 501.

Fred'k M. Dunham, 3661 Ogden Avenue, Dept. 4238 Chicago

Send me one pair of army style work shoes. I will pay the postman only \$2.98 on delivery. If for any reason whatsoever I am not perfectly satisfied and not sure that they are the largest value, I will return them at your expense and you will refund my money at once. I risk nothing. Size . . .

Color: ☐ Brown ☐ Black

Name . . .

Address . . .

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OR SNUFF HABIT CURED OR NO PAY

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

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

STOP that Pen Digging Contortion Producing Finger Movement Penmanship. Learn the Easy Rhythmic Palmer Method Style.

We have taught successfully thru correspondence—more than Two Hundred Thousand young, middle-aged and old men and women. There have been no failures when our instructions have been followed.

Write Today for Information.

THE A. N. PALMER CO.,
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Send No Money

Profit Smashing Bargain— Just send your name, address, size and color for 6 pairs of these handsome, durable, genuine Duo-Web silk socks. Pay only \$3.19 for 6 pairs on arrival. **GUARANTEED \$6.00 VALUE.** Wonderful quality, extra heavy silk. Elastic ribbed top. Double toe and sole, high spliced heel. Choice of brown or black. Fast colors. Write today for this astounding offer. Limited quantity. Only 6 pairs to a customer. Shipped delivery charges paid. **Pay only \$3.19 for 6 pairs. Money back if you are not satisfied.** (No. 66) Dept. L 1901



EXTRA QUALITY SILK

SMASHING OFFER 6 PAIRS SILK SOCKS Guaranteed \$6 value. Only \$3.19 on arrival.

Don't send a penny. Pay only \$3.19 on arrival.

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



Both Men and Women enjoy the soft cloth-like feel of

THE ONLIWON Paper Towels
SERVED DOUBLE GIVE DOUBLE SERVICE

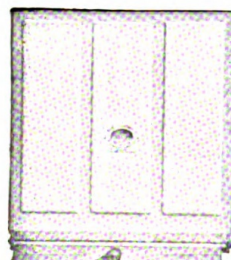
ONLIWON TOWELS are used in thousands of railroad stations and hotels because they afford a service that is sanitary agreeable and economical.

ONLIWON soft crepe towels are served from a *dust-proof* cabinet that operates *automatically*, delivering to *each user* a *single towel* folded once to render it doubly absorbent and firm

ONLIWON CABINETS are made in white enamel or gun metal—both types operate automatically without need of insanitary knobs to touch. The ONLIWON CABINET is very neat in appearance and occupies but little space for it extends only three inches from the wall. A glass covered bullseye on the front of the cabinet shows when a new supply of towels is needed.

PURCHASING AGENTS
Write for **FREE** samples of **ONLIWON TOWELS**
and our illustrated Towel Folder T-2.

A. P. W. PAPER CO.
DEPARTMENT B - - ALBANY, N. Y.



The hand touches no part of the cabinet.

RAILROAD POLICIES FOR RAILROAD MEN

One leg, or one arm, or one eye, can't successfully do the work of two, else why do we have two of each in our makeup.

If they are worth having, they are worth protecting. Protect them in the Railroad Man's Company.

The Continental has territory on the Rock Island System and intersecting lines open to disabled railroad men. See our agent or communicate with the Chicago Office.

"Cut Out and Mail Today"

CONTINENTAL CASUALTY CO.,
910 Michigan Ave., Chicago, Ill.

I am employed by the
ROCK ISLAND SYSTEM
Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

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Occupation.....
Name.....
Address.....

Continental Casualty Co.

H. G. B. Alexander
Pres.

Chicago

Lafayette, Ill., who died Friday, September 10th, as a result of a stroke of apoplexy suffered September 6th.

On September 18th the Rock Island 31st street baseball enthusiasts accepted a challenge by the Silvis roundhouse ball team and threw one of the biggest scares of the season into Silvis fans by holding the champions to a 3 to 2 score. Look out for Rock Island next season.

Among the latest additions to our roundhouse force is Dewey Lyle, prominent member of the Rock Island Independent's football team, bailed to be the "world's champions" this season.

Among the latest followers in the matrimonial line is "Red" Healy, machinist, who took unto himself a bride during July, who was formerly known as "Azelia Hall," our congenial and smiling operator at Silvis shops. Best of wishes to both of them for a happy married life.

Peoria Notes.

By "Mink."

H. I. Battels, general agent, who has been with the C. & N. W. since 1882, has left the service and is now general manager of the Peoria Railway Terminal.

W. F. Thiemann, chief clerk local freight office, has been promoted to city agent, succeeding Mr. Colvin. R. I. Colvin, city agent, has been promoted to general agent. A. C. Gering, rate clerk, has been promoted to chief clerk, succeeding Mr. Thiemann.

W. C. Lientner, W. F. Thiemann, Wm. Goldbrough and E. Riennery have returned from Trenton, Mo., where they were called as witnesses for the company.

Walter Shufflin, our congenial baggage agent, has left on his vacation for Findley, Ill. Walter took sick on the train and continued so all the time he was gone, yet when anyone asks him how he enjoyed his vacation, he says "Fine."

Ted Hall, switchman, son of Joe Hall, general yard master, is spending his vacation in Santa Rosa, N. M.

Miles Donnelly, car inspector, limit track, has purchased a new car. He will find this quite handy in his work, especially when it rains.

John Clinch, car inspector, is the proud father of a baby boy.

Macb. Helper John Moyohr and wife have our best wishes for a pleasant voyage on the sea of matrimony.

Miss Beatrice Carroll, assistant cashier, local freight office, is spending her vacation in her old home town, Ft. Madison, Ia.

The Booster Club of the Maintenance of Way held a meeting October 12th and the following officers were elected: A. P. Barlow, president; Floyd Williams, vice-president; Pirley Millman, secretary.

The P. R. T. and C. A. engines that come up here are being taken care of at the Rock Island roundhouse.

Miles Scherf of the store department has purchased a new "Lizzie."

Phil Murphy, our accommodating record clerk, has left for California. We are looking for his photo to appear any time in the moving picture magazines.

Bowser Kellatae, night clerk, is due back the sixteenth from a trip through Canada.

R. E. State, general roundhouse foreman, has returned from Columbus, Ohio, where he spent his vacation visiting his mother.

Misses Clark, Kahn, Spurks and Fait packed a big basket of lunch and went to Chicago to spend Saturday and Sunday. They reported a good time while doing their window-shopping.

William Kind and Gus Hall, car inspectors, were elected director and president of the Commonwealth Co-operative Stores that are to start here soon. There are about forty Rock Island men members.

Sympathy is extended to Mr. Andy McConnell, who buried his wife October 18th. Mr. McConnell is car inspector.

Vernon Long, section foreman on the belt, has resigned and is now switchman.

Mrs. Luis Kumpf, wife of assistant yard foreman, has gone to Veederburg, Ind., to visit her folks.

Mr. Richardson has returned from New York, where he was sent as a delegate for the Odd Fellows.

Silvis Notes.

By C. O. Anderson.

Machinist Joseph A. French and wife returned from a ten-day tour of the South. While in Oklahoma City they were guests of Governor J. B. Robertson, an uncle of Mrs. French.

Pipe Fitter Ernest Smith, a long-time employee at Silvis shops, has been transferred to Valley Junction shop as foreman. We wish him the best of success in his new field.

Sympathy is extended Mrs. Ralph Lake and relatives. Mr. Lake died October 4th after a prolonged illness of about ten months. Mr. Lake was employed for many years as scrap inspector and was well liked by all his associates. His funeral was held at Moline October 6th and his pallbearers were all from his shop associates.

W. J. Tollerton visited Silvis October 13th. Friends of Machinist Louis Lindquist are glad to see him back to work after a prolonged illness.

The world series created a lot of excitement among the baseball fans at Silvis, and among the draftsmen we understand several pies have been exchanged.

In last month's issue of this magazine we promised to advise the results of the baseball game between Rock Island Roundhouse and Silvis Roundhouse teams. We have the pleasure of reporting that Silvis defeated Rock Island September 11th by a score of 3 to 2. On September 26th

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the Silvis team went to Chicago and played the Auditor of Disbursements office at Hamilton Park and defeated them by a score of 16 to 2.

Sympathy is extended Mrs. Carl Mutersback and relatives. Mr. Mutersback died at Syracuse, N. Y., while visiting his daughter. His body was sent back to Davenport, Iowa, for burial September 22nd. Mr. Mutersback had been employed in the brass room for the past ten years.

Machinist Harry Derflinger is confined to the Moline City Hospital, but is reported improving and we hope to see him out soon.

A large number of Silvis shop employees journeyed to Rockford, Ill., Saturday, October 23rd, to institute the Oriental Degree of the Oddfellows in that town.

Draftsman R. C. Taft made a business trip to Chicago the early part of October.

Machinist Wm. D. Santry, of the roundhouse, and wife attended the funeral of Mr. Santry's nephew at Springfield, Ill., September 28th. The young man died in France.

Machinist R. S. Becker was called to Grinnell, Iowa, October 11th, account of serious illness of his father-in-law.

We are glad to see Painter Wm. Edwards back to work after a long siege of illness.

Machinist A. W. Hagadorn and family are visiting relatives in Brainerd, Minn.

Machinist W. E. Rochell was called to St. Cloud, Minn., October 11th on account of the death of his cousin.

Draftsman J. E. Brown made two fast trips to Silvis recently in response to Silvis fire alarm calls—one to Silvis depot and one to Blacksmith Hill's garage.

Machinist Chas. Windsor, reported in last month's issue as confined at the Moline City Hospital, is able to be home now and we are glad to hear this and hope to see him back to work soon.

Machinist Chas. F. Comfort, of the roundhouse, and wife are spending their vacation taking in some of the large cities such as New Orleans, Los Angeles, San Diego, San Francisco and Portland.

Fire Inspector Herman Dykes and Pipe Fitter Helper Louis Dykes were called home to Osyka, Miss., on account of the serious illness of their father.

Bollermaker Helper Jacob Tolerico and wife were called to Carbondale, Pa., September 30th on account of the death of Mr. Tolerico's sister.

Congratulations to Machinist Walter G. Lipps, who has chosen a fair young lady from Peoria as his bride.

The Silvis boys who have spent the summer months camping at Campbell's Island have now moved back to town, on account of street car service and weather conditions.

Sympathy is extended to Clarence Anderson of the store department and Philitus Anderson of the car department on account of the death of their sister who died at their home in East Moline October 15th. Burial was held at Albia, Iowa, their former home.

IOWA DIVISION.

Council Bluffs Items.

By Joe Wahl and L. C. Lamb.

Joe Wahl is the new correspondent for the magazine, with headquarters at the yard office. He will keep a watchful eye on the pensioners around the yard and report their misdeeds to the ever watchful magazine.

Have you heard the latest? Our switching clerk, in addition to being a deep thinker and student of reclaims and their bad habits, blew himself to a pair of glasses and then not to be outdone bought the chief clerk and incidentally himself a typewriter. He now uses the machine to make out his switching and reclaims. At present his output is small but by next writing we hope to report an improvement.

No news from the locomotive department this month.

Agent Kiely has had quite a bit of trouble with his teeth, causing a trip about three times a week to the dentist.

Rate Clerk Lamb is "sore" over the sudden warm spell, being unable to wear that new overcoat that he bought during the "cold streak."

James Pevany, night yard master, was a weekend guest at the Madsen summer home by Lake Manawa recently. Fishing was a pastime and it was the pleasure of Chief Morris and Lamb to be present.

Switchman Moore met with a very painful accident a short time ago when he fell from a car, across the rails, in the path of the cars and had both legs crushed between the knee and the foot. We are glad to note, however, that he is at present getting along nicely, and hope that nothing more serious results.

Chas. Lewis, baggageman, is wearing the smile that won't come off, he just having his pay adjusted.

William Houck and Frank Ryan were initiated into the mysteries of the Brotherhood of American Yeoman the other night.

Switchman Roy Priga returned a short time ago from his farm near Beatrice, Nebr., and took up his former occupation at the local yard. We guess it was rather difficult for Roy to set out the different farm implements without a switch list, as it also must have been difficult to plow the corn without a list of the rows. But after all he didn't forget how to switch cars as you will agree upon observing him in action.

Brakeman Helvey, of the Nebraska division, has moved his family and household goods here and is now a resident of Council Bluffs. Welcome to our city, Helvey.

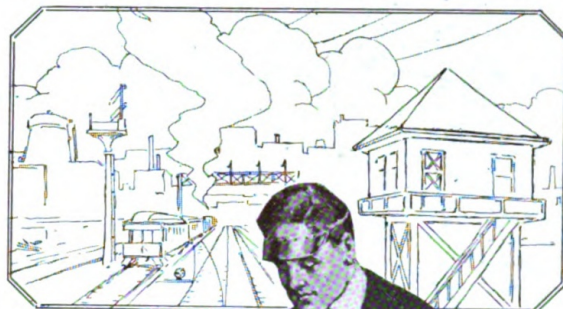
Conductor Olmstead has added a typewriter to the furniture of his car, and as a result we have

Ball Watches

*The Official
Railroad Standard*

*The
Telegrapher
Says:*

— • — • —
"T I M E
• • • — •
P L S"



"I don't hear the request going over the wire to the chief dispatcher's office for the correct time nearly as often as I used to. Guess that's because most of the boys are carrying Ball Watches."

THE WEBB C. BALL WATCH CO.

Cleveland, Ohio

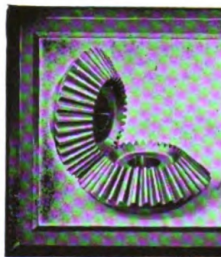
CHICAGO
Garland Building

WINNIPEG
Confederation Life Bldg.

SAN FRANCISCO—Jewelers Bldg.

Twentieth Century Model

16 Size Ball Model
with safety Bow



GANSCHOW

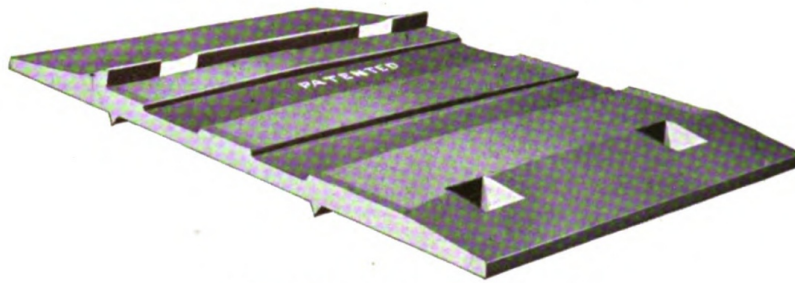
"QUALITY"

GEARS

WILLIAM GANSCHOW COMPANY
CHICAGO ILLINOIS

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

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
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President

ADOLPHUS BUSCH, III.
Vice-President

GEO. E. KAUFFMANN
Sec'y-Treas.

been getting some fine train lists at Council Bluffs. Come on fellows, match Olmstead. We are still wondering why U. L. Schendhelm did not stop off at Council Bluffs on his way



Introducing Mary Bernadette Gutenkauf of Cedar Rapids in "The Good Old Summertime."

home and make himself known. "Schlindy" is the star editor of the "Iowa Division News." Joe Wahl returned last Monday from Manilla, Iowa, his former home, where he spent two days transacting business. We might add that the business consisted largely of trying to get back to Council Bluffs, account only two trains daily into or out of Manilla.

NEBRASKA DIVISION.

Fairbury News.

By M. B. Kelso.

Conductor Duncan is laying off, visiting relatives at Esbon, Kas.

Conductor H. L. Duval and wife motored to Wakefield, Kas., Oct. 14th, to witness a wrestling match between their nephew, Alan Eustace and Joe Stecher.

Conductor W. F. Cummins is relieving Mr. Duncan on the motor car.

Conductor Justice is substituting on 991 and 998 for Conductor Cummins.

Brakeman Dolin is in Chicago on committee business for the B. of R. T.

Engineer F. McKercher and wife are spending their vacation in Washington, D. C.

Yard Master S. A. Smart and wife have just returned from a vacation spent at Excelsior Springs and other Southern points.

Brakeman W. O. Nielsen is the proud father of a daughter born Oct. 2nd.

Paul Bower is laying off on account of the death of a niece.

Brakeman Robert Calder is at present laying off with a lame foot.

Conductor F. M. Fredericks and wife have returned from a visit to Salt Lake.

Brakeman L. C. Parker has returned to work after a siege of grippe.

Engineers Laird, Gravelle and Higgins have returned to work after extended leaves of absence.

General Foreman F. E. Shaffer was a Fairbury visitor the fore part of October.

Brakeman O. F. Allen has returned to work after a leave of absence spent visiting his family in Talmage, Neb.

Dispatcher G. A. Albright has been granted a ninety-day leave of absence.

Chief Dispatcher A. S. Bishop has been enjoying a visit from his parents.

Dispatcher J. A. Dickens spent his vacation visiting his son, Glenn, in Denver.

Baggageman Landy Hanners of Fairbury has found it necessary to go to the hospital for an operation on account of wounds received in the war. Vincent Griffin is relieving Mr. Hanners as baggageman.

Superintendent Stenographer Carl Franz and wife spent the first part of the month in Chicago.

It was necessary for Brakeman Otto Stegman to take his wife to Colorado for her health.

Brakeman Harry Thompson has returned to work after a leave of absence granted on account of ill health.

C. F. Griffin has returned to the office after a week's vacation.

Timekeeper Lloyd Wadley has returned to work after a week's vacation spent visiting relatives.

Misses Edith and Mary Kelso expect to spend their vacation the latter part of the month visiting relatives and friends in Pennsylvania and Maryland.

Operator R. E. Shankland of the relay department, with his wife and son have left for

Rock Island Magazine for November, 1920.

New York, where Mrs. Shankland will take passage for England, to spend the winter with her parents.

Conductor M. E. Patterson has returned to work after a leave of absence.

Agent W. N. Keran has returned to work as agent at Nelson after an extended leave of absence.

Operator J. F. Cook has returned from leave of absence spent visiting relatives.

Mrs. R. M. Prior has bid in Munden station. Agent R. M. Davis and wife are spending their vacation in the East.

Agent I. G. Hornbeck is at present enjoying a vacation.

Agent H. M. DeBus and family have returned from a western trip.

Operator W. H. Vining has returned to work after an extended leave of absence.

Mrs. Lois M. Seymour has returned from a visit to Iowa.

Operator L. D. Whitley has been granted a leave of absence.

Mrs. Z. K. Morey was a very welcome visitor to the Superintendent's office Oct. 14th.

Mechanical Department Items

By H. Schreiber.

General Foreman Johnson was off duty the latter part of September with a light attack of the flu.

"Pap" Hughes laid off for a couple of weeks in the latter part of September and fore part of October with a "flat wheel." Pap scalded his foot, but has returned to work again.

Machinist Ed Nelson is at Belleville working extra on account of their regular machinist laying off permanently.

"Skinney" Laird says that he is going to get in a full month in October. Up to date, October 12th, he has not laid off and it seems that he is going to set a record.

Lenore Downes has discovered an emergency entrance to the Master Mechanic's office but it is a dark secret. Arthur might, however, tell you all about it.

The B. & B. Department leveled off the dirt left back of the round house by the men installing the hot water washout system.

The hot water washout system is now in operation and is helping the roundhouse out materially in turning the power.

Blacksmith Helper Jack Cutbirt is taking a short vacation and is visiting in Kansas.

The time is gradually growing near when the engineer on the High Line Local will be among those "sick off."

Lincoln Items.

By R. D. McCauley.

Interchange Clerk L. G. Post was off on vacation the latter part of September. Our congenial O. S. & D. clerk, Harry Loetterle, relieved Mr. Post.

Cashier R. D. McCauley and wife, Checker O. T. Peters and wife, were Omaha visitors the night of Sept. 22nd to witness the electrical parade.

O. S. & D. Clerk Harry Loetterle spent Saturday and Sunday visiting home folks at Deshler, Neb.

Bill Clerk Chas. H. Douglass and wife left Oct. 9th for a vacation trip.

Miss Fern M. Perry, abstract clerk; Wm. Lawson, checker; Chas. H. Wilson, trucker, and Clarence F. Slatter, trucker, all of Lincoln, have placed applications for membership in the Brotherhood of Railway Clerks. This makes Lincoln 100 per cent now.

Phillipsburg News.

By A. E. W.

Bert Clark, car foreman, is back on the job again after spending a couple weeks down in sunny Texas.

J. P. Edwards, of Fairbury, Nebr., was in the burg one day the latter part of September, looking after company business.

Jake Hobbs, hostler, took a few days off to attend the Shriner ceremonials at Norton, Kans. From there he will visit his parents for a few days at Morland, Kans.

Cecil Pickenpugh, one of the boys at the shops, pulled off the bachelor stunt for a couple weeks the latter part of September, the Mrs. having gone to Salina to visit relatives and friends.

Joe Ludwig, hostler, took a few days off the latter part of September, accompanied with the Mrs. and daughter and took in part of the state fair at Topeka.

Foreman Bronson found time to take in the Shriner ceremonial at Norton the latter part of September.

Word was received from Darrell McPherson, boiler washer, who has been in Colorado Springs the past few weeks account of poor health. Darrell states his health is improving rapidly, so here's hoping the good work goes on.

Archie Wherry, cashier at the depot, made a run down to Topeka latter part of September.

Roy Hillyard, rod cup man, is so proud nowadays he won't hardly speak to any of the boys—all over the arrival of a little miss who arrived at his house September 24th to make her permanent home.

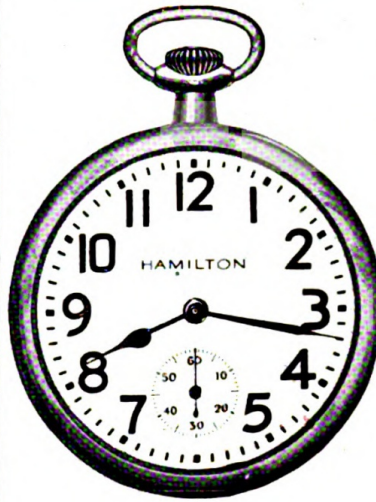
Milton King, car man, took a few days off the latter part of September to take in the fair at Logan. Milton reports the fair a great success.

S. B. Mitchell, chemist, of Des Moines, Iowa, was in the burg looking after company business the fore part of October.

Machinist S. G. Stapp and wife spent a couple of weeks visiting relatives and friends in South Dakota and Missouri. This is the first vacation

Hamilton Watch

"The Railroad Timekeeper of America"



Twenty-seven years at the throttle has shown Engineer Jesse J. Brooksby that an accurate watch has a great deal to do with keeping on schedule. For the past ten years he has run his trains over the New York Central lines with a Hamilton.

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able accuracy with long life, even under the difficult conditions of railroad work.

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Mr. Stapp has had for three years, and he says he certainly did enjoy the trip.
L. H. McAlpin, night foreman, took a day off the latter part of September to enjoy the sights at the American Legion fair.
Andy Anderson, switchman, is back on the job again after being absent a few weeks, consulting physicians at Rochester, Minn.
G. M. Stonebraker of Chicago was in the burg on company business the middle of October.
Ross Smith made a run down to Kensington last Sunday, October 5th, to spend the day with his best girl.
Mrs. Joe Lee and daughter Elsie spent a few days fore part of this month visiting relatives in Omaha, Nebr.
Dee McPherson returned to work the fore part of October after spending a few days in Colorado Springs with his brother.
Machinist W. D. Stapp and wife spent the fore part of October in Wendover, Wyo., visiting the latter's relatives.
Clarence Bigham, machinist, of Fairbury, Nebr., was called to the burg first of this month to relieve Machinists S. G. and W. D. Stapp while taking their vacations.
Kerby Hunt and Milton King, car men, were called to Norton one day fore part of October to do a little repair work on cars set out at that point.
B. H. Smith, master mechanic of Fairbury, Nebr., was in Phillipsburg one day the fore part of October looking after company business.
Earl McKenzie and wife spent a few weeks the fore part of this month visiting relatives near Wymore, Nebr.
Lem Wigginton and Lew Rhoads, car men, made a run to Smith Center about October 9th to do a little repair work on some cars.
Freight Checker Reno Kingery and wife spent a few days the fore part of October in Denver, Colo.
Walter Biddle, boilermaker, and J. L. Wasson, former machinist of this point, was a part of the band at the Shriner ceremonial held at Hastings, Nebr., about the middle of October.
Mrs. Walter Biddle and daughter Marvel spent a few days visiting relatives in Kansas City, Mo., the fore part of October.

ST. LOUIS DIVISION.

Eldon Items.

By Russel Phillips.

Roy Brockman is back on the job again after a ninety day leave of absence account sickness. The boys are all giving the glad hand of welcome to Dispatcher Fred B. Kirk, who has been transferred back to this division from Herington, Kansas.

Superintendent H. E. Correll, Division Engineer G. A. Carroll and Chief Clerk J. P. Self were in attendance at the Second District Staff Meeting held in El Reno the 29th of September. If anyone wants to know how the fish are biting they can find out from Superintendent Correll or Chief Clerk Self.

Chief Accountant Joe Wooster is wearing the smile that won't erase account the arrival of a fine eight pound boy at his house.

We're sorry to lose Car Foreman W. K. Smith, who has recently received a transfer to Armourdale, Kansas.

Abstract Clerk Earl Mosby and wife are spending a two weeks' vacation in the west.

We regret very much the death of Conductor Otto who died recently in the hospital at Kansas City.

There has been a great many changes in the Superintendent's office of late. Vincent Cibalski resigned to attend college at Washington University, St. Louis. Miss Roba Bowen left to attend school at Central College at Fayette, Missouri. Ben Enloe, formerly secretary to superintendent, resigned his position as secretary to W. H. Peterson, Des Moines, Iowa, to attend Washington College, St. Louis. Miss Grace Holt, who has been with us for several years, resigned and is now the happy bride of Ralph Penninger. Mr. and Mrs. Penninger will make their home in Mountain View, Missouri, where Mr. Penninger has recently purchased a large store. Miss Holt's friends presented her with a complete cut glass water service set, the only condition accompanying the gift being that there be "something" refreshing in the service when her friends make her a visit.

In addition to wishing "happy days" to our departing friends, we have also been kept busy greeting the new clerks who have recently joined the force. Among the newest arrivals are Laurence Spehr, J. E. Rhodes and L. H. Spotts. They're all good fellows and we hope they will like the gang at this point. A. E. Butterfield is also a new arrival, having been transferred from the Cedar Rapids division to take up his residence among us as secretary to Superintendent H. E. Correll.

The most popular office on the division during the past few days has been the Chief Dispatcher's office where the daily return on the world's series baseball games have been received. We guessed 'em pretty well and have no kick to make on the outcome.

To be perpetually longing and impatiently desirous of anything, so that you cannot abstain from it, is to lose your liberty, and to become a slave to meat, drink or smoke.

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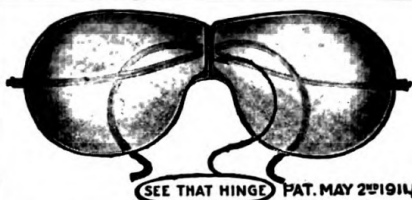
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The Three Rs

(Continued from page 6)

And the whole civic life of Manly centers about the school.

And yet the Manly School, although large for the town, today is crowded, for its reputation has traveled a long way and parents are seeking to locate there in order to have their children get the benefits. And if anybody thinks that because of its size Manly's population is of



The Manly High School football team bucks the line hard. This picture shows four of their players with their little mascot, Jeanette Hicks.

"small town" calibre, they are doomed to disappointment. For the Rock Island employe at Manly is well informed on world affairs and knows the real value of things. Consequently, he is glad to support a school which will educate his children along modern lines.

A graduate of the Manly School is prepared to enter the Iowa State University without examination, if he wants to continue his academic education. If he has taken the manual training course, he is fitted to enter the service of the Rock Island in the mechanical department.

HISTORY OF MANLY

Historically, Manly is among the oldest of the Northern Iowa settlements. It was originally established in 1877 when the Burlington, Cedar Rapids & Northern railroad was built through that section, the town being named after the then president of that railroad. D. A. Mitchell is accredited with being the original settler. Manly was made a division point on the Rock Island in 1912. An old historical sketch of Manly whose quaint phraseology is interesting has this to say about the town:

"This town has superior advantages in many ways. Being a junction, its shipping facilities are largely enhanced—but these are not the only prerequisites—for, very fortunately, back of this stands a long line of progressive merchants, men who have been actively in the harness ever since tugs were hand sewed, and they, today, are as a monument erected and dedicated to this locality. The town is laid out upon the southeast quarter of the southeast quarter of Section 21, Township 88 north, Range 20 west, and owes its existence to the B., C. R. & N. and Iowa Central railways, which was consummated during the year 1877. The earliest settlers were N. E. Knudson, A. W. Harris, G. L. Bosworth, H. N. Keeler and George Hildreth. H. N. Keeler started the first general merchandise store in 1878. A. H. Harris, however, conducted a small store in 1877. Manly has, since its inception, been one of the grain centers of Worth County. The first postoffice was established in 1877, with A. W. Harris as the stamp seller. W. D. McKercher is the present incumbent."

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ben, and enjoys an enviable reputation along the lines of civil service. Today Manly's star is in the ascendancy—brighter and better than ever—yet she carries her pride with dignity becoming. Those who know her best accept her kindly invitation with seriousness, and are grasping every opportunity to avail themselves of the pleasure afforded them in reciprocation. With a strong financial institution, good creamery, elevators and lumber yard, furniture, general merchandise stores, hotel and restaurants, its beautiful residence and church buildings, and general air of progressiveness, it possesses an independence which declares itself territorily."

That was Manly many years ago. Manly today is keeping pace with progress.

The office force of Superintendent A. L. Haldeman at Manly, many of whom have children in the school, were during the past summer among the leaders on the Rock Island Lines in the production of foodstuffs along the company right of way. The office garden was one of the beauty spots in that locality.

Muscatine Pearls

(Continued from page 10)

cr plants. They use, all told, approximately 1,000 carloads of shells per year.

These shells are practically pure lime and after the "blanks" or rough buttons are cut from them, the remainder of the shell is crushed for use as poultry food while the shell dust is saved and shipped in carloads for fertilizer, being used in place of the ordinary crushed limestone.

The buttons, as they come from the machines, are of varying colors and must be separated before they are sold. In the plant mentioned as being the largest in the world, one entire side is fixed with a row of tables close together, on each of which a pile of buttons is placed. An operator sits in front of this table with a drawer in which are many pockets and into which she assort the various colors. After being assorted, they are sewn on cards and are then ready for sale.

To any one who has not had the privilege of visiting a button factory, the sight is extremely interesting and the button manufacturers are always glad to show visitors through their plants.

Automatic Data

(Continued from page 16)

which latter record is used later in checking the typed statement.

The permanent record in this particular transaction is now completed and filed away for immediate use in case any inquiry is made as to the application of the burglar-proof cleats on the series of box cars.

This instance is only one of many similar records which are prepared every week by the Rock Island in this particular department. The plan undoubtedly will be enlarged and extended to other departments in future years, altho other systems may be employed than the one here touched upon.

Undoubtedly, "mechanical brains," while not lessening the need of mental activity on the part of those who operate the machines, does take the drudgery out of much of the office work and appeals to the imagination of the employees.

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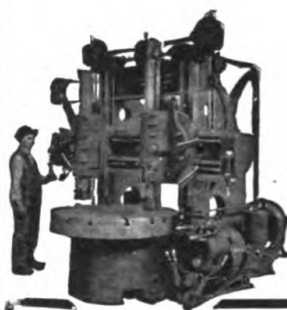
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At this particular point, opposition is the worst thing in the world—and a sympathetic manner is the finest.

After he has had his say—and not until after—show this sympathy by the tactful appreciation of his troubles.

Put yourself in his place. Try to see the matter as he sees it. Talk to him from his viewpoint.

You'll be surprised to see how quickly he regrets his grouch and apologizes to you for his hasty words.

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Nothing will disarm an angry person quicker than a spirit of sympathetic understanding. Try it!—(From the *New York Central Lines Magazine*.)



Our Monthly Quiz

1. How often is the membership of Congress reapportioned?
2. Name two noted Russian generals of the Russo-Japanese War.
3. When did the great fire in Chicago occur?
4. In what Union victory of the Civil War did Sheridan's famous ride result?
5. Who wrote the well-known poem on the subject?
6. Where is Togoland?
7. Who was Solon and for what was he noted?
8. Who said "Better fifty years of Europe than a cycle of Cathay"?
9. What is the meaning of the word *contralto*?
10. What party carried the state of Ohio in the presidential election of 1916?

*

1. The constitution prescribes that the membership of Congress be reapportioned every ten years.
2. Kuropatkin and Linevitch were noted Russian generals of the Russo-Japanese War.
3. The great fire in Chicago occurred on October 9, 1871.
4. The Union victory of Winchester in the Civil War was won largely as a result of Sheridan's famous ride.
5. The dramatic event is celebrated in poetry by Thomas Buchanan Read.
6. Togoland is a former German colony in West Africa on the north shore of the Gulf of Guinea between British Gold Coast and Dahomey.
7. Solon was a famous Athenian law-giver and organizer of the popular assembly in the Greek city. He died about B. C. 559.
8. "Better fifty years of Europe than a cycle of Cathay" is from Tennyson's "Locksley Hall."
9. The *contralto* is the lowest female voice. Rossini and his followers were the first to compose important music for this voice. The name is derived from the fact that this voice was "contra," or below the highest male voice, or alto. Literally, *contralto* means "against high."
10. The Democratic party carried the state of Ohio in the presidential election of 1916.



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Interest to Women

(Continued from page 22)

kilted skirt with a gay colored over-b blouse.

Sailor dresses are popular as ever.

Whatever design a girl's frock may follow it usually shows a touch of gay embroidery in a bright shade of wool or some brilliant fabric.

Knitted fabrics, jersey cloth in every color but especially in dark blue and green are used.

Duveltyes continue in favor, some in soft silky weaves; others for coats in heavier effects.

Black braid or braiding on brown or blue is a simple and effective trimming.

If one's taste runs to bright colors one may have a pretty dark blue serge dress embroidered in tan, henna, and green chain stitching.

Collars and cuffs or frills of dimity or hemstitched net are attractive for most school dresses.

ORDERS FOR PATTERNS.

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

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

3392-3381—An attractive costume. Waist 3392 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3381 cut in 6 sizes: 24, 26, 28, 30, 32, and 34 inches waist measure. It measures $1\frac{1}{4}$ yards at the foot. To make this costume of one material for a medium size will require 10 $\frac{1}{2}$ yards of 36-inch material. Two separate patterns 10 cents for each pattern.

3378—Boy's suit. Cut in 5 sizes: 2, 4, 5, 6, and 8 years. A 4-year size will require $3\frac{1}{2}$ yards of 27-inch material. Price 10 cents.

3376—Girl's dress. Cut in 4 sizes: 2, 4, 6, and 8 years. A 4-year size will require 2 $\frac{1}{2}$ yards of 36-inch material. Price 10 cents.

3385—A pretty dress. Cut in 3 sizes: 16, 18 and 20 years. A 20-year size will require $5\frac{1}{2}$ yards of 40-inch material. The width of the skirt at lower edge is $1\frac{1}{2}$ yards. Price 10 cents.

3386—Child's play garment. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 2-year size will require $3\frac{1}{4}$ yards of 27-inch material. Price 10 cents.

3373—Girl's coat. Cut in 3 sizes: 12, 14, and 16 years. A 14-year size will require $3\frac{1}{4}$ yards of 42-inch material. Price 10 cents.

3396—Child's dress. Cut in 4 sizes: 2, 4, 6, and 8 years. A 6-year size will require $3\frac{1}{4}$ yards of 27-inch material. Price 10 cents.

3401—A dainty frock. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require $4\frac{1}{2}$ yards of 27-inch material. Price 10 cents.

3409—Girl's dress. Cut in 4 sizes: 8, 10, 12, and 14 years. A 10-year size will require $4\frac{1}{2}$ yards of 36-inch material. Price 10 cents.

3400—An "Easy to Make" apron. Cut in 4 sizes; small, medium, large and extra large. A medium size will require 2 $\frac{1}{2}$ yards of 27-inch material. Price 10 cents.

2300—An attractive set of toy animals. The patterns are cut in one size only. It will require $\frac{1}{2}$ yard of flannel for the sheep, $\frac{3}{4}$ yards for the dog, and $\frac{3}{4}$ yard for the pig. Price 10 cents.

3399—Dress for home or business. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires $6\frac{1}{4}$ yards of 36-inch material. The width of the skirt at lower edge is about $1\frac{1}{4}$ yards. Price 10 cents.



Render Fine Service

The wholesale turning out of Rock Island employees at Decorah, Iowa, on the night of September 12 in response to a fire alarm from an elevator adjoining the company track, has elicited the commendation of Superintendent E. D. Hungerford of the Cedar Rapids division. The employees—conductors, hostlers, section foremen, brakemen—all joined hands to get the company's cars out of reach of the flames and then cleared the track of the debris to enable trains to pass in safety. Among the employees commended were: Hostlers George Buerke and N. C. Nelson, Section Foreman Albert Oakland, Conductor A. Kane, Brakemen A. Place and E. U. Campbell, Engineer E. Doran and Fireman R. Dew.

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Meritorious Service

(Continued from page 20)

for firing engine when fireman was taken ill, thus preventing serious delay to train.

A. N. Garrett, El Dorado, Ark., commended for discovering loose wheel on baggage car and having same corrected.

Roy Benedict, El Dorado, Ark., commended for aiding to block up engine while deadheading on train.

Baggageman Roscoe E. Ditte, Geneseo, Ill., commended for discovering fire under freight platform and extinguishing same.

Brakeman F. I. Greene, Blue Island, Ill., commended for voluntarily firing engine while regular fireman failed to appear.

Engineer R. M. Furman and Conductor J. P. Eden, Kansas division, have been commended for firing engine when regular fireman was disabled.

Fireman H. Taylor, Kansas division, has been commended for action in assisting crew of first-class train take down drawbar and chain up car.

Operator L. Euler, Kansas division, has been commended for assistance rendered crew of first class train in brassing car.

Brakeman C. W. Yates, Kansas division, has been commended for assistance rendered in firing engine under difficulties.

✱ ✱

Veterans of the Rail

(Continued from page 14)

was approved at a meeting of the Pension Board held February 24, was born in Kresjana, Norway, August 30, 1848. His first work was as baker and at the age of nineteen years he enlisted in the army of his country and after serving three years returned to his trade as baker. In 1888 he arrived in America and located in Belleville, Kansas. July, 1888, he entered the service of the Rock Island as section laborer on the Kansas division and in October, 1903, transferred to the Nebraska division, where he served in the capacities of section laborer, coach cleaner, car inspector, car oiler and car cleaner until February 29, 1920, when he was retired, age limit attained, and granted pension, effective March 1, 1920.

Wm. T. Robbins, foreman, whose application for pension was granted by the Pension Board on July 28, last, was born November 18, 1857 at Fulton, Ill. He began work for the B. C. R. & N. Railway on May 7, 1878, in the water service department, working one year as a helper and then was promoted to foreman. At that time the B. C. R. & N. Railway ran from Burlington to Albert Lea, from Vinton to Holland, and from Cedar Rapids to Postville.

Mr. Robbins was married to Miss Mary A. McCormick at Cedar Rapids, Iowa, on November 30, 1883. After 42 years of long and faithful service, Mr. Robbins was retired on pension August 1, 1920.

✱ ✱

The latest report on pecans shows the finest crop of record, considering the United States as a whole, the promise being for 89 per cent of a full crop, says the American Forestry Magazine. Last year 27 per cent of a full crop was realized. An unusual fact is that this year the promise is from good to excellent in practically all portions of the belt. The quality of the nuts is 88 compared to 73 last year.

✱ ✱

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Dream May Come True

Realization of the dream of a railroad from Hudson Bay to Patagonia has been brought nearer as a result of the recent Pan American Financial Conference in Washington, according to Charles M. Pepper, who in 1903 was appointed by President Roosevelt to visit the several countries from Mexico southward and report on the project.

A journey by rail from the Arctic Circle to the tip of South America, approximately 10,000 miles, could be made under good traffic conditions, it has been estimated, in sixteen to eighteen days. At present twenty-four days are required for the 5,871-mile sea voyage from New York to Buenos Aires.

This dream of a transhemisphere trunk line, running almost the entire length of the two American continents, was born in the brain of Hinton Rowan Helper, a Southern writer and former United States Consul in South America, more than fifty years ago. The late United States Senator Henry Gassaway Davis of West Virginia, a practical railroad builder, saw its feasibility and, with Andrew Carnegie and other wealthy Americans, gave the idea a fresh impetus. James G. Blaine also once advocated it.

The proposed trunk line would run from the United States through Mexico, Central America, Colombia, Ecuador, Peru, almost the entire length of Chile and from La Quiaca, Bolivia, to Buenos Aires. From this main line would be connecting roads, some already completed, extending like "fingers" in many directions toward the Atlantic Ocean.



Insulation Saving

It is conservatively estimated that over one and one-quarter million dollars is spent annually by the railroads for the renewal of fiber insulations in insulated track joints. Of this amount a considerable part is now wasted because of the general practice of discarding certain parts of the insulations that are still fit for further service. As an instance, a signal engineer recently found eight good fiber bushings and one good top fiber in the scrap pile at one location; he picked up an unused base fiber at the next place, with the result that a check is now being made over the system to recover similar wasted material. In the first instance cited above, material to the value of about \$1.50 was discarded, while in the second case it amounted to \$1. When it is considered that a complete renewal for an insulated joint now costs approximately \$4, the importance of saving all usable materials of this kind is self-evident. With proper supervision and checking, which can be secured in connection with the routine duties at little additional expense, a saving of a quarter of a million dollars a year could be made in this one item. Is it worth attention?—*Railway Age*.



It may not be due to prohibition, but the fact is, say trade authorities, that in the current year, the first of prohibition, the United States is importing 42 per cent more coffee than last year, despite the fact that consumers are paying almost double last year's price. According to a statement sent out by the National City Bank of New York, the people of the United States are paying over a million dollars a day for their coffee.

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(Continued from page 9)

tor by his left thumb, care about the finer shades of analysis and deduction! But, indeed, if you are trivial, I can not blame you, for the days of the great cases are past. Man, or at least criminal man, has lost all enterprise and originality. As to my own little practice, it seems to be degenerating into an agency for recovering lost lead pencils and giving advice to young ladies from boarding-schools. I think that I have touched bottom at last, however. This note I had this morning marks my zero-point, I fancy. Read it!" He tossed a crumpled letter across to me.

It was dated from Montague Place upon the preceding evening, and ran thus:

"DEAR MR. HOLMES,—I am very anxious to consult you as to whether I should or should not accept a situation which has been offered to me as governess. I shall call at half-past ten to-morrow, if I do not inconvenience you.

"Yours faithfully,

"VIOLET HUNTER."

"Do you know the young lady?" I asked.

"Not I."

"It is half-past ten now."

"Yes, and I have no doubt that is her ring."

"It may turn out to be of more interest than you think. You remember that the affair of the blue carbuncle, which appeared to be a mere whim at first, developed into a serious investigation. It may be so in this case, also."

"Well, let us hope so. But our doubts will very soon be solved, for here, unless I am much mistaken, is the person in question."

As he spoke the door opened and a young lady entered the room. She was plainly but neatly dressed, with a bright, quick face, freckled like a plover's egg, and with the brisk manner of a woman who has had her own way to make in the world.

"You will excuse my troubling you, I am sure," said she, as my companion rose to greet her; "but I have had a very strange experience, and as I have no parents or relations of any sort from whom I could ask advice, I thought that perhaps you would be kind enough to tell me what I should do."

"Pray take a seat, Miss Hunter. I shall be happy to do anything that I can to serve you."

I could see that Holmes was favorably impressed by the manner and speech of his new client. He looked her over in his searching fashion, and then composed himself, with his lids drooping and his finger tips together, to listen to her story.

"I have been a governess for five years," said she, "in the family of Colonel Spence Munro, but two months ago the colonel received an appointment at Halifax, in Nova Scotia, and took his children to America with him, so that I found myself without a situation. I advertised, and I answered advertisements, but without success. At last the little money which I had saved began to run short, and I was at my wits' end as to what I should do."

"There is a well-known agency for governesses in the West End called Westaway's, and there I used to call about once a week in order to see whether anything had turned up which might suit me. Westaway was the name of the founder of the business, but it is really managed by Miss Stoper. She sits in

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Railroad Dept.

H. C. CONLEY, Supt.

her own little office, and the ladies who are seeking employment wait in an ante-room, and are then shown in one by one, when she consults her ledgers, and sees whether she has anything which would suit them.

"Well, when I called last week I was shown into the little office as usual, but I found that Miss Stoper was not alone. A prodigiously stout man with a very smiling face, and a great heavy chin which rolled down in fold upon fold over his throat, sat at her elbow with a pair of glasses on his nose, looking very earnestly at the ladies who entered. As I came in he gave quite a jump in his chair, and turned quickly to Miss Stoper:

"That will do," said he; "I could not ask for anything better. Capital! capital!" He seemed quite enthusiastic, and rubbed his hands together in the most genial fashion. He was such a comfortable-looking man that it was quite a pleasure to look at him.

"You are looking for a situation, miss?" he asked.

"Yes, sir."

"As governess?"

"Yes, sir."

"And what salary do you ask?"

"I had £4 a month in my last place with Colonel Spence Munro."

"Oh, tut, tut! sweating—rank sweating!" he cried, throwing his fat hands out into the air like a man who is in a boiling passion. "How could any one offer so pitiful a sum to a lady with such attractions and accomplishments?"

"My accomplishments, sir, may be less than you imagine," said I. "A little French, a little German, music, and drawing—"

"Tut, tut!" he cried. "This is all quite beside the question. The point is, have you or have you not the bearing and deportment of a lady? There it is in a nutshell. If you have not, you are not fitted for the rearing of a child who may some day play a considerable part in the history of the country. But if you have, why, then, how could any gentleman ask you to condescend to accept anything under the three figures? Your salary with me, madam, would commence at £100 a year."

"You may imagine, Mr. Holmes, that to me, destitute as I was, such an offer seemed almost too good to be true. The gentleman, however, seeing perhaps the look of incredulity upon my face, opened a pocketbook and took out a note."

"It is also my custom," said he, smiling in the most pleasant fashion until his eyes were just two little shining slits amid the white creases of his face, "to advance to my young ladies half their salary beforehand, so that they may meet any little expenses of their journey and their wardrobe."

"It seemed to me that I had never met so fascinating and so thoughtful a man. As I was already in debt to my tradesmen, the advance was a great convenience, and yet there was something unnatural about the whole transaction which made me wish to know a little more before I quite committed myself."

"May I ask where you live, sir?" said I.

"Hampshire. Charming rural place. The Copper Beeches, five miles on the far side of Winchester. It is the most lovely country, my dear young lady, and the dearest old country-house."

"And my duties, sir? I should be glad to know what they would be."

"One child—one dear little romper just six years old. Oh, if you could see

him killing cockroaches with a slipper! Smack! smack! smack! Three gone before you could wink! He leaned back in his chair and laughed his eyes into his head again.

"I was a little startled at the nature of the child's amusement, but the father's laughter made me think that perhaps he was joking.

"My sole duties, then," I asked, "are to take charge of a single child?"

"No, no, not the sole, not the sole, my dear young lady," he cried. "Your duty would be, as I am sure your good sense would suggest, to obey any little commands my wife might give, provided always that they were such commands as a lady might with propriety obey. You see no difficulty, heh?"

"I should be happy to make myself useful."

"Quite so. In dress now, for example. We are faddy people, you know—faddy but kind-hearted. If you were asked to wear any dress which we might give you, you would not object to our little whim. Heh?"

"No," said I, considerably astonished at his words.

"Or to sit here, or sit there, that would not be offensive to you?"

"Oh, no."

"Or to cut your hair quite short before you come to us?"

"I could hardly believe my ears. As you may observe, Mr. Holmes, my hair is somewhat luxuriant, and of a rather peculiar tint of chestnut. It has been considered artistic. I could not dream of sacrificing it in this offhand fashion.

"I am afraid that that is quite impossible," said I. He had been watching me eagerly out of his small eyes, and I could see a shadow pass over his face as I spoke.

"I am afraid that it is quite essential," said he. "It is a little fancy of my wife's, and ladies' fancies, you know, madam, ladies' fancies must be consulted. And so you won't cut your hair?"

"No, sir, I really could not," I answered, firmly.

"Ah, very well; then that quite settles the matter. It is a pity, because in other respects you would really have done very nicely. In that case, Miss Stoper, I had best inspect a few more of your young ladies."

"The manageress had sat all this while busy with her papers without a word to either of us, but she glanced at me now with so much annoyance upon her face that I could not help suspecting that she had lost a handsome commission through my refusal.

"Do you desire your name to be kept upon the books?" she asked.

"If you please, Miss Stoper."

"Well, really, it seems rather useless, since you refuse the most excellent offers in this fashion," said she, sharply. "You can hardly expect us to exert ourselves to find another such opening for you. Good-day to you, Miss Hunter." She struck a gong upon the table, and I was shown out by the page.

"Well, Mr. Holmes, when I got back to my lodgings and found little enough in the cupboard, and two or three bills upon the table, I began to ask myself whether I had not done a very foolish thing. After all, if these people had strange fads, and expected obedience on the most extraordinary matters, they were at least ready to pay for their eccentricity. Very few governesses in England are getting £100 a year. Besides, what use was my hair to me? Many people are improved by wearing it

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short, and perhaps I should be among the number. Next day I was inclined to think that I had made a mistake, and by the day after I was sure of it. I had almost overcome my pride, so far as to go back to the agency and inquire whether the place was still open, when I received this letter from the gentleman himself. I have it here, and I will read it to you:

"The Copper Beeches,
near Winchester.

"DEAR MISS HUNTER,—Miss Stoper has very kindly given me your address, and I write from here to ask you whether you have reconsidered your decision. My wife is very anxious that you should come, for she has been much attracted by my description of you. We are willing to give £30 a quarter, or £120 a year, so as to recompense you for any little inconvenience which our fads may cause you. They are not very exacting, after all. My wife is fond of a particular shade of electric blue, and would like you to wear such a dress indoors in the morning. You need not, however, go to the expense of purchasing one, as we have one belonging to my dear daughter Alice (now in Philadelphia), which would, I should think, fit you very well. Then, as to sitting here or there, or amusing yourself in any manner indicated, that need cause you no inconvenience. As regards your hair, it is no doubt a pity, especially as I could not help remarking its beauty during our short interview, but I am afraid that I must remain firm upon this point, and I only hope that the increased salary may recompense you for the loss. Your duties, as far as the child is concerned, are very light. Now do try to come, and I shall meet you with the dog-cart at Winchester. Let me know your train.

"Yours faithfully,

"JEPHRO RUCASTLE."

"That is the letter which I have just received, Mr. Holmes, and my mind is made up that I will accept it. I thought, however, that before taking the final step I should like to submit the whole matter to your consideration."

"Well, Miss Hunter, if your mind is made up, that settles the question," said Holmes, smiling.

"But you would not advise me to refuse?"

"I confess that it is not the situation which I should like to see a sister of mine apply for."

"What is the meaning of it all, Mr. Holmes?"

"Ah, I have no data. I cannot tell. Perhaps you have yourself formed some opinion?"

"Well, there seems to me to be only one possible solution. Mr. Rucastle seemed to be a very kind, good-natured man. Is it not possible that his wife is a lunatic, that he desires to keep the matter quiet for fear she should be taken to an asylum, and that he humors her fancies in every way in order to prevent an outbreak?"

"That is a possible solution—in fact, as matters stand, it is the most probable one. But in any case it does not seem to be a nice household for a young lady."

"But the money, Mr. Holmes, the money!"

"Well, yes, of course the pay is good—too good. That is what makes me uneasy. Why should they give you £120 a year, when they could have their pick for £40? There must be some strong reason behind."

"I thought that if I told you the circumstances you would understand afterwards if I wanted your help. I should

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feel so much stronger if I felt that you were at the back of me."

"Oh, you may carry that feeling away with you. I assure you that your little problem promises to be the most interesting which has come my way for some months. There is something distinctly novel about some of the features. If you should find yourself in doubt or in danger—"

"Danger! What danger do you foresee?"

Holmes shook his head gravely. "It would cease to be a danger if we could define it," said he. "But at any time, day or night, a telegram would bring me down to your help."

"That is enough." She rose briskly from her chair with the anxiety all swept from her face. "I shall go down to Hampshire quite easy in my mind now. I shall write to Mr. Rucastle at once, sacrifice my poor hair tonight, and start for Winchester to-morrow." With a few grateful words to Holmes she bade us both good-night and bustled off upon her way.

"At least," said I, as we heard her quick, firm step descending the stairs, "she seems to be a young lady who is very well able to take care of herself."

"And she would need to be," said Holmes, gravely; "I am much mistaken if we do not hear from her before many days are past."

(Continued in October issue.)

It was not very long before my friend's prediction was fulfilled. A fortnight went by, during which I frequently found my thoughts turning in her direction, and wondering what strange side-alley of human experience this lonely woman had strayed into. The unusual salary, the curious conditions, the light duties, all pointed to something abnormal, though whether a fad or a plot, or whether the man were a philanthropist or a villain, it was quite beyond my powers to determine. As to Holmes, I observed that he sat frequently for half an hour on end, with knitted brows and an abstracted air, but he swept the matter away with a wave of his hand when I mentioned it. "Data! data! data!" he cried impatiently. "I can't make bricks without clay." And yet he would always wind up by muttering that no sister of his should ever have accepted such a situation.

The telegram which we eventually received came late one night, just as I was thinking of turning in, and Holmes was settling down to one of those all-night chemical researches which he frequently indulged in, when I would leave him stooping over a retort and a test-tube at night, and find him in the same position when I came down to breakfast in the morning. He opened the yellow envelope, and then, glancing at the message, threw it across to me.

"Just look up the trains in Bradshaw," said he, and turned back to his chemical studies.

The summons was a brief and urgent one.

"Please be at the 'Black Swan' Hotel at Winchester at mid-day to-morrow," it said. "Do come! I am at my wits' end."

"Will you come with me?" asked Holmes, glancing up.

"I should wish to."

"Just look it up, then."

"There is a train at half-past nine," said I, glancing over my Bradshaw. "It is due at Winchester at 11:30."

"That will do very nicely. Then perhaps I had better postpone my analysis

"I wish to say that these machines are worth their price the first year of their work."



That's what Mr. E. H. Gruver, Div. Roadmaster for the Chicago, Rock Island & Pacific R. R. said about the "AMERICAN" Railroad Ditcher.

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of the acetone, as we may need to be at our best in the morning."

By eleven o'clock the next day we were well upon our way to the old English capital. Holmes had been buried in the morning papers all the way down, but after we had passed the Hampshire border he threw them down, and began to admire the scenery. It was an ideal spring day, a light blue sky, flecked with little fleecy white clouds drifting across from west to east. The sun was shining very brightly, and yet there was an exhilarating nip in the air, which set an edge to a man's energy. All over the countryside, away to the rolling hills around Aldershot, the little red and gray roofs of the farmsteadings peeped out from amid the light green of the new foliage.

"Are they not fresh and beautiful?" I cried, with all the enthusiasm of a man fresh from the fogs of Baker street.

But Holmes shook his head gravely.

"Do you know, Watson," said he, "that it is one of the curses of a mind with a turn like mine that I must look at everything with reference to my own special subject. You look at these scattered houses, and you are impressed by their beauty. I look at them, and the only thought which comes to me is a feeling of their isolation and of the impunity with which crime may be committed there."

"Good heavens!" I cried. "Who would associate crime with these dear old homesteads?"

"They always fill me with a certain horror. It is my belief, Watson, founded upon my experience, that the lowest and vilest alleys in London do not present a more dreadful record of sin than does the smiling and beautiful countryside."

"You horrify me!"

"But the reason is very obvious. The pressure of public opinion can do in the town what the law cannot accomplish. There is no lane so vile that the scream of a tortured child, or the thud of a drunkard's blow does not beget sympathy and indignation among the neighbors, and then the whole machinery of justice is ever so close that a word of complaint can set it going, and there is but a step between the crime and the dock. But look at these lonely houses, each in its own fields, filled for the most part with poor ignorant folk who know little of the law. Think of the deeds of hellish cruelty, the hidden wickedness which may go on, year in, year out, in such places, and none the wiser. Had this lady who appeals to us for help gone to live in Winchester, I should never have had a fear for her. It is the five miles of country which makes the danger. Still, it is clear that she is not personally threatened."

"No. If she can come to Winchester to meet us she can get away."

"Quite so. She has her freedom."

"What *can* be the matter, then? Can you suggest no explanation?"

"I have devised seven separate explanations, each of which would cover the facts as far as we know them. But which of these is correct can only be determined by the fresh information which we shall no doubt find waiting for us. Well, there is the tower of the cathedral, and we shall soon learn all that Miss Hunter has to tell."

(Continued in December issue)

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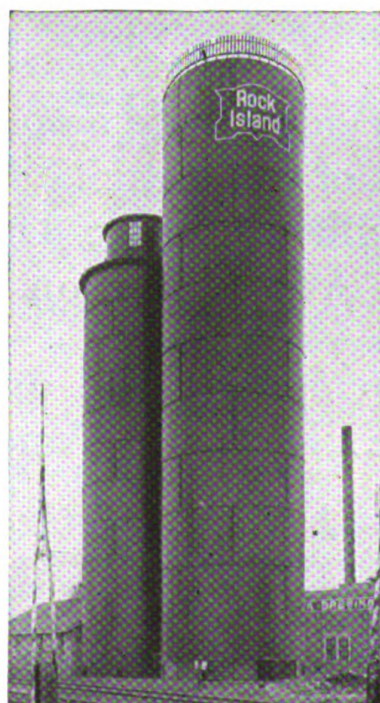
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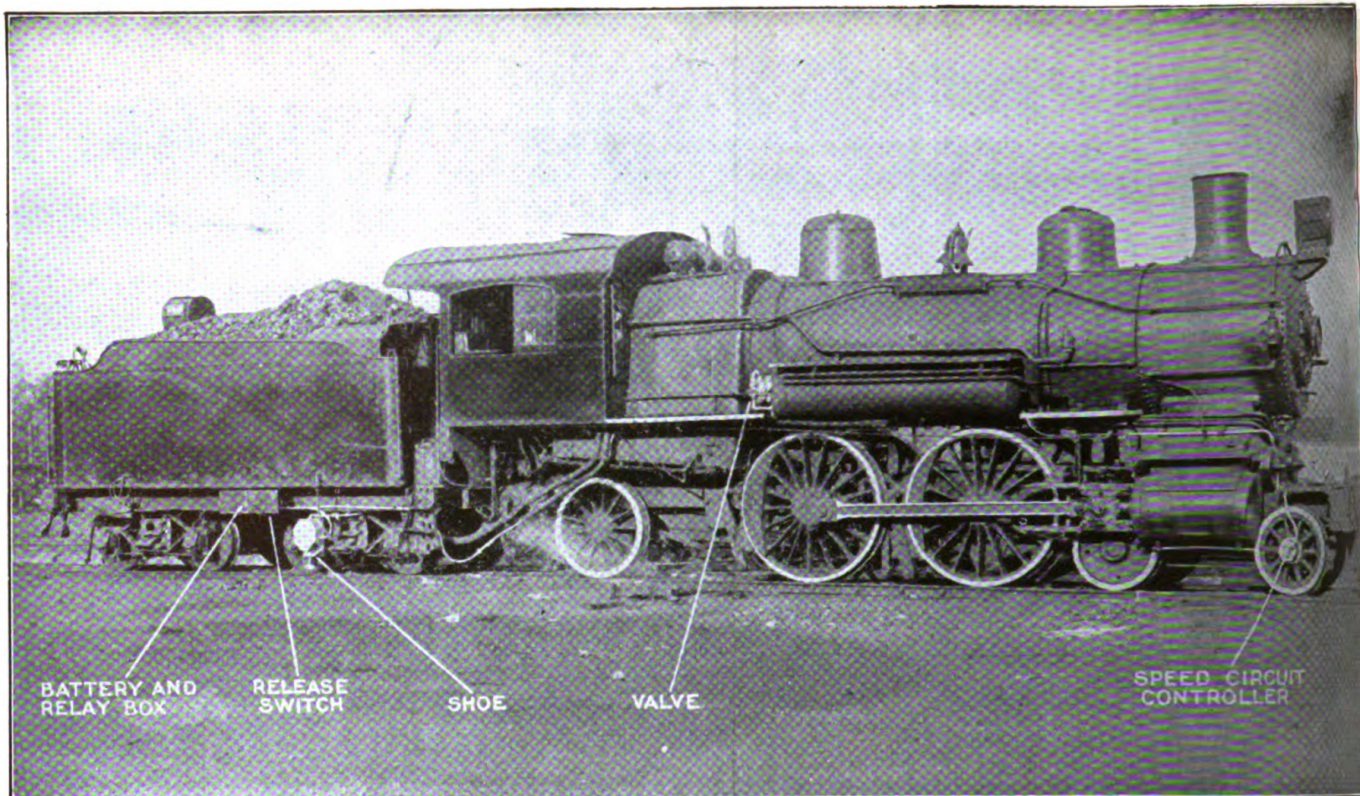
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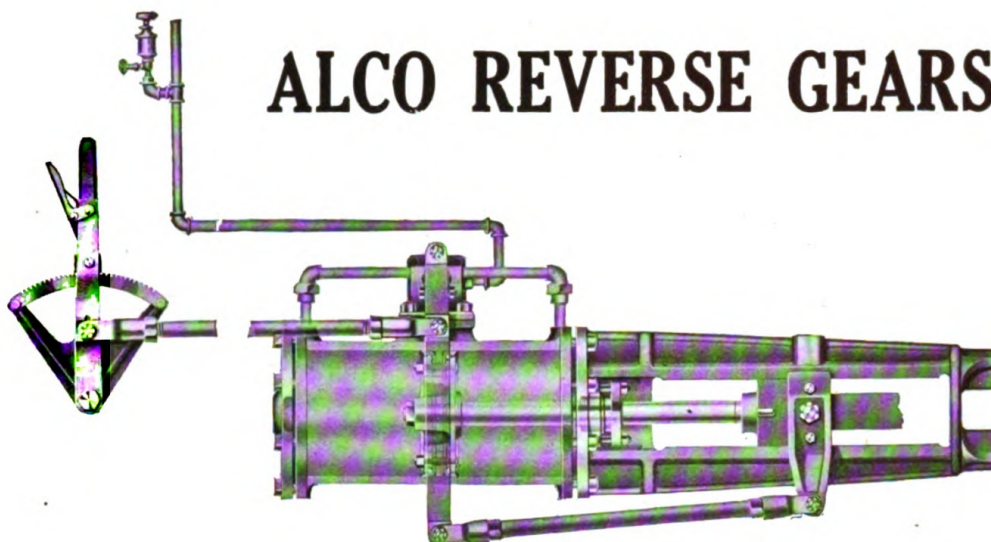
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"A tremendous number of car days can be saved thru the practice of unloading cars on Saturdays and Sundays," says Superintendent A. L. Haldeman of the Minnesota division, in a letter to agents and yardmasters.

"In your dealings with the public kindly preach the doctrine of co-operation in this field. The public in expediting the unloading of cars are directly assisting themselves and if the shipping public appreciates this fact, I believe they will become more zealous in their efforts. The railroad people are fully appreciative of the splendid spirit of co-operation manifested by the shippers, but the maximum of co-operation can be obtained only by the railroads pointing out to the shippers the manner in which greater assistance can be given and at the same time the shippers can offer suggestions to the railroads which will prove invaluable."

Stop, Look, Listen

Superintendent H. E. Allen, of Fairbury, has issued a Safety First circular to all agents on his division, calling attention to need of instructing drivers of buses who drive children to school where there are community school houses, to "stop, look and listen" before crossing railroad tracks. Mr. Allen asks that failure on the part of drivers to do this should be reported immediately.

"I know at many points," he says, "they do not have community schools, but where they have I wish agents would call on the members of the school board, or if this is impossible, call on the teachers in regard to it. It is something we are all vitally interested in and a matter that it is only necessary to take up with parents, teachers and school boards to have them take action. If there is any co-operation this office can give, let me know quickly."

Of Interest to Agents

Attention has been directed to the unusual number of tickets routed via El Paso and Southern Pacific Company to destinations west of Tucson, held by passengers on "Golden State Limited" trains No. 11-3, which were necessarily exchanged to read via Santa Rosa, thence E. P. & S. W. System, Tucson and Southern Pacific Company, involving additional labor and some expense.

In majority of cases, passengers will use the "Golden State Limited" and transportation should be routed accordingly via Santa Rosa, E. P. & S. W. System, Tucson, thence Southern Pacific Company to destination.

It is asked that all interested be fully instructed, so that exchanges may be reduced to the minimum, and if not supplied with regular forms of tickets reading via "Golden State Limited" route, make requisition for same in usual way.

The Meditations of Hambone

HIT'S GITTIN' SO STYLISH
FUH, FOLKS T' WEAH OLE
CLOES NOW-DAYS AH'S JES'
ER-BOUT GOT T' BE DE
LEADIN' MEMBUH IN MAH
SET!!!



Too Many Rats

It costs the United States \$180,000,000 a year to support its rat population. A bubonic plague carried by rats is known to exist at New Orleans, Pensacola and Galveston, as well as at Mexican ports. The United States Public Health Service is out to annihilate the rat and asks the aid of business men through local boards of health. It is estimated that there is one rat per person in the United States.

Discard gloves and finger rings in working about machinery.

Warns of Cotton Seed

Superintendent A. E. Walker, of the Arkansas division, has issued a special circular to all agents, yardmasters and freight conductors in his jurisdiction, warning all to make careful examination of cotton seed loaded in cars for shipment. It is pointed out that, similar to last season, the cotton seed this year contains a high percentage of moisture and will heat quickly, making it necessary to move such shipment without delay in order to prevent claims arising against the company. Agents are required to note condition of seed when loaded and to notify the chief dispatcher's and the superintendent's office of any heated shipments, together with their destination. Prompt movement of cotton seed, it is pointed out, will save the company thousands of dollars in avoiding subsequent claims.

Bowen Looks Ahead

Section Foreman L. C. Bowen, of Shell Rock, Iowa, looks ahead of his immediate job. He paused long enough recently in his work on his section to induce a party of four persons to buy tickets over the Rock Island Lines on their way to Idaho. Shortly after their arrival in Idaho, Mr. Bowen received a letter from the party saying that "the Rock Island gave very good service." Superintendent Haldeman has commended Mr. Bowen highly for his interest in the company's welfare.

Pink Messages Defined

Superintendent of Telegraph G. D. Hood has issued a circular calling attention of all that the use of the "pink message privilege" is restricted to the president, assistant to the president, vice-presidents, assistants to vice-presidents, general solicitor, secretary-treasurer, chief engineer, superintendent transportation managers, general superintendents, secretary-treasurer, C. R. I. & G. Ry. Co., Ft. Worth, superintendent of fuel (limited), superintendent of dining car service (limited), car accountant, C. R. I. & G. Ry. Co., Ft. Worth (limited).

Pink messages signed by the managers general superintendents, superintendent transportation, superintendent of fuel, superintendent of dining car service and car accountant, C. R. I. & G. Ry. Co., will not be accepted for transmission unless endorsed with the initials of the officers named, or of their chief clerks.

As messages upon pink blanks are given immediate service, and preference over all other business, pink blanks must not be used merely to call the attention of the addressee to the fact that the message requires prompt action or reply. This fact, if it exists, should be made apparent by the wording of the message and pink service used only to expedite the transmission of the message upon the wire.

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