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Rock Island Magazine

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H. E. REMINGTON



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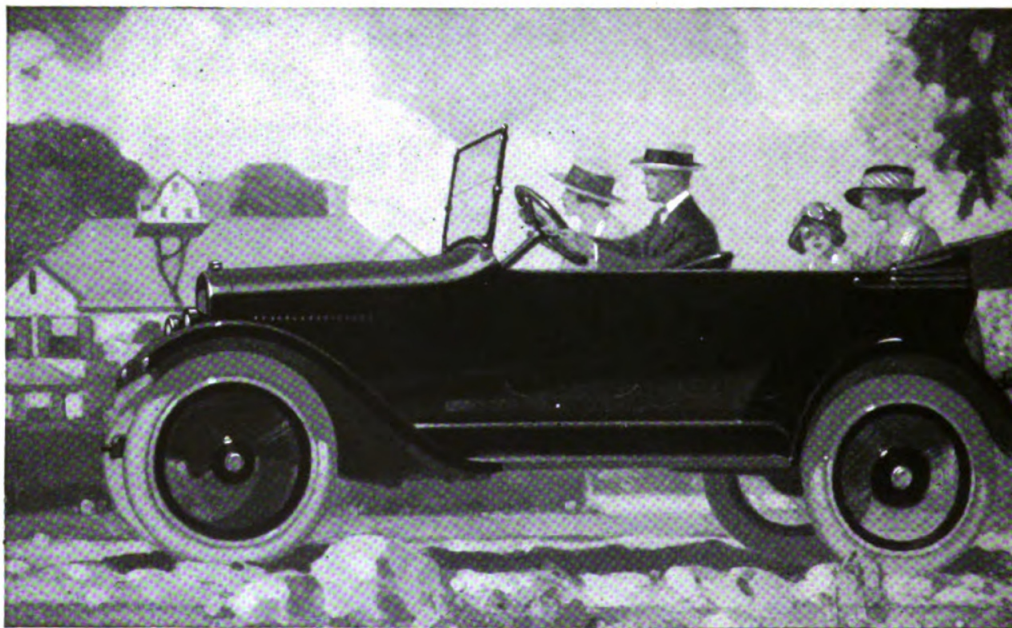
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Overland

TRADE MARK REG.

ROUGH roads ride like smooth roads in Overland. Its radical new *Triplex Springs* save car and passengers from bumps and fatigue.

Dealers are profiting by the great owner-enthusiasm which is spreading conviction of this wonderful riding ease. In its wonderful stamina and serviceability as well as appearance and equipment, the Overland is truly remarkable.



SAN DIEGO, CALIFORNIA —CITY OF THRIFT AND INDUSTRY

Center of Important Manufacturing

Home of the First Tire Factory on the Pacific Coast

SPRECKELS SAVAGE TIRE COMPANY

Which Produces a Tire of the Highest Quality

SAN DIEGO, with a climate that has no superior, also possesses natural advantages not to be found elsewhere. It has a perfectly land-locked harbor comprising an area of twenty-two square miles and of sufficient depth to accommodate the largest vessels afloat.

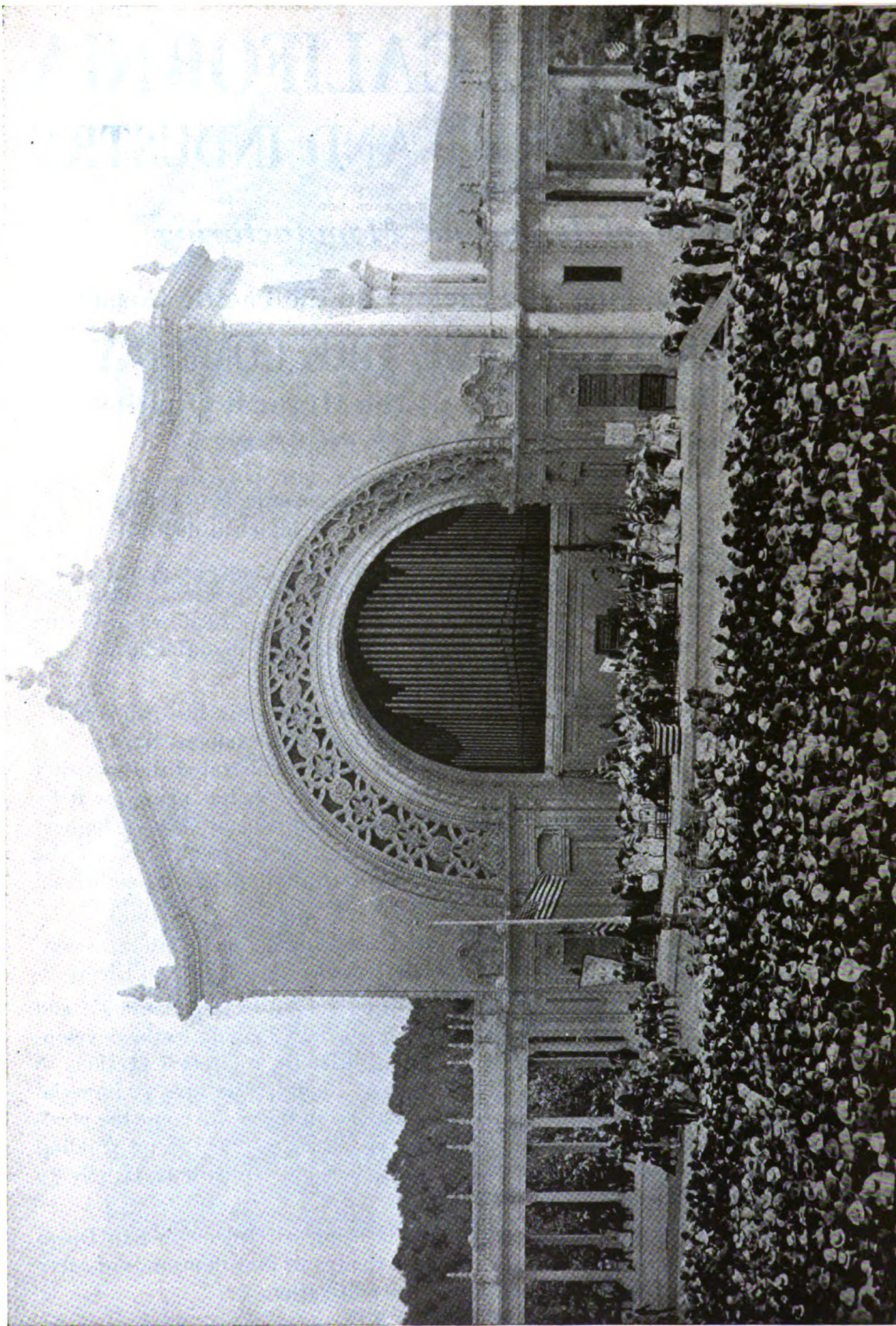
The city is growing industrially and commercially and present indications auger well for great future development. Additional harbor facilities are being provided and the city is destined to become an important manufacturing and distributing center.

The old axiom that a prophet is not without honor save in his own country does not apply to San Diego, particularly in the case of the famous Savage tire, because actual test both in the city and elsewhere has demonstrated the fact that the tire is of the highest quality and comes fully up to the claims made for it by its manufacturers. The Savage tire is nationally known as a product of highest merit. Several branch agencies have been established in different parts of the country and rapid growth of business will necessitate the building of additional branch houses.

There are other enterprises in the city that are growing apace and are contributing materially to the output of manufactured products in San Diego.

Abundantly provided with rail facilities—being served by the Santa Fe and by the San Diego and Arizona Railway—San Diego is now looking to the development of its port, which promises to become the outlet for the fertile sections to the east, including the back country of San Diego county, the great Imperial Valley, Arizona, New Mexico and western Texas. From these will come the products of the farm, the orchard, the vineyard and stock ranges. Ores and building materials, which abound in the great Southwest, will also contribute largely to the wealth of San Diego.

Development of great irrigation systems is being carried on in San Diego county more extensively than ever before with the result that thousands of acres not heretofore tilled will come under successful cultivation.



The world-famed Spreckels organ which is the center of attraction in Balboa Park, San Diego.

GOOD RAILWAY SERVICE TO BE HAD ONLY BY PAYING FOR IT.

American railway executives are now testifying before the Interstate Commerce Commission in Washington as to the traffic rates needed to bring in enough revenues to pay high wages, buy dear supplies and equipment, perform costly construction work, and assure sufficient earnings to command new capital for the proper maintenance in every respect of the national transportation system, says an editorial in the *New York Sun and Herald*. The facts and figures submitted by such practical and experienced railway men as Howard Elliott and others have thrown a flood of light upon this great transportation problem and the action which is imperatively required both to save the system which yet remains and to rebuild it to a condition that will enable it to do its work right. At this juncture Edgar E. Clark, chairman of the Interstate Commerce Commission, makes a formal statement (reprinted in this issue) which is of as great importance to farmers, manufacturers and the public at large as it is to railway investors, railway managers and railway wage earners. Of particular significance are these declarations by Mr. Clark:

"One outstanding fundamental of the present railroad situation is that:

"The public must be willing to pay for the class of transportation that the public demands, and if the public is not willing to pay for the kind of transportation it wants it will have to be content with the kind it is willing to pay for."

This is the very meat of the coconut. It is the exact reverse of the old commission's policy and practice which all but made a financial and physical wreck of what had been the cheapest as well as the greatest and the best transportation service in the whole world.

A carrier with a broken back cannot carry. If the roads do not run adequately and efficiently to haul raw materials to the industries of the United States those industries cannot operate adequately and efficiently. If the industries cannot properly operate to produce necessary commodities, if the railroads cannot properly distribute farm, mill and factory products to the nation's consumers, American employment must wane and American bread and butter fail.

A billion dollars of necessary revenues kept from the roads may not merely make junk out of twenty billions of railway property. It will damage tens and tens of billions, it may economically destroy

tens and tens of billions more, of our two hundred and fifty billions of other active and productive wealth.

Because no industrial community can maintain its production and consumption, because in the complex civilization of today man cannot work as he is called upon to work, and therefore cannot live as he wants to live, if there is an utter breakdown of national transportation everywhere in Europe traffic rates have been increased far more heavily than they have in this country—and they were higher to begin with than they were here. From *American Railroads* we extract the following table to show how Europe has tried to save its transportation system with rate increases:

England:	Per cent
Passenger rates increased.....	50
Freight rates increased.....	25 to 100
Plus terminal charges per ton of 3d. to 1s.	
Average freight rate increase (estimated)	71
France:	
Passenger rates increased.....	70 to 80
Freight rates increased about..	140
Belgium:	
Freight and passenger rates increased about	100
Italy:	
Passenger rates increased.....	60 to 120
Freight rates increased.....	40 to 100
Holland:	

Passenger rates increased..... 75
Freight rates increased..... 70 to 140
Sweden:

Passenger rates increased..... 100 to 200
Freight rates increased..... 200

Norway:
Passenger rates increased..... 60 to 180
Freight rates increased..... 150

What rate increases may be necessary in this country first to save the American railway system and then to restore it to its former quality and power of service we do not know. Perhaps the Interstate Commerce Commission at this moment cannot tell. Perhaps the railway managers themselves can only estimate. But of one thing we all may be sure—that since you cannot lock the wheels of the American railway system without locking the wheels of American industry and business, the brakes must be taken off the American railroads, cost what it will.

DO YOU FAVOR GOVERNMENT OWNERSHIP?

The few who still favor government ownership might do well to study an article written by Herbert N. Casson, which recently appeared in the "Efficiency Magazine" of London. Mr. Casson presents, in condensed form, the most vivid objections to government ownership. The article in question is as follows:

"Speaking quietly, without hate and prejudice, can anyone tell why it is that all government departments, in all countries, are slow, wasteful and incompetent?"

"There must be some basic reason for this, as the individuals in these departments cannot all be inferior to the individuals in private firms.

"Almost invariably an able man becomes disabled when he is placed in a government department.

"He becomes timid, procrastinating, non-committal, evasive and unprofitable. He becomes a mere chattel of routine.

"Why is this?"

"The fact seems to be that a man simply cannot be competent in a government job, for the following reasons:

"(1) There is no payment by results. There is no piecework. There is no profit-sharing. A man gets as much for doing badly as he does for doing well.

"(2) There is no fear of discharge. A man may be transferred, but, as long as his conduct is satisfactory, he cannot be discharged for incompetence.

"(3) There are no profits to be made. There is no possibility of bankruptcy. If the department doesn't pay—very well. The treasury has plenty.

(Continued on page 58.)

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Harley E. Remington - Editor
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San Diego & Arizona Railway

By D. W. Pontius

General Manager of the Railroad

CONSTRUCTION of the San Diego & Arizona Railway commenced twelve years ago, the first day of January, 1920, and when completed and placed in operation, had taken just one month short of twelve years to do the work. It is the terminal railroad of the shortest line between Kansas City and the Pacific Tidewater and between New Orleans and the Pacific Tidewater.

When the railroads were taken over by the Government, two years ago, the San Diego & Arizona was included. Arrangements were at once made by the Government to discontinue all construction work. President John D. Spreckels, and representatives of the Southern Pacific, took the matter up with President Wilson and the Director General of Railroads, and owing to the importance of the line as a factor of protection when the country was at war, it was released from Federal control and continued under construction during the entire period of the war. It is of great value to the Government for the delivering of supplies for use at the Army and Navy at San Diego from Imperial Valley.

The line probably never would have been built during the present generation, if it had not been for the untiring efforts and financial backing of J. D. Spreckels, president of the road. It is owned one-half by J. D. and A. B. Spreckels, and the other half by the Southern Pacific Company.

AN IMPORTANT FEATURE.

One feature of importance, from the viewpoint of our Government, is that the completion of the road forms, in connection with the Southern Pacific, a railroad directly along the Mexican boundary from the Pacific coast to the Gulf of Mexico.

During the war, when there was a shortage of laborers, great numbers of Mexicans under special arrangement with the Emigration Service at Washington, were brought across the border to further the completion of the work.

The San Diego & Arizona Railway forms in connection with the Southern Pacific and its eastern connections, a new transcontinental route between San Diego and the East, which has been looked forward to by the residents of San Diego for a period of thirty years. Through Pullman cars are operated between San Diego and Chicago on Golden State Limited in connection with the Southern Pacific, El Paso and Southwestern and Rock Island Lines. The Southern Pacific-Inter California Railway is used between El Centro and Yuma for San Diego & Arizona passenger trains and Pullman equipment is interchanged with the Golden State Limited at Yuma.

TOURIST CONDITIONS CHANGE.

Tourists and home-seekers during the past have had to pass through the northern coast cities before they could reach San Diego; and upon arriving at these northern cities, coming from the cold eastern states during the winter months, they were more than content to remain



Mr. D. W. Pontius.

in the first city at which they stopped in California, never getting as far south as San Diego. This condition has changed, and great numbers of passengers from the East now arrive directly in San Diego over the most mild and desirable winter route to the Pacific Coast.

COMPLETION STIMULATION ACTIVITIES.

The completion of the railroad has stimulated activities in San Diego as never before. Practically due to the completion of the line, the county has voted \$2,300,000 for building good roads; the city has voted \$1,000,000 for the building of Barrett dam for the conserving of water for the use of the city; in excess of \$750,000 is being spent by the city and the Government for the building of piers and dredging in San Diego Harbor, and owing to this being one of the natural harbors of the Pacific coast,

a small amount of dredging in the harbor means a tremendous addition to the deep water facilities of the same.

SHARE OF IMPORTS.

Thousands of tons of milo-maize, grain and other commodities grown in the Imperial Valley must move through some port for shipment to San Francisco, Portland and other northern ports, and the completion of this line means that a fair share of the same will pass through the port of San Diego; the same may be said of the cotton crops of Imperial Valley, Yuma and Salt River Valleys, a part of which must move through some Pacific coast port, and there is no reason why it should not be San Diego.

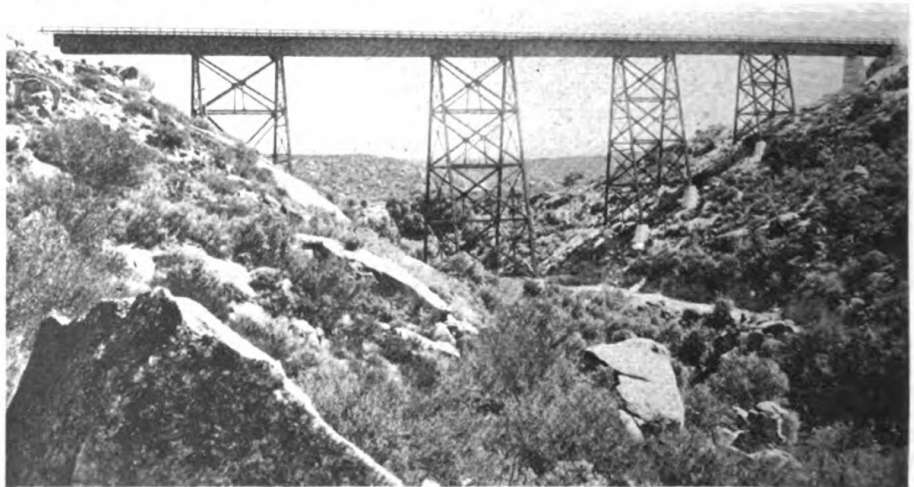
LINE COST \$18,000,000.

The railroad between San Diego and El Centro cost approximately \$18,000,000 and links together the city of San Diego with 80,000 inhabitants and the Imperial Valley with 60,000 inhabitants. There are no two similarly populated districts in the United States that are not at this time served directly with a railroad the same as San Diego and Imperial Valley are now served by this line.

RAILROAD PASSES THROUGH IMPERIAL VALLEY.

Imperial Valley was a barren desert in 1900. Population today, 60,000; 415,000 acres of land under cultivation on the American side and 90,000 on the Mexican side. During 1919 shipped approximately 24,280 carloads of freight, including 7,800 cars of cantaloupes. Value of 1919 crop, \$60,000,000. Irrigated from the Colorado River and as fertile as the Valley of the Nile.

For years Imperial Valley has endeavored to secure through train service by the way of that valley, but conditions were not favorable for establishing the same. Through completion of the San Diego & Arizona, this long desired service has been brought about, and the residents of Imperial Valley can today board a through Pullman car from points in the Valley to Chicago and the East, over



Campo Creek Viaduct on the famous San Diego & Arizona Railway.

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UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

the Southern Pacific and El Paso and Southwestern and Rock Island Lines, and from the East direct to the Valley.

THROUGH FREIGHT SHIPMENTS.

The saving of one day on perishable shipments to the East is of great value to citrus fruit growers in the vicinity of San Diego, as well as the shipments of early grape crops. In other words, a saving will be made of approximately the time that it requires to move a carload of freight from Los Angeles or Colton to Yuma, for the reason that the shipments should be in Yuma by the time they would leave Los Angeles or Colton for the East, if sent over the former route. The same saving is made on westbound shipments.

THROUGH OLD MEXICO.

The San Diego and Arizona, in connection with the Southern Pacific, passes across the border four times between San Diego and Yuma, through that peaceful portion of Mexico—Lower California. This delightful trip through scenic Mexican territory is a novel experience not to be had on any other transcontinental journey.

Trains stop at Tijuana, Tecate and Mexicali, Mexico, and at Calexico and Cantu, California, where passengers have opportunity to view these interesting border towns and acquaint themselves with the customs of the people.

Passports are not required for passing through Mexico, either over the San Diego & Arizona or the Southern Pacific. Arrangements have been made with the United States and Mexican Customs authorities so that the passengers are not inconvenienced in any manner whatever when crossing the border. Baggage is checked through Mexico in exactly the same manner as checked between any two stations in the United States, and does not require any personal attention from the passenger.

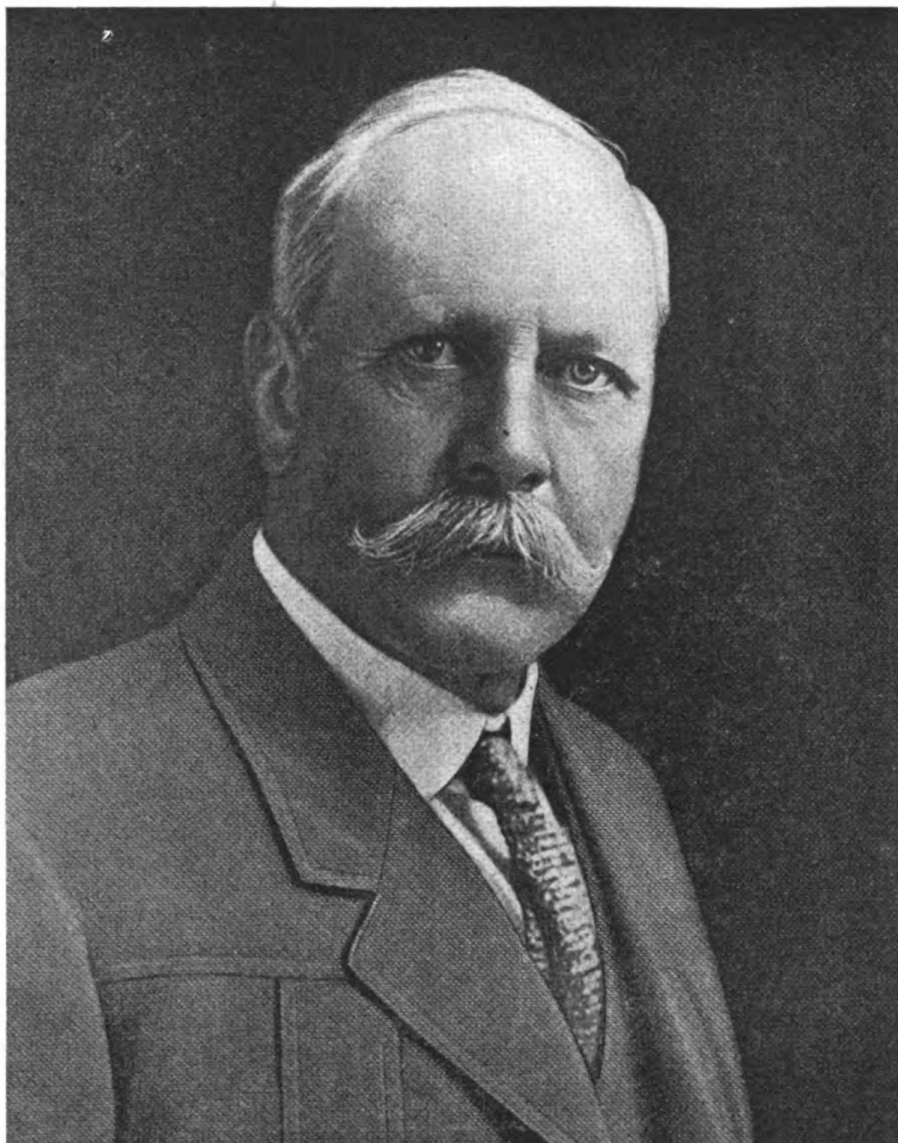
BOUNDARY AT TECATE.

The boundary line near Tecate is crossed in Tunnel No. 4, 26 feet from the west end; 10 miles is the greatest distance into Mexico from the International boundary line.

The distance between San Diego and El Centro is 148 miles, and between San Diego and Yuma 220 miles. The eleva-



Another view of the scenic right of way in Carriso Gorge.



Mr. J. D. Spreckels, president of the San Diego & Arizona Railway.

tion at Hipass, which is the highest point on the line, is 3,660 feet; and the lowest point on the line is El Centro, which is 49 feet below sea level.

There are 21 tunnels on the San Diego and Arizona Railway—three in Mexico, one partly in Mexico and partly in the United States, and 17 in Carriso Gorge. Cost of tunnels, \$1,760,200. The longest tunnel is 2,604 feet and the shortest tunnel is 287 feet. The total length of all tunnels is 2.98 miles.

CARRISO GORGE.

Carriso Gorge takes its name from a grass in its depths which is used by the Indians in basket work. Distance through the Gorge is 11 miles and cost for construction \$3,939,000.00. Depth of Gorge from railroad 900 feet.

A well known magazine writer recently made a trip through the Gorge and wrote the following description of the same:

"Across its precipices, its gulfs and crags, and its mountain pinnacles, are spread gorgeous blanket-patterns of color, measured in miles and woven from fluid rocks when the world was made. The reds and oranges of the sunset, splashed upon the walls of the chasms, are broken by lozenges of Navajo black, as big as a house, or edged with a border of white crystal, ten or twenty feet wide and half a mile long. The knots in this mighty tapestry are tied with out-

croppings of marble; its foundations are of granite and hard rock, amethyst in the dawn, gray-black or burnt-amber under the brilliant noonday sky, and toning to purples and violets in the haze of the distant peaks.

To build a railroad along the ragged canyons of Carriso Gorge, an enterprise long considered impossible, finally was accomplished by blasting from solid rock, a broad and secure avenue, on an easy gradient, for the rails of the San Diego & Arizona Railway."

There is probably not a more magnificent view along any railroad in the world, than that through Carriso Gorge.

YUMA, ARIZONA.

Near Yuma is located the Laguna Dam for diverting water from the Colorado River for irrigating purposes. There are 50,000 acres in Arizona irrigated from the Laguna Diversion Dam at this time. Project under way to irrigate 6,400 additional acres of Mesa land within the next year, and eventually there will be 120,000 acres of land under irrigation in the vicinity of Yuma. Climatic conditions provide for the growing of some of the most delicious fruits that are grown anywhere in America.

The trip over this new transcontinental route is through a most interesting and scenic country; traffic has increased daily since the opening of the line and unquestionably will continue to grow.

Chicago, Rock Island & "San Diego"

By *Duncan MacKinnon*

President, San Diego-California Club

JUST fifty years after Columbus discovered America, a Portuguese navigator named Juan Rodriguez Cabrillo, sailing under the Spanish flag, dropped anchor in San Diego bay, one of the three perfect natural harbors on the Pacific coast, and a beauty spot with but few parallels in the world.

Cabrillo stayed a month or more, just to enjoy the delightful location, and when he finally went away, history records that he died, soon afterward.

Today the navy's largest dreadnaughts steam in and out of the deep, narrow channel—entrance to the harbor, coming and going without pilots, as easily as Cabrillo's cockle shell, and more than half the warships of the Pacific fleet are stationed at this port. A city one hundred per cent American in its population and its activities, but so rarely beautiful as to suggest the Italian Riviera rises from the clear, blue bay through modern business streets until the residential district commands alike a view of the bay and the broad sweep of the Pacific silver in the sun.

ALL YEAR CITY.

San Diego is a year 'round city. Each day the Golden State Limited brings from the east its assemblage of new comers, over the Rock Island, the Southern Pacific and the San Diego & Arizona Railway—the newest and perhaps the last transcontinental line in the United States—to this oldest and newest city built where California began. Residents of less favored climes come in the fall and winter to escape the sleet and cold, and they come in summer because summertime in San Diego is a season of cool sea breezes, nights when a blanket is desirable, and long days of a sunshine that invigorates and is never oppressive. But the point is that, whenever they come, they mostly come to stay, and thereby hangs a tale in a class by itself.

These people came and are coming because the citizens of San Diego invited them to come, and are now inviting them to come. It is probably within the facts to say that, at this writing, San Diego, California, is the best advertised city in the United States, although other large centers like Chicago and San Francisco are now, I understand, taking a leaf from San Diego's book and embarking upon municipal advertising projects of amazing dimensions. However, we started it, on a large scale, at least. The organization of which I have the honor to be president raised last year an advertising fund of \$150,000, with which we reached an average circulation of six million magazine and newspaper copies, or about eighteen million readers, regularly.

This organization recently heard reports of the year's accomplishments, decided it had got its money back with a good deal more added, and voted to go out and get \$200,000 for the coming year's campaign. We have allowed ourselves ten days in which to do it, because that's the kind of people that live in San Diego. And all of this grew from the determination and enthusiasm of one young business man, O. W. Cotton, who knew in his heart that nearly everybody would



Mr. Duncan Mac Kinnon.

like to come to San Diego if they only knew what was here, and convinced his fellow citizens.

TRANSCONTINENTAL ROUTE.

In this plan, the opening of the new direct route to the east over the San Diego & Arizona, enabling the Rock Island to route its eastern passengers direct to the very water's edge—out of the train and into a bathing suit—was perhaps the main consideration, and that is why we San Diegans call this great transportation service the "Chicago, Rock Island and San Diego," and hope that some day everybody else will adopt this name.

Over this route, our new citizens are coming to us by hundreds and thousands,



Mr. O. W. Cotton, an enthusiastic Coast booster.

traversing a country of tremendous possibilities and interest, and finally reaching the Coast through the famous Carriso Gorge, a natural wonder of exceptional magnificence, and the scene of the most costly railroad building the nation has ever witnessed. Of this Gorge it has been written that, "across its precipices, its gulfs and its crags are spread gorgeous blanket-patterns of color, measured in miles and woven from fluid rock when the world was made. The reds and oranges of the sunset, splashed upon the walls of the chasms, are broken by lozenges of Navajo black as big as a house, or edged with borders of white crystal ten or twenty feet wide and half a mile long. The knots in this mighty tapestry are tied with outcroppings of marble; its foundations are of granite and hard rock, amethyst in the dawn, gray-black or burnt umber under the brilliant noonday sky, and toning to violets and purples in the haze of distant peaks."

The Imperial Valley, with crops ripening every month in the year, and the great irrigation projects of Arizona and the far Southwest, are fascinating spectacles, and the new route furnished direct access to tidewater at San Diego's wharves and piers for their millions of dollars' worth of products, and the San Diego & Arizona, passing twice into the peaceful portion of Old Mexico, affords glimpses of an interesting civilization differing in many ways from our own.

NEAREST COAST PORT.

To all residents of the United States living south of Chicago and New York, San Diego is the nearest Pacific port. In the early days, when miles meant hours, this was well understood and the first overland pony express went, not across the northern routes as many believe, but straight from the creek which trickles from the depths of Carriso Gorge, and this, also, was the route of the earliest transportation routes, which, when occasion required, swung to the north after entering California. It is the ideal travel route today as it was then, with an elevation of only 3,660 feet at Hipass, California, bringing our new guests and residents over the mountains and into the balmy sunshine of this region, and from the scorching summers and violent winters of the east, escape to this climatic paradise is only a matter of a ridiculously small number of hours.

I have dwelt much upon this great through-route to Chicago and the east because there still exists, here and there, the impression that real distance is measured in miles rather than in time. The reverse is true. The corner drug store is immeasurably removed from a man with a broken leg, so far as his own capacity is concerned, and Petrograd is infinitely further away than it was before the great war, because it's harder to get at.

LUXURY OF TRAVEL.

San Diego is today so close to New York that men of affairs live here, and direct their business in the east, with ease, comfort and efficiency. Speed, luxury and comfort which characterize the Golden State Limited make this ideal res-

(Continued on page 34.)

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A Notable Transcontinental Line

Description of the Wonderful Scenic Beauties of the Nation's Newest Road

THE following description of the region traversed by the San Diego and Arizona Ry., which appeared in a recent issue of the *Los Angeles Times*, will be of interest to all Rock Island employees. It is over this line that our Golden State Limited service to and from San Diego is operated, and by means of its cut-off the Golden State Route became the shortest line by 126 miles between Chicago and San Diego and the shortest by 191 miles between Kansas City and San Diego.

"A scenic wonders of the great Southwest, heretofore undreamed of by the California tourist, have been revealed by the opening of the new San Diego and Arizona Railway. Never in the history of American railway building have utility and beauty been more happily blended. The 'City by the Silver Gate' will get more advertising because its name is connected with that transcontinental line than all that has gone before. Los Angeles will derive equal benefit through the development of a hinterland as rich in agricultural possibilities as the far-famed Delta of the Nile.

"Through the opening of this new line the deep-soiled Imperial Valley, favored of the gods, is coming into new prosperity. The magic key of industry has unlocked the gates of a new empire. Bastions impossible to scale have been pierced by lances of steel and a mountain kingdom whose rugged grandeur rivals in some respects that of the Rockies and the high Sierras, unfolding like a giant scroll to charm the bewildered passenger. Some of the gorges of the high Sierras are dwarfed by comparison. Chasms yawn whose depth seems unfathomable. Peaks pierce the skyline with snow-covered summits that glow in the sunset. Nowhere on the whole American continent has nature painted a more heroic masterpiece.

"On the far horizons appear such vivid mirages of lakes, woodlands, rivers, glaciers that none can say where reality ends and mystery begins. One passes literally through a land of phantoms. In the vistas desert sands fade like pictures on a screen and in their place appear rocky coasts where one seems to hear the beating of the turbulent surf; in the mirage the sea subsides and a river winds through tropic foliage; a cloud passes before the sun and the desert reappears. Strange tales will be told by those who view from a speeding car this new-found wonderland, where Titans weave with magic fingers tapestries more wonderful than the Gobelins. Who has not seen the mirages visible from this new transcontinental line has, in truth, not seen California.

"Those who have pierced this mountain fastness, through tunnels that traverse the very bowels of the earth, unite in asserting that for wealth and diversity of natural scenery the new San Diego and Arizona Railway surpasses all the other transcontinental routes that terminate in California. Interest is enhanced by the fifty-mile stretch of the road through the Mexican Territory of Lower California, the only place in the

Mexican republic free of bandits. Over this route alone can tourists see Mexico without making a tour from the main line, without undergoing change of cars and other inconveniences of transcontinental travel.

"And when the mountains have been crossed the road passes through the heart of the great Imperial Valley district, where are displayed the wonders of modern irrigation. Here the desert has been driven back beyond the mountains to the north and the valley is carpeted with a verdure and foliage as wonderful as the gardens of Hedjaz. The wealth of this hinterland is unmeasured. Its development is a triumph of modern industry. Where the impetus of a transcontinental railroad will carry it none can reckon. The stimulus of new markets makes possible the development of thousands of square miles still claimed by the desert. The cotton industry alone is becoming so extended and profitable that the new railroad is likely to become a second cotton-belt line.

"Los Angeles can view this development of its sister city to the south and the great Imperial Valley with unmixed pleasure. Los Angeles and San Diego are no rivals. The wealth of the natural resources of the great Southwest is greater than both can contain. Los Angeles has reached the position of a true metropolis. It enjoys a share of the prosperity that comes to Riverside. San Bernardino, San Diego, Long Beach and other Southern California cities that cluster about it. They are members of a single family, enjoying a heritage amply sufficient for them all.

"For this transcontinental and international railway the first suggestion was made more than fifty years ago. Many a famed railroad builder dreamed of that line from Yuma to San Diego; but until John D. Spreckels came to San Diego all were deterred by the unfavorable reports of the engineers who inspected the route. Fifteen years ago it became an adage of western railroading that no one who ever saw the proposed route would ever build the road. The grades seemed prohibitive, the gorges impassable. A railroad from

Yuma to San Diego was held to be, not a possibility, but a hallucination.

"This adage, in truth, proved true; for the great Harriman, usually as cautious and crafty as Ulysses, permitted his head to be turned momentarily by the development of Imperial Valley and agreed to finance the road. His successors regarded the project as foolhardy; but Mr. Spreckels clung to the idea with a tenacity for which the family is famous. He agreed to finance half the venture, to supervise the construction, to make San Diego a fit transcontinental terminus. Before an indomitable will the material obstacles yielded. Not even the world war could interpose successfully. The construction is a romance of industry. Government tinkering and muddling with the railroads drove railway securities to undreamed-of low levels. Financial experts scouted the idea of this road's completion. In the midst of difficulties that seemed even to his associates unsurmountable Spreckels struggled on. Now his courage and industry have been rewarded. The last mountain has been pierced, the last gorge bridged, the last spike driven. It is little wonder that San Diego and Imperial counties have taken a whole week for thanksgiving and rejoicing."

Scenes of song, gayety and laughter greet the casual visitor to Tia Juana, Mexico, which is located seventeen miles from San Diego. This quaint old Mexican village is a touch of the old world located in lower California. Visitors to San Diego find it the sort of recreation not to be gotten elsewhere. The sight of black-haired señoritas walking around in the colorful costumes is a pleasing sight to the average American citizen.

Balboa Park, fifteen minutes from the heart of the city, is another place well deserving an extended visit. A concert is given there daily on the world famous Spreckels organ, a gift to the city by John D. and A. B. Spreckels, who also maintain it. This park, with its beautiful white buildings and spacious plaza, is one of the finest in the west and is pointed with pride at by those who are fortunate enough to call San Diego their home.



New Era for Pacific Coast City

By A. P. Johnson, Jr.

President of the San Diego Chamber of Commerce

WITH the advent of 1920 a new era dawned for San Diego and the steady progress made by the city during the first three months of the present year augurs well for future development.

San Diego has a population of approximately 90,000 and is typically modern and progressive. Its future is doubly assured by the completion last December of the San Diego and Arizona Railway.

The new line, which is the shortest and most direct railroad across the continent, has tapped a vast store of latent wealth in the back country and has brought San Diego in direct touch with the wonderfully productive Imperial Valley.

In addition to the best of railway transportation facilities, San Diego has a splendid sea outlet, possessing a perfectly land-locked harbor twenty-two square miles in extent. The largest vessels afloat can be accommodated here.

HARBOR IMPROVEMENTS.

The Bay of San Diego was discovered 378 years ago by the navigator Cabrillo, and from that time to the present it has been recognized among mariners as one of the best harbors in the world.

The bay has a depth of water over the bar at low tide of 38 feet. The main channel inside the bay will average from 1,500 to 2,000 feet in width and from 35 to 70 feet in depth at low water. By act of the State Legislature, May, 1911, the City of San Diego was granted absolute control of its water front, and the tide-lands adjacent thereto. The improvements imposed under the terms of the act are now accomplished and consist of one pier 130 feet in width, 800 feet in length, 2,675 lineal feet of bulkhead, and the reclamation of 80 acres of tide-lands.

A second municipal pier to be 380 feet wide and 1,000 feet long is in process of construction. In addition to these piers, there are three other wharves available for commercial purposes. These wharves have a berthing space of approximately 2,000 linear feet.

The port enjoys the possession of a tract of tide-lands comprising an area of 960 acres, in addition to the 500 acres of tide-lands recently given to the federal government for the establishment of the U. S. Marine Corps Base, and 80 acres for the U. S. Naval Training Station. These tide-lands lie adjacent to the city and constitute its water-front—about 11 miles in extent. The further filling in and development of same will be gradually accomplished as the growth of the city may demand.

San Diego, the first port of call north from the Panama Canal, is the logical distributing center for the products of the Southwest in trans-shipment to the Orient, the west coast of Mexico, and South and Central America.

FURTHER DEVELOPMENT.

More than \$1,500,000 has been expended by the municipality on the water-front and further improvements are under way.



Mr. A. P. Johnson.

Bonds recently were voted for the construction of another municipal pier of the mole type, the government having appropriated \$416,000 with which to dredge the surrounding area, making it possible for vessels of the deepest draught to berth alongside.

Four steamship lines at present make San Diego the southern terminus for their steamships. Included in this list is the Pacific Coast Steamship Company, operating a fleet of coastwise steamers. Other lines are the McCormick Steamship Company, Vail and Vickers Steamship Company, and the Vancouver and San Diego Steamship Company, which operates between San Diego and ports on the Lower California and West Mexican Coasts.

In addition to the foregoing, negotiations are under way with a number of domestic and foreign steamship lines for the establishment of regular service between European and Oriental countries via the Panama Canal, and it is possible that their vessels will make San Diego

a port of call.

Tramp steamers from Europe, the Orient and Atlantic coast ports are frequently seen here with cargoes of coal, ties and other commodities, and this trade is rapidly increasing. The coastwise lumber and grain carrying fleet adds to the bustling aspect of the Harbor of the Sun, while the vessels of the navy are to be seen in port practically every day of the year, ranging from the tiny submarine to the 32,000 ton battleships. San Diego is the home port and operating base for the major portion of the Pacific fleet—140 of Uncle Sam's war vessels being stationed here.

MANUFACTURING EXPANDS.

San Diego's progress along manufacturing lines has been particularly noticeable during the past few years. This has been due to the location here of industries using raw materials for which this section enjoys a practical monopoly, such as sardines, tuna and green turtle, there being eleven large concerns engaged in the work.

Fruits and vegetables are also canned to a considerable extent. San Diego-packed ripe olives have a worldwide reputation, and the olive oil produced here is equal to the best imported article. During 1919 the canneries packed a total of 581,300 cases, divided substantially as follows: 60,000 cases olives, 10,000 cases olive oil, 250,000 cases tuna, 150,000 cases sardines, 15,000 cases turtle, 70,000 cases fruit and vegetables, 25,000 cases tomatoes.

San Diego's excellent harbor, her location with reference to the Panama Canal, and above all, the wonderfully productive Imperial Valley and Arizona irrigation districts now joined to this port by the San Diego & Arizona Railway, are certain to give rise to many new and important industries, such as cotton mills, tanneries, vegetable oil mills, porcelain and art tile works, and many others too numerous to tabulate, as raw material for all of the above is close at hand.

Lumber is a very important item of San Diego's commerce, there being ten yards, including a sawmill, which is the only one on the coast south of San Francisco. This mill ships in material by means of large log rafts, which contain five million feet each.

Overland Shipment First Into San Diego

The first direct transcontinental shipment of automobiles ever received in San Diego pulled into the San Diego & Arizona yards a few weeks ago. From the freight cars were rolled ten carloads of new Overlands.

The important part that the new railroad will play in the development of the southern part of California may be discerned in this record of the first direct

shipment.

The ten carloads of new Overlands were loaded at the Willys-Overland factory in Toledo. Eighteen days later these automobiles were in San Diego. This is a new record for eastern freight shipments. The cars were shipped over the Rock Island, El Paso & Southwestern, Southern Pacific and San Diego & Arizona railroads.

The location in and about San Diego of army and navy activities is also a factor which will naturally draw to this city many new industries. Several shipbuilding plants have already secured locations, and other industries for which the harbor is well adapted must follow.

San Diego at the present time has over two hundred manufacturing enterprises, which comprise those producing sardines, tuna and other canned fish, fruit and vegetables, building materials, lumber, onyx and marble products, plumbing fittings, cement pipe, sash and doors, common and pressed brick and tile, magnesite products, force brick, gasoline engines, hoists, irrigation machinery, automobile tires, furniture, mattresses, packing house products, olives and olive oil, trunks and bags, paper and wood boxes, coffee, spices, extracts, baking powder, washing powder, brooms, show cases, jams and jellies, flour, ice, salt, butter, cigars, candy, macaroni, soda water and other soft drinks, gas and power.

The San Diego Consolidated Gas & Electric Company has 695 miles of electrical transmission system and 527 miles of gas mains in the city and surrounding districts. Their equipment enables them to furnish 17,000 electrical horsepower and 7,550,000 feet of gas per day.

Reference to statistics in regard to harbor will show that piers, docks and railway transfer trackage is sufficient to take care of a very large volume of business along the water front. 11,130 lineal feet of piers and wharves for berthing purposes, served by terminal yards and trackage capable of accommodating 300 cars furnishes adequate facilities for seaport terminal traffic. Industrial trackage in the yards of the two railway systems will accommodate about 1,200 cars in addition to the above.

Many millions of dollars have already been expended in San Diego by the government in the promotion of naval and military projects and other millions have been appropriated for further like improvements. Unexcelled climatic conditions and the general adaptability of San Diego for the promotion of army and navy development have figured largely in the government's selection of this city for such work.

CITY SHOWS GROWTH.

The rapidly increasing population of San Diego guarantees to the manufacturer, both local and foreign, an ever-increasing market, where the supply of goods rarely equals the demand. An unusual opportunity awaits any creditable product entering this market.

San Diego has an excellent school system and recently voted additional bonds to the extent of \$1,075,000 for additional improvements in the way of new buildings, additions and extensions. The public school system embraces 26 school plants, the aggregate value of which is \$1,935,056.

The San Diego High School is one of the finest on the Pacific Coast, comprising four departments—literary, scientific, commercial and technical and junior college. The school accommodates 2,000 students and represents an investment of \$1,500,000.

HAS FINE NORMAL SCHOOL.

The scholastic advantages of the city are further enhanced by the State Normal School, with an annual enrollment of 550. The building and grounds are valued at \$361,560. The library contains 19,597 volumes.

In addition to the public schools there are the Army and Navy Academy for



Seen on the beach. Can you blame us all for wanting to go out to Coronado Beach?

boys, two seminaries for girls, three business colleges and several private institutions, including the Raja Yoga Academy (Theosophical).

San Diego has approximately 100 churches and religious bodies embracing virtually all religious creeds. This city is known as a "City of Churches." There is a large church-going population.

NINE MODERN BANKS.

There are nine modern banking houses in San Diego with a combined capital of more than \$3,000,000. The clearings during 1919 totaled \$115,153,738, as against \$105,790,794 in 1918, or an increase of \$9,362,634. In 1919 the aggregate deposits in the nine banks amounted to \$33,200,624, as against \$26,828,688 in 1918, or a net gain of \$6,371,936 in one year. Local bank clearings and deposits are still climbing.

San Diego has, perhaps, a greater number of splendid hotels and apartment houses than any other city of its size in the United States. The great influx of visitors to Southern California during the past winter taxed the housing capacity of many communities to the limit, but notwithstanding the largest number of visitors this city has ever entertained it managed to provide adequate accommodation for all.

FARMING INDUSTRY EXPANDS.

Farming, stock raising, fruit growing, dairying and poultry raising in San Diego county are all expanding rapidly and the outlook for the back country was never more promising. Additional

road facilities assure better markets and the farmers of the county are increasing their acreage accordingly.

Scores of easterners are seeking farming lands in San Diego county and sales of such property have increased very materially during the last few months.

Soils and climate have naturally determined the general types of crops which are best suited for the different districts of the county, and furnish a guide which is invaluable in deciding the crops to grow in any portion of the country.

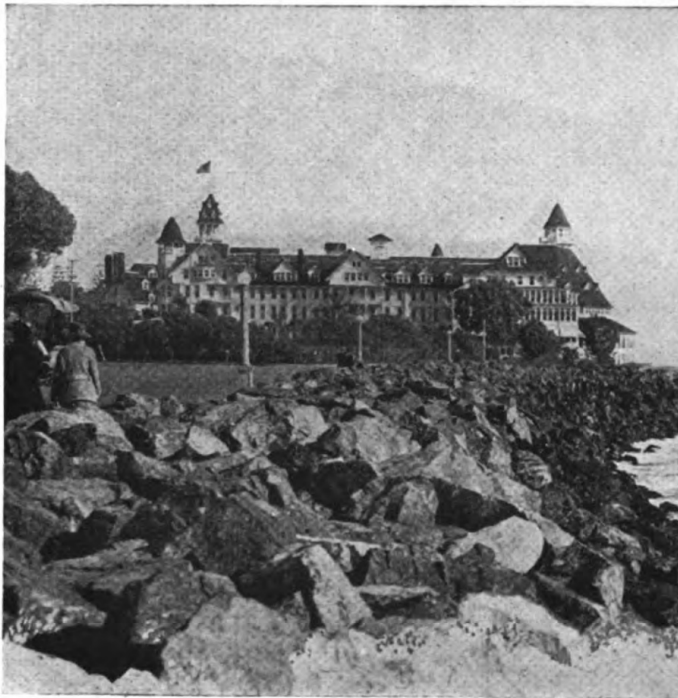
POULTRY EXTENSIVELY RAISED.

No more ideal conditions for poultry raising could be found than those that prevail in San Diego county, especially along the coast in El Cajon, Lakeside, Fall brook, Escondido, Sweetwater and Otay sections, where are located the largest poultry plants, both hatcheries and laying stock.

The Corning-house plan is the most common type, carrying from 1,000 to 3,000 or 4,000 laying hens. The White Leghorn is the principal breed of laying stock. The meat breeds, such as the Barred Rock, Rhode Island Red, etc., are not so popular, though may be found in smaller flocks in various parts of the country. San Diego has a thoroughly organized Poultry Producers' Association for the buying of feeds and the marketing of eggs.

Poultry raising in this county is firmly established on a commercial basis and gives much promise. The number of

(Left) Hotel del Coronado, showing the Pacific ocean breakwater. This is one of the show places of the coast.



(Below) The famous Tent City of Coronado, where thousands go each year for rest and recreation.



(Right) Spanish dancers in Mexico.



(Below) The international boundary monument where one may stand with one foot in U. S. and the other in Mexico.



(Above) The U. S. Grant Hotel at San Diego, one of the most palatial and comfortable hostleries in the country.

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Rock Island Magazine for July, 1920.



(Left) Date growing in the Imperial Valley.



(Above) Typical San Diego street scene.

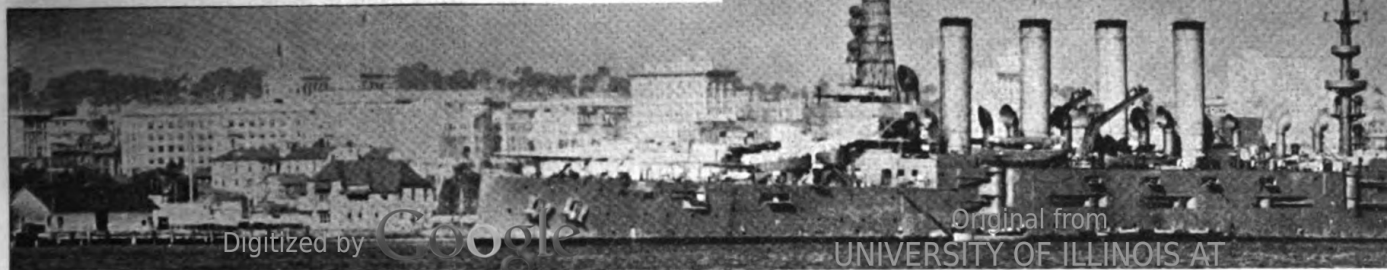
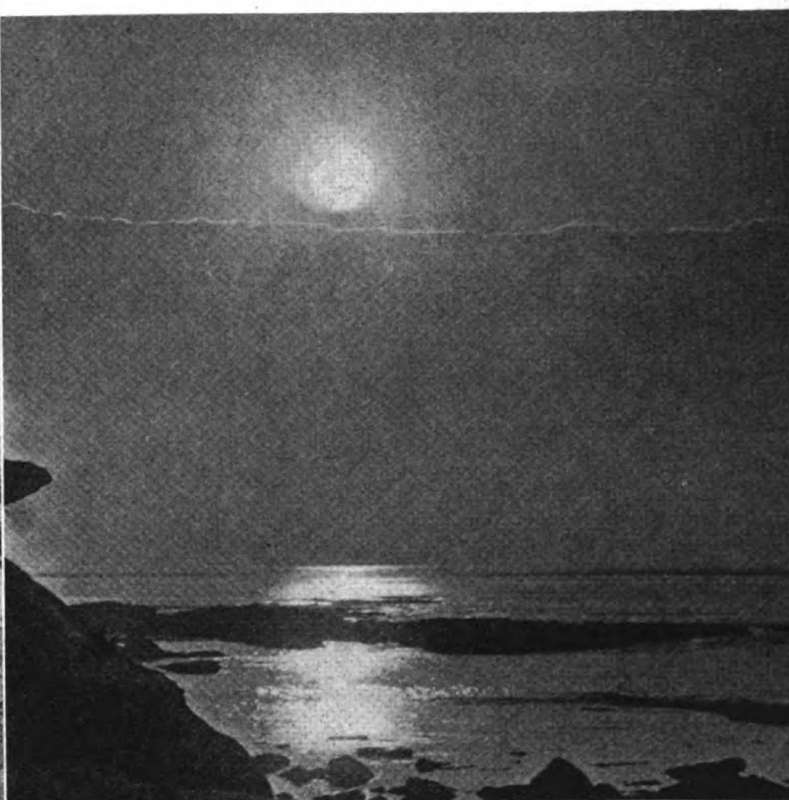


(Above) Formal garden at Balboa Park.



(Above) First mission built in California.

(Below) The U. S. S. San Diego and San Diego water front.



Everybody's Big Job

Trying to Make the World Better

By H. Addington Bruce

(Copyright)

I DO not know in what particular occupation you are engaged. It may be a very different occupation from mine. But I do know that, no matter what it is, you and I have one job in common—the job of making the world a bit better, a bit brighter, a bit happier for our being in it.

This really is everybody's job. Unfortunately, not everybody is awake to it. Which is the biggest reason things are at sixes and sevens today.

If everybody were only like a friend of mine who died a few days ago, this universe of ours would not be wheezing and groaning in the pangs of bolshevism, syndicalism and the master plague of greedism that now torment it.

My friend was a New Englander, unknown to fame. Half a century ago he came to Boston from a Cape Cod town, and brought with him one of the sunniest of natures.

Joyous himself, he wanted everybody to be joyous. Smiles and sympathy and generosity exhaled from him as fragrance exhales from a rose.

He had the brain and the energy to win material success and he won it. But he won it without working injury or hardship to others. His motto was, To help, not hurt.

All his days his thoughts were more

for others than for himself. This held true to the end of a life shadowed toward its close by prolonged ill health.

So that today William J. Fegan is sincerely mourned by a far flung circle of friends who justly appraise him as one of the most unselfish, radiant, beneficent men they have ever known.

What the world needs is a myriad of men and women doing their job as he did his—sowing right and left, in a disinterested, self-forgetting spirit, the seeds of mutual confidence, helpfulness and good will.

Social justice then would soon prevail and class warfare be abolished.

Let us join forces—you and I—to help bring this consummation to pass.

Let us think more consistently than perhaps we have been doing, in terms of the common good rather than of our personal rights and privileges and profits.

Let us try to see eye to eye with our fellow man. Let us try to see in him our fellow man—which some of us unhappily do not now see.

We are all in the business of life together—you and I and the rest. The more sympathetically and heartily we work for one another, the more we reckon with one another's burdens and help to lighten them, the better things are sure to be for every one of us—for you and me and the rest.

on our railroads. There are also many articles and tools sent from the Purchasing to the Mechanical Department to be tested out to see how they compare with home made articles, and tools, as well as to compare with similar articles from other manufacturers. These tests should be given careful consideration, as they very often decide a standard for entire systems, and sometimes what is considered a successful article or tool in one shop is complained of by another. For that reason when an article is being tested, it should be gone into thoroughly, having competent employees pass on it.

"Have any of us ever stopped to figure in dollars and cents the amount of labor which has been wasted on material such as hard castings, requiring twice as long to finish, or how often do we find that after spending many hours of labor on some certain piece of material that it is full of blow holes or cracked. It has no doubt been passed on by the Test Department and no matter how efficient they are, they will not find all of the defects, especially in our rough material. It is up to us to examine very carefully, and to use good judgment in passing on material which is to be finished. True enough, the people we purchase the material from will replace the rough material, but they do not pay for transporting back and forth to the store department, and from there the handling to the shop and back, besides the amount spent for labor in the shop."

* *

Orient Asks 3 1-2 Million Dollar Loan

Application for a loan of \$3,500,000 out of the \$300,000,000 revolving fund provided in the transportation act was made to the interstate commerce commission by the Kansas City, Mexico & Orient railroad. As security the company offered a first lien on its property, the book value of which was placed at \$28,000,000.

* *

Can You Assume Greater Responsibility?

All of us are seeking promotion and are disappointed when it does not come, yet how few of us take the trouble to give ourselves the once over to ascertain whether or not we can show evidence of fitness for more exacting duties.

A certain big eastern company, before granting advancement, goes very thoroughly into the personal record of the candidate, and if it is found that he is managing his own finances successfully, and is paying for a home or other investment, and has a balance in the bank, he is given his promotion. On the other hand, if it should develop that he is living from hand to mouth and is behind in his bills, his other merits are ignored and he is placed on the dead-timber list, as the company figures that if he cannot manage his own small affairs successfully he is not a proper person to be trusted with matters of greater magnitude.

Before whining about lack of promotion let us look into our own records and see whether or not we could recommend ourselves for the management of business requiring real ability.—Union Pacific Bulletin

S. W. Mullinix Addresses Western Railway Club

IN A recent address before the Western Railway Club on the subject, "Modern Methods of Reducing Cost of Locomotive Repairs," S. W. Mullinix, Superintendent of Shops of the Rock Island, said:

"Reducing the cost of repairing and maintaining locomotives has been open for discussion ever since railroads have been in existence, and probably will remain so, and is one of the most important questions which confronts the Mechanical Department today; one which can only be solved by careful study, efficient handling, plus good, hard, honest labor."

Continuing, Mr. Mullinix declared:

"Many good suggestions will come from the rank and file if they are solicited in the proper spirit, where we find a man trying to better conditions we should encourage him. It is not in our power to compensate them beyond their regular wage, but it is our duty to give them credit for the good things which they do, and it is surprising to know what good can be accomplished by patting them on the back once in a while. Men, in order to be efficient, must be contented. This was shown very clearly during the

period when the wage question was being settled. In order for men to be contented they must have good surroundings. The first impression a man has when he starts to work in a new place is in all probability a lasting one.

"If he is given a dirty locker, a broken monkey wrench, and other tools not fit to work with, the chances are, although he is a good man, he will be dissatisfied and will not remain with us. Men should have clean lockers and lavatories, good tools and a good drawer or box with a lock to keep them in, and you will find that they will take care of them. He should be given his task to perform, and if he is contented he will perform it."

Mr. Mullinix dwelt at length on the high costs of material at the present time.

"Material represents approximately 40 per cent of the cost of repairing and maintaining locomotives," he said, "a large per cent of which is purchased either rough or finished, and owing to the high cost of labor and the absence of modern and special production machines in many railroad shops there are many articles which can be purchased finished cheaper than they can be manufactured

Felton Says Roads Are Falling Behind

Opening the case of western railroads, requesting a 24 per cent increase in freight rates, Samuel M. Felton, president the Chicago Great Western Railway, told the Interstate Commerce Commission that additional returns were needed by the carriers to keep pace with business and serve the public welfare. Ability to handle the expected capacity production of American industries, Mr. Felton said, only is possible if, thru the investment of new capital, the railways are enabled to increase their mileage and improve their facilities.

✱ ✱

Our Monthly Quiz; What Do You Know?

Answers to the following questions may be found on another page.

1. When and where was the first newspaper in America published?
2. When did the army and navy first have separate cabinet offices in the United States?
3. What are sedimentary rocks?
4. What are sometimes spoken of as the seven wonders of the modern world?
5. What is the area of Yellowstone National Park?
6. About what proportion of the world's supply of cotton does the United States produce?
7. Who was the author of "The Battle Hymn of the Republic"?
8. When and by whom was ice cream soda invented?
9. What is the salary of the President?
10. When and by which colonies was the New England Confederation formed?
11. Where, so far as is known, is the deepest place in the ocean?
12. Who was the first secretary of the navy?
13. What are metamorphic rocks?
14. In what year was Rome founded?
15. What is the population of Meriden, Conn.?
16. Who was the model for the Indian head on the Buffalo nickel?
17. What is the superficial area of the earth?
18. When and by whom was Magna Charta granted?
19. When and where was the Bible first printed?
20. What are the salaries of the members of the President's cabinet?
21. Where did Minnesota get its name?
22. Who was the first secretary of state of the United States?
23. When was Joan of Arc burned?
24. What is the population of Burlington, Iowa?
25. What is the area of all the land on the face of the earth?
26. What is fustic?
27. What bird is known to make the longest continuous flights?
28. Which was the first of the ten original amendments made to the Constitution of the United States?
29. On what occasion and on what date was Lincoln's Gettysburg speech delivered?
30. Who was the thirteenth President of the United States?

Learn to Save Money

Economy Leads Up to Prosperity

By Orison Swett Marden

(Copyright)

I KNOW a gentleman of fortune who says that when he first began to prosper his wife thought she must have a new and elegant sofa. "That sofa," he said, "cost \$30,000." When the sofa reached the house it was found necessary to get chairs to match; then sideboards, carpets and tables to correspond with them, and so on through the entire stock of furniture. Then it was found that the house itself was quite too small and old fashioned for the furniture and a new one was built. "This," added my friend, "summed up on outlay of \$30,000 caused by that single sofa, and saddled on me, in the shape of servants, equipage and the necessary expenses attendant upon keeping up my establishment, a yearly outlay of \$11,000."

"It is easy to spend, but hard to keep money," says a modern economist. "Happiness is dependent upon the science of getting what one wants, or must have, out of what he receives, and preserving a margin, be it ever so small.

"The science of spending is, in reality, the science of keeping. If one can keep, he may always have something to spend

when occasion requires it. This science is learned most surely by acquiring the art of separating the essential from the non-essential objects of expenditure, satisfying the first fully and the second only so far as can be done within the inexorable limits of the fund available."

"Men and women accustomed to gratifying every whim and caprice," said P. T. Barnum, "will find it hard at first to cut down their various unnecessary expenses and will feel it a great self-denial to live in a smaller house than they have been accustomed to, with less expensive furniture, less company, less costly clothing, fewer servants, a smaller number of balls, parties, theater-goings, carriage riding, pleasure excursions, cigar smokings, liquor drinkings and other extravagances; but, after all, if they will try the plan of laying by a 'nest egg,' or, in other words, a small sum of money at interest or judiciously invested in land, they will be surprised at the pleasure to be derived from constantly adding to their little 'pile,' as well as from all the economical habits which are engendered by this course."

C. A. Morse Finds Jobs for Two Rail Men in Cuba

TWENTY-FIVE years ago C. A. Morse was seated at his desk at Fort Madison, Ia. He was with the engineering department of the Santa Fe Railway. A young fellow entered, asked for a job, and Mr. Morse, impressed somewhat with his bright appearance, gave him one. His name was A. C. Reed.

Mr. Morse and Mr. Reed became close friends and have kept in constant touch with each other for a long period of years. Reed has been in Cuba twenty years, most of that time in the employ of the Cuban-American Railroad, owned by the Cuban-American Sugar Co. A short time ago he was notified that on July 1 he would be promoted from chief engineer of the road to vice-president and general manager. He was told to select two practical railmen, one for chief engineer and one for superintendent of transportation.

It happens that George D. Stewart, engaged in track elevation work for the Rock Island several years, has been a resident of Cuba for the past year. Mr. Stewart, during the war, was assistant engineer in the office of the chief engineer of the Rock Island. When the war ended, Mr. Morse, who, as everyone knows, is now chief engineer of this system, found he had a surplus of efficient engineers. Mr. Stewart, having been offered a job on a small Cuban railroad, decided to go to the "gem of the tropics."

It also happens that F. J. Easley, former assistant general manager of the Rock Island, has found that his duties as a member of Labor Board No. 3, at Washington, are about over. Mr. Easley was superintendent of several Santa Fe divisions before coming to the Rock Island. Later he was general manager of the Denver & Rio Grande under the late H. U. Mudge, and prior to going with the rail administration was manager of the Joliet Union Terminal.

Mr. Reed, after looking over all the available railroad executive timber in the island republic, remembered that his friend, Mr. Morse, is an excellent judge of men, and wrote him. He asked the latter to recommend, if possible, capable men for the two vacancies he had in mind.

Mr. Morse immediately got in touch with Mr. Stewart, in Cuba, who communicated with Mr. Reed, and the result is that very shortly he will be chief engineer of the most important Cuban line. The Rock Island chief engineer also was instrumental in making an appointment for Mr. Easley with Mr. Reed, and the former assistant general manager of this road has agreed to go to Cuba as superintendent of transportation.

The Cuban-American Railroad has a mileage of over 1,000, and is an important link between the sugar plantations and refineries, the inland cities and the ports, and between the various large cities themselves.

Adequate R. R. Service Is in Sight Now

By **Ralph A. Collins**

(In the New York Sun-Herald)

THE rule of reason and broad interpretation of the new transportation act to meet the intent of Congress and the best interests of the whole people in maintenance of an efficient transportation system will be the actuating motives of the Interstate Commerce Commission in applying this act to the American railroads.

Edgar E. Clark, chairman of the commission, believes that constructive co-operation in application and administra-

tion of the measure will bring to the United States in five years the finest transportation system in the world. He said the act is sufficiently strong and sufficiently broad to bring the maximum of achievement in correcting the errors of the past and in building better for the future if all interests co-operate in giving it a fair trial.

Discussing the future course of the Interstate Commerce Commission in applying the provisions of the act Chairman

Clark said that the broad requirements of the law could only be met after the most painstaking survey and study. "Consequently," he said, "the commission cannot answer and I cannot answer the questions that are pouring in upon us as



Edgar E. Clark, Interstate Commerce Commission chairman.

Underwood & Underwood photo.

Silvis Reclamation Work

By **C. H. Rost**

DURING the past year articles have appeared monthly in the Rock Island Magazine with relation to the above subject, indicating methods used at Silvis in handling scrap and reclamation features, showing that the year 1919 a total of 58,500 tons of scrap received, from which was sorted out material fit for

being loaded, and this should be done as far as practicable to avoid the haul to Silvis and return, as well as the expense of handling through the dock, which expense is returned with the material monthly, through Store Expense added to the monthly department bills. Many items needing minor repairs can be taken

to what the commission will do about this or that. The commission is to be enlarged and has vastly increased duties to perform, and the requirements of the act will be met one by one as they arise.

AS TO RATES AND CONSOLIDATIONS.

"We cannot say offhand the rates that will be required to give the percentage return to the railroads provided by the act. Likewise, we cannot say how consolidations are to be effected, or whether this or that consolidation of systems or roads will be approved. Study is being given to the rate question and to the uses to which the \$300,000,000 revolving fund should be put to best serve the interests of transportation. For weeks since the passage of the new law, the commission has been giving earnest study to the valuation of the railroads to be used as a basis of rate making for the percentage return. Railroad rates provide an intricate subject.

"One outstanding fundamental of the present railroad situation is that:

"The public must be willing to pay for the class of transportation that the public demands, and if the public is not willing to pay for the kind of transportation it wants it will have to be content with the kind it is willing to pay for.

"The degree of our success with the transportation problem under the act depends upon the extent of co-operation obtainable between the commission, the carriers, the State commissions, the railway employees and the public. If all concerned view the situation from a broad standpoint and not from narrow, selfish interests it will have a pronounced effect upon the cost of living, and a system of transportation will be developed in five years that would not cause any one to want to go back.

"There is sore need for more equipment and for expansion of terminal facilities that will make possible more expeditious and more efficient movement of the heavy traffic now demanding move-

(Continued on page 54.)

Rock Island Magazine for July, 1920.



Sorting bin, Silvis scrap dock, showing how mixed scrap is received from the road. This is handled piece by piece, into the various classifications under which it is sold and the usable is accumulated and then taken by the crane to the reclamation shop.

further service, on which a saving was made of \$473,623.90, this representing the value between the cost as new and the value as scrap. This was equal to \$8.10 per ton on all scrap received.

Many articles reclaimed were immediately fit for service without any repairs, and were simply picked out, transferred into store stock and again sent out on orders held, traveling back over the same route from which they started.

Considerable expense to the company could be saved if the usable material was sorted out along the line while the scrap

care of at local shops, and such usable material not needing repairs should be retained and not sent in. With the difficulty we have today in getting experienced scrap sorters to handle the mass of scrap sent to Silvis, causing delay in releasing equipment and loading scrap to the market, every ton reclaimed out on the line will assist just that much in reducing the work at the general scrap dock, will result in a saving to the company and permit of releasing the equipment more promptly, which is very urgent at this time.

Signalling on the Rock Island

By Leroy Wyant

Principal Assistant Engineer

THE Rock Island is one of the best signalled railroads in the Central West, as regards percentage of miles of main lines protected by automatic block signals and percentage of railroad crossings or junctions protected by interlocking plants. It is one of the best signalled railroads in the United States as regards modern standards of apparatus and construction, and as regards the quality of its maintenance field forces. These men have quite an enviable reputation, among the signal supply men, for knowing the what, why, and wherefore of their work.

We have:

935 miles of continuous automatic block signalling interspersed, 299 miles of double track, and 636 miles of single track.

56 miles of automatic block signals in scattered locations.

1,403 automatic block signals.

107 railroad crossings or junctions protected by interlocking plants, 17 operated by electric power, and 90 operated manually, having a total of 3,118 working levers.

On any one of the following trips via the Rock Island, your train would be continuously protected by automatic block signals:

On our southwest line, between Chicago and Herington, Kansas, 667 miles.

On our Denver line, between Chicago and Council Bluffs, 499 miles.

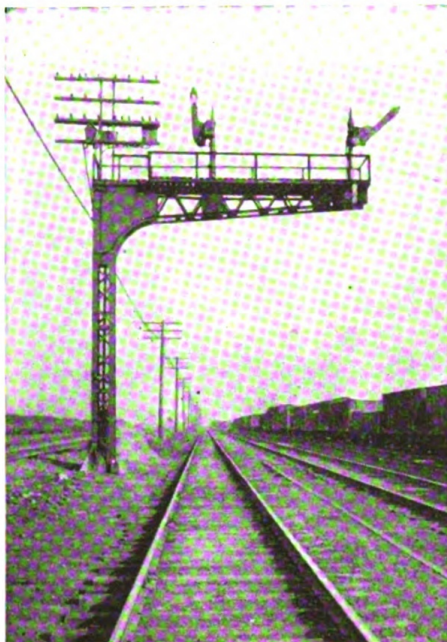
On our Minneapolis line, between Chicago and Vinton, Iowa, 281 miles.

ISOLATED INSTALLATIONS.

Our isolated installations comprise 35 miles between Fort Worth and Dallas, Texas; 15 miles between St. Joe and Rushville, Missouri; Belleville, Kansas yards, and Fairbury, Nebraska yards; a number of single or double locations protecting switches or curves at various other points.

On the trip from Chicago to Herington, Kansas, some 750 signals are required to operate from the clear position to the stop position, and then to the clear position again, and a proportionate number do likewise on the other trips referred to above.

With the exception of a total of about two miles of track, divided, a few hundred feet over the steel decked government drawbridge at Rock Island, and a few hundred feet in each of the Eldon, Iowa, Cameron Junction, Missouri, Kansas City, Missouri, Topeka, Kansas, Cedar Rapids, Iowa, and Des Moines, Iowa yards, every foot of rail of our signalled lines carries electric current, and if any of the rails break, or are taken out of the track—by track forces, floods, or otherwise—the protecting signals are designed to instantly place their arms horizontal, and show their red lights to stop all trains at a safe distance from the hazard. In the case of removal by track forces, of course, they serve only as added precaution to the standard hand flagging.



One of the reasons the Rock Island signal system is so efficient.

CIRCUIT CONTROLLERS.

All switches in these same tracks are equipped with circuit controllers, and the apparatus is so designed, that if any switch point or switch operating apparatus becomes damaged or loose, to the extent of permitting the points to open up 5-16-in. or more, the signals will immediately show "stop" to all trains at a safe distance therefrom.

At the time of installing the major portion of our automatic block signals during the period from 1907 to 1911 the

cost averaged \$1,200 per mile for signal track, and \$2,000 per mile for double track, representing an investment to the company of about \$1,428,400. To reproduce this signalling at present-day prices at an estimated cost of \$2,200 per mile for single track, and \$4,000 per mile for double track, would require an outlay, by the company, of about \$2,718,400.

The electric interlocking at Gresham on the Chicago Terminal Division was the second all-electric plant installed in Chicago.

INTERLOCKING PLANTS.

At one time we had the distinction of having the largest and smallest interlocking plants in the United States, the largest being the 136-lever plant at Gresham, on the Chicago Terminal Division, and the smallest being the 4-lever plant at Iowa City, on the Iowa Division.

The electric interlocking at Union Station, Joliet, is one of the largest all-electric interlocking plants outside of New York City. It has a 224-lever machine, 193 of which are working, and the balance spare.

All except six of our automatic block signals are of the most up-to-date, electric motor drive, three-position, semaphore type.

We have consistently kept abreast of developments in the signalling art, some of the more important phases of this matter being:

BLOCK SIGNALS.

Installation of alternating current automatic block signals on the South Chicago line of the Chicago Terminal Division, and thru the East des Moines, Iowa yards. Alternating current signalling is relatively new, but it is expected that during the next few years it will be used

(Continued on page 43.)



Westbound interlocking home signal, Joliet Union Terminal.
UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

New Status of the American Railroads

By C. A. Prouty

IT has come to be universally admitted that the business of transportation by rail is of such underlying importance that the Government itself must either provide this transportation, or see that it is provided by private capital under proper governmental supervision.

In this country, in response to an overwhelming public sentiment, the railroads were returned to private operation on March 1. I believe that conditions today are much more favorable to private operation than they have been in the last quarter of a century.

Let me indicate some of the particulars in which *today* differs from the pre-war period.

1. The Interstate Commerce Commission is, for the first time, invested with the authority, and expressly directed by the statute, to protect and assist the carrier.

In the past the principal function of the Commission has been to protect the public against the carrier, and such a protection, looking at the matter from the historic standpoint, was necessarily the case.

The present law—which is the first piece of really constructive legislation since the Interstate Commerce Act itself—makes it the duty of the Commission to see that a fair value is placed upon the property which is devoted to the public use, and that sufficient rates are established to yield a suitable return upon that property.

It gives the Commission power to protect carriers themselves from unreasonable competition with one another, to open up terminals, to distribute equipment, and, in short, to see to it that the whole transportation machine is conducted in the best interest of the public but always with an eye to the fair interest of the owner.

2. The Government has for the first time extended substantial financial assistance to our carriers while under private control.

This has been done not only by way of the guaranty covering the first six months while carriers are readjusting their rates and operating conditions, which is only a measure of simple justice, but, in addition, by the appropriation of \$300,000,000 to be expended under the direction of the Commission in providing adequate transportation facilities.

This sum, of course, represents but a very small part of the total expenditure which will be necessary to provide such facilities, but it will enable the weaker roads which cannot at this time finance themselves, to furnish their portion of such additions.

3. For the last quarter of a century our railroads have been operated under a continuous increase in the cost of operation, particularly in the cost of labor. For the next dozen years at least, the exact reverse is likely to be true.

I do not apprehend any considerable decline, either in wages or in the price



Harris & Ewing photo.
Charles A. Prouty, member of the Interstate Commerce Commission.

of materials for the next year, but it does seem altogether probable that present costs are abnormal and that the future will see a gradual decline. This from the financial standpoint is a factor of extreme importance.

4. The attitude of the public toward our railroads has entirely changed.

It has come to be understood that the railroad is a public servant absolutely dependent upon the will of the public for its existence. It has finally come to be appreciated that this servant cannot render a proper service unless it is properly housed, and fed, and clothed. The public as a whole is prepared to submit to whatever may be necessary to secure to this servant fair treatment.

These are the four conditions which occur to me as being the principal respects in which the future is likely to be more favorable to private operation than the past, and of these four infinitely the most important is the last. It is this change of heart upon the part of the public which has produced the change in the Act to Regulate Commerce and which has appropriated money from the public treasury in aid of our carriers.

Public opinion will dominate future legislation and will produce a most active impression upon the administration of this day by the Interstate Commerce Commission.

The success of private ownership depends upon the attitude of the public and it behooves, not only every great body like the Chicago Association of Commerce, but every individual member of that body, to inquire what it, as an organization, and what he, as an individual

can do to help on to success the efforts of our railroads.

DUTIES OF THE PUBLIC TO THE CARRIER.

In what way can the public contribute to make private operation a success? what is the duty of the public to the carrier at this time when we are entering upon a final test of private operation?

You who are the members of this association can approach the discharge of that duty from two standpoints:

1. You can act as an organization. You should first of all get into touch with the situation from the viewpoint of the carrier as well as your own. You can employ expert assistants who will up to a certain point advise you, but beyond that, the members of the association must stand responsible themselves.

2. Even more important than the action of your association as a body is the attitude and the conduct of the individual member. You gentlemen are interested in particular rates and in particular service. Now apply to your demands for that rate and for that service the same rule of fairness and of equity which you as an association enjoin upon others.

Ask nothing, take nothing other than you would approve in the case of your competitors.

Having in mind now the fact that you gentlemen are to act through your association in part, and in part as individuals, what are the things for which you ought at this time to strive as good citizens in the public interest?

ADEQUATE RATES ESSENTIAL.

1. Your first and most important duty is to see that these carriers are allowed adequate rates.

The railroad industry is the greatest of all private industries, except agriculture, and yet, the private capital which is invested in it has no final control of where or how the railroad shall be built, nor of the way it shall be equipped or operated, nor can it determine a single charge which it shall make for the performance of its service.

The first requisite to the economical performance of a railroad is an adequate plant.

Without proper facilities, a suitable road, adequate equipment, the service which you require cannot be economically performed. Today, it seems to be admitted on all sides that very large sums must be expended at once in producing this plant. Now, I do not for one moment suggest that the rates to be allowed should be sufficient to provide for these additions.

I have long believed that to keep these properties good in fact, the carrier should be allowed to earn and put into its property some comparatively small amount each year which should not be capitalized and should not be made the basis for increased earnings, but for the most part these additions and betterments must be provided out of money to be borrowed. The rate of interest at which these funds can be provided becomes a charge upon the property and, therefore, finally a charge upon the public.

Unless, therefore, carriers can obtain this money, finally, at a figure approximating that which the Government would pay, the public will not permanently consent to bear this additional expense.

The rate of interest at which money can be borrowed is a factor of extreme importance. (Continued on page 52.)

Courtesy

Treating a customer like a rich uncle, so that you may extract his coin, is not courtesy—that's foresight.

Offering a seat to a man who enters your office is not courtesy—that's duty.

Listening to the grumbings, growlings and groanings of a bore without remonstrance is not courtesy—that's forbearance.

Helping a pretty girl across the street, holding her umbrella, carrying her poodle—none of these is courtesy. The first two are a pleasure and the last is politeness.

Courtesy is doing that which nothing under the sun makes you do but human kindness. Courtesy springs from the heart; if the mind prompts the action there is a reason; if there be reason it is not courtesy for courtesy has no reason. Courtesy is good will and good will is prompted by the heart full of love to be kind.

Only the generous man is truly courteous—he gives freely without a thought of receiving anything in return. The generous man has developed kindness to such an extent that he considers every one as good as himself and treats others not as he should like to be treated (for generosity asks nothing) but as he ought to be treated.—*Drew's Imprint.*



Here's a Great Man

A letter has come to us from an old friend—an old friend in the faraway country of Used-to-be, says an exchange.

When we read the letter old times and old faces came back to us vividly and tenderly in memory. We could see again the little town that snuggled among the hills in the blue glade among the hills in the blue reaches of the Alleghanies; and the winding river that flowed past the town; and the hazel bushes along the creek; the shaded streets, and all.

The letter brought great news. It said that old friend had "retired." For fifty years he had been an employe of a railroad company, and now the railroad company had told him to quit and to take things easy for the rest of his life, and he will receive his pay just the same as long as he lives.

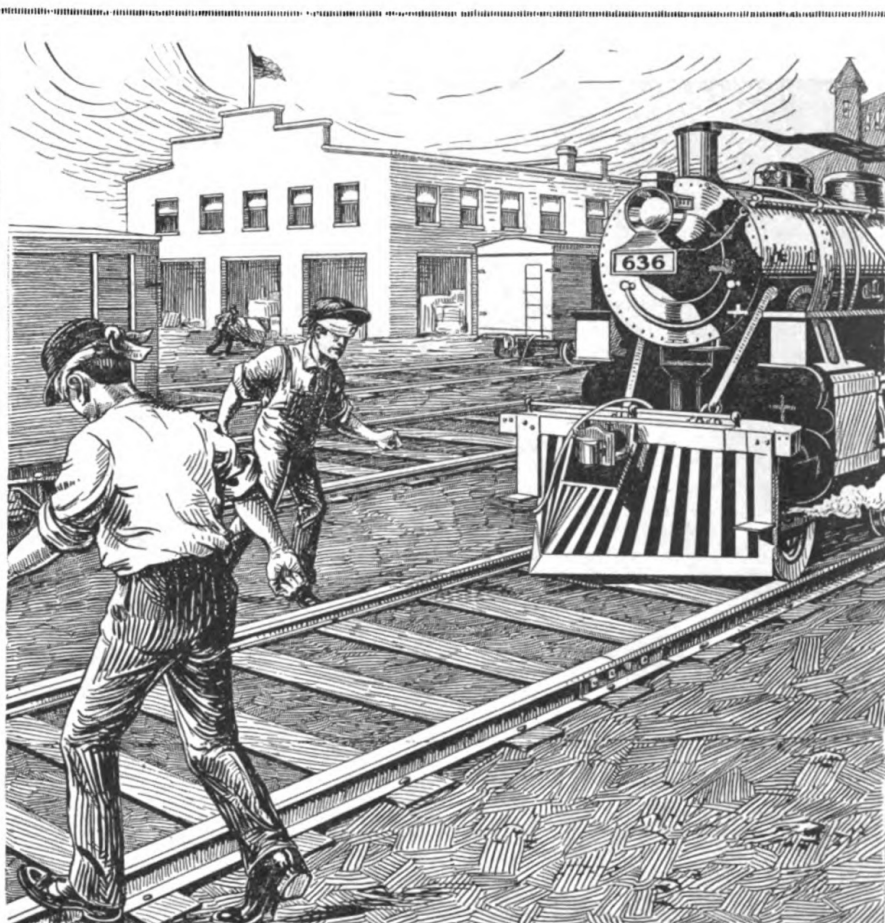
You might think from this that he has been a vice president of the road, or manager, or superintendent or something like that. But no; he never rose to be anything greater than a laborer. But he labored faithfully. For fifty years he was on the job in sun and rain and snow, in winter and in summer—always on the job. We used to meet him mornings going to work when we were coming home from a dance. We remember his wife and children, how clean and well-clothed they were going to church on Sunday mornings.

Gray is this man's head now. The sturdy, steady step is slower. The good wife sleeps in the little churchyard. His grandchildren clamber about his knees.

And now, in the twilight of the years, he sits down to his evening fire a great man. There never was a greater man. King or khan, rulers and those who sit in the seats of the mighty—he is as great as they; he is greater than many of them. —Pipestone, Minn., *Leader.*



There is a kick in every pair of \$15 shoes.—*Newark Star-Eagle*



BLINDFOLDED

The picture represents something that never happens just that way in actual practice.

No man would be fool enough to walk unattended through a railroad yard and across tracks where cars and engines are likely to move at any minute with his eyes blindfolded.

But scores of railroad men are injured and killed every year doing what amounts to that very thing—yes, sir; that very thing. Only instead of tying a bandage over their eyes, they blindfold themselves by inattention.

When you cross a track *without first looking in both directions* to see if the way is clear, what good do your eyes do you? When you come to the "danger zone" (which is the space between the rails and about three feet to the side), unless you turn your head you are *totally blind* to everything along that track except for a space of about eight or ten feet in front of you—and that view is not enough for your protection. The only reason your head is set on a ball and socket joint instead of a hinge joint is so that you can move it to each side. If you had to turn your entire body in order to turn the head, it would be quite an effort, but it requires no appreciable effort to move the head to the side; and, of course, it's not to save effort that men fail to look, but because they overlook or fail to appreciate the *necessity of looking. They blindfold themselves by inattention.*

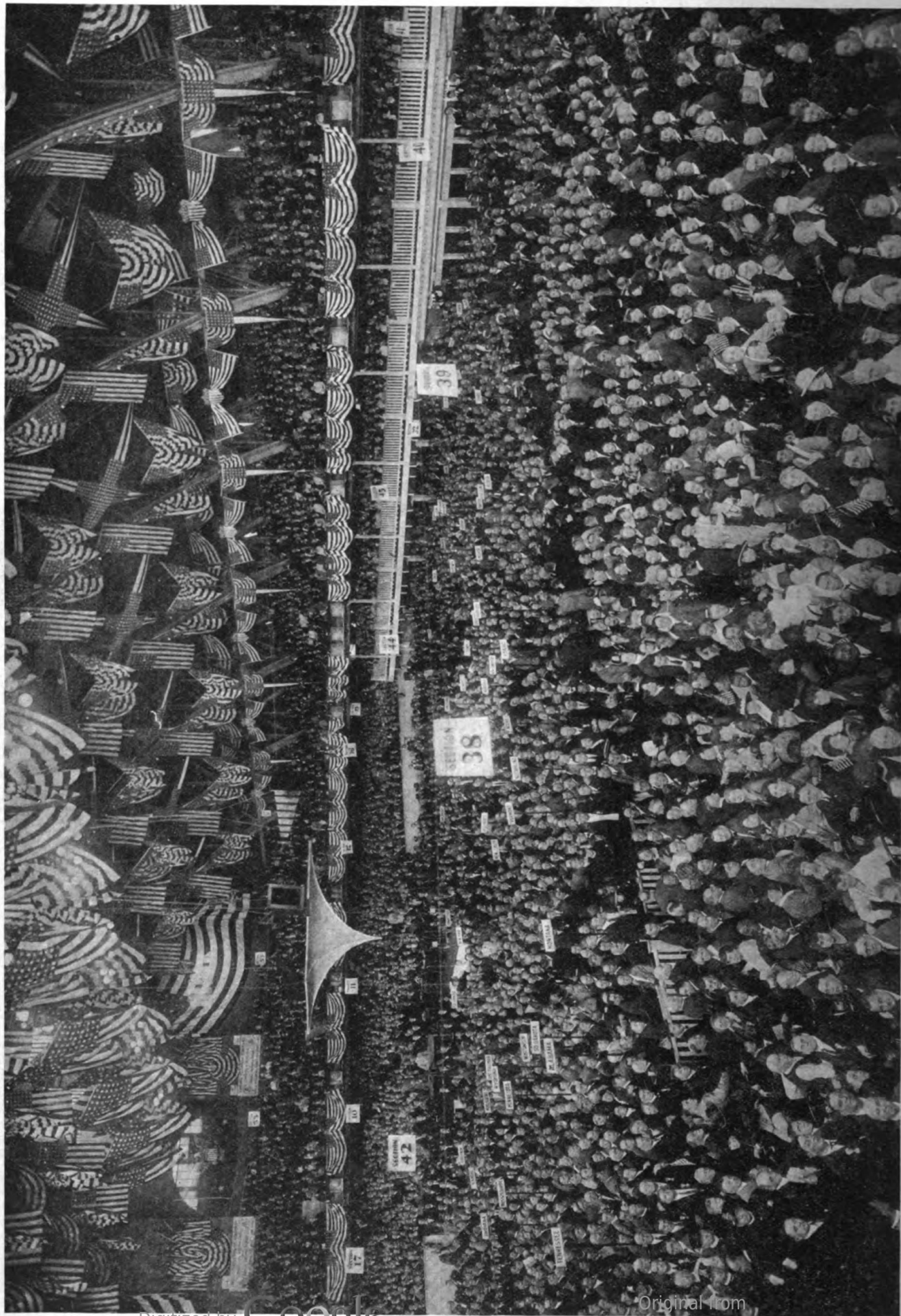
No man knows better than an experienced railroad man, if he will only give the matter a thought, how silently a light engine, drifting, can steal up on one or how quietly a cut of cars may move along.

The only safe way is to look—look in BOTH DIRECTIONS, and look before crossing *any and every track.* And when you must walk lengthwise through a yard walk between tracks, not between the rails of a track.

A report has just been received from an Eastern road which states that of all employes killed on that line last year, *one-fourth* were killed in this one way—being struck by cars or engines. We happened to fare a little better in this respect, but on *all roads* this one cause stands out with ghastly prominence.

YOU WOULDN'T BE BLINDFOLDED IN FACT. DON'T BE SO IN EFFECT.

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Interior view of the Coliseum at Chicago during the Republican Convention. This scene shows the delegates, alternates, reporters and visitors at the opening day.
Photo copyright by Moffet Studio and Kaufman and Fabry Co.

Senator Warren G. Harding Named Republican Nominee

SENATOR WARREN G. HARDING, of Ohio, was nominated for president, and Governor Calvin Coolidge, of Massachusetts, for vice president, at the last day's session of the Republican national convention on June 12.

The senator's nomination came on the tenth ballot. A few minutes later Gov.



*Underwood & Underwood photo.
Gov. Calvin Coolidge.*

Coolidge was placed in nomination. Then the convention, which was held in the Coliseum, adjourned for another four years.

Senator Henry Cabot Lodge, of Massachusetts, was temporary and permanent chairman of the meeting, which was called to order June 8 by National Chairman Will H. Hays. After a platform had been unanimously adopted, balloting was begun.

Maj. Gen. Leonard Wood led on the first few ballots, closely followed by Gov. Frank O. Lowden of Illinois. Others, further behind, in order named included Senator Hiram Johnson, of California; Senator Harding; Gov. William Sproule, of Pennsylvania, and Nicholas Murray Butler, of New York.

Lowden gradually forged ahead of Wood, and Johnson, lagged behind still further away from the goal post. On the sixth ballot Wood and Lowden were tied. On the seventh and eighth the Illinois executive led again. Things broke for Harding on the ninth, but he lacked a few score votes of the necessary majority on that ballot. On the tenth he had a clean victory.

All of the defeated candidates sent Senator Harding telegrams of congratulations and promised him their support.

Harding is a native of Ohio and since his young manhood has been editor of the Marion Daily Star. He has had an excellent record as state senator, lieutenant governor and United States senator.

Governor Coolidge, the vice-presidential nominee, received nationwide prominence because of his stand during ill-fated cop strike in Boston.

Some of the points brought out in the Republican platform are, in brief:

An attack on the present administration for unpreparedness when war broke out.

A similar attack because of the delay in declaring the war at an end.

Pledged to end autocratic government and restore the people their constitutional rights.

Summary of reconstruction program of the Republican congress.

Pledge fullest support to agricultural resources of the nation.

Better unity between capital and labor, particularly where public interest is involved.

More rigid economy to be exercised in government expenditures.

Investigation of present federal bureaus and departments.

Character of taxation on American people can and should be changed.

More simplified form of income tax returns.

Federal reserve system should be free from political influence.

High cost of living, reduced production, swollen profits, to be attacked vigorously.

Profiteering condemned.

Opposed to government ownership of railroads.

Develop and encourage inland waterways.

Improve our merchant marine.

More rigid tests for entrance of immigrants.

Improvement of naturalization laws.

End lynchings in the most effective manner.

Liberal co-operation with states on public roads and highways.

Fixed system of reclamation to increase national wealth.

Increase pay of postal employees. Present administration assailed for lack of good P. O. service.

Federal child labor law.

Study of housing shortage situation.

Mexican policy assailed.

Condemn president for accepting Armenian mandate.

League of Nations with proper reservations.



Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN
*Underwood & Underwood photo.
Senator Warren G. Harding, of Ohio.*

Gilded Hours in the Land of Leisure

By F. C. Francis

DURING the heated months of summer the pleasure afforded by a vacation period spent amid different surroundings, with a complete change of occupation and environment, appeals most strongly to the average man or woman. The city dweller especially develops an intense desire to exchange the crowded city streets for the open country and to indulge his individual inclination to climb mountains, fish, swim, play golf or otherwise amuse himself amid different surroundings for at least a brief period. The recuperative value of even a short vacation period thus spent, is generally recognized, so that the vacation habit has of late years become fixed and is almost universal.

The vacation period is looked forward to with delightful anticipation and is remembered with pleasure and tends to lighten the business cares of the entire year.

The Rock Island is singularly fortunate in serving several sections of the great west replete with vacation resorts to suit any purse and any vacation choice. Be it city or country, lake or river, plain or mountainside, that is desired, the Rock Island has it to offer. As vacation time is now at hand, a brief review of the many different vacation territories tributary to Rock Island Lines may be of interest and a source of information for our readers.

CHICAGO SUMMER RESORT.

Illinois may very well head the list of summer resorts. For those desiring the attractions of a great city, Chicago has everything that could be wished for as a vacation city. Tempered by the cooling breezes of Lake Michigan, the climate of Chicago during the summer months is seldom oppressively hot. The many municipal bathing beaches afford pleasurable recreation for untold thousands; the excursion steamers afford every facility for short or long lake trips; excursions about the city to the many interesting parks, museums, public buildings, etc., may be made cheaply and conveniently; the summer schools afford educational opportunities to those desiring them, while the many theaters, picture houses and summer gardens have attractions to suit any taste, so that never a dull hour may be spent, be the vacation short or long.

And all this may be had while the fortunate sojourner is most comfortably located at hotel or boarding house, either moderate or luxurious, to suit his individual taste and purse.

For a local vacation of a few days, the Illinois State reservation at Starved Rock, near Ottawa or Utica, Illinois, is an ideal spot. The attractions of this resort, with a short sketch of its historical and topographical interest, have been fully covered in the May number of the *Employees' Magazine*, so a repetition here is unnecessary. The whole Starved Rock section of Illinois, with the adjacent attractions of Deer Park and Bailey's Falls is a little bit of Colorado transplanted. The combination of river and rock, cliff

and canyon, with excellent hotel accommodations, sends every visitor away pleased with his visit.

IOWA AND MINNESOTA.

Iowa and Minnesota as vacation lands appeal most strongly to the fisherman and the lover of camp life.

The most notable amongst the lakes along the Rock Island are Spirit Lake, Lake Okoboji and Clear Lake. These attractive lakes are located in northern Iowa on the highest elevation between the Alleghenies and the Rockies, which largely accounts for their delightful summer climate. They are most picturesque and adapted to the needs of those not desiring to travel long distances to enjoy their vacations. The excellence of the fishing in these lakes is a strong lure to the devotee of rod and reel while the aquatic sports, and the excellence of the bathing affords the finest of diversions. These lakes are easily reached, hotels, cottages and camping sites are numerous and reasonable and accommodations excellent.

The State of Minnesota has well been called the "land o' Lakes," as it has many thousands of them. Indeed, the lake country of Minnesota is one of the few places unchanged with the passing of the years as far as nature is concerned. Should the vacationist desire, he can spend his weeks of leisure at such

lakes at Minnetonka or White Bear, within a half hour's ride of the metropolitan attractions of St. Paul and Minneapolis, as he may select one of a thousand lakes or rivers, distant from the cities and the railroads, where the fishing is unexcelled and all the primitive features of camping and the simple life may be experienced.

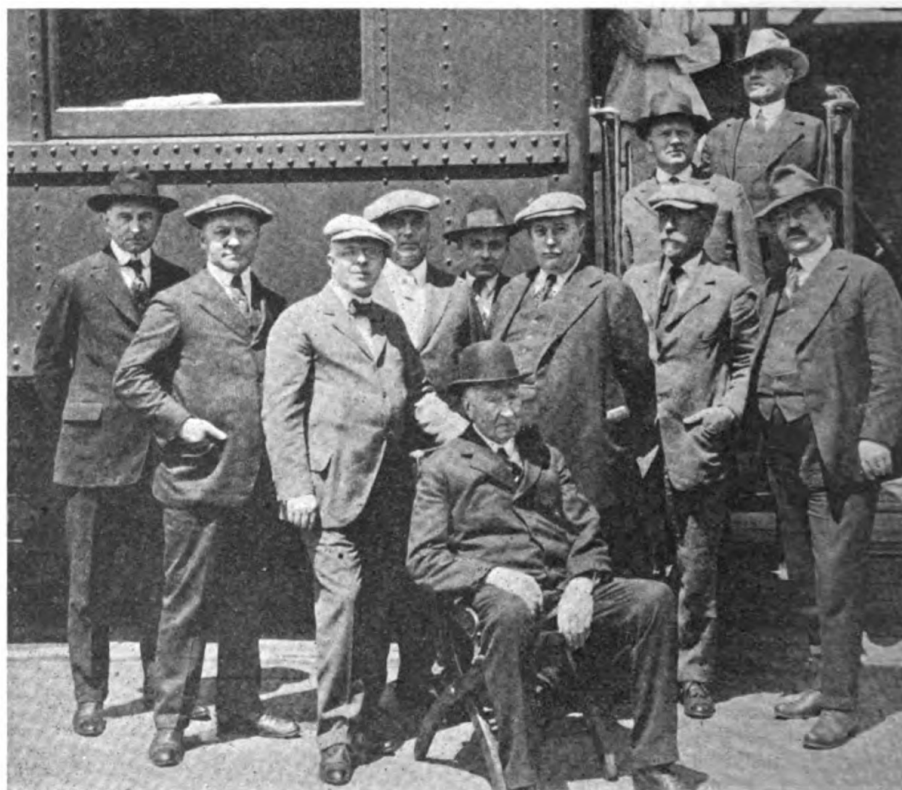
THE BEAUTIFUL ROCKIES.

Colorado, the mountain state, is an outdoor region fitted by nature for vacation's playground. The Rock Island rails terminate at Denver and Colorado Springs, both of which cities offer to the tourist and visitor every imaginable feature which makes a vacation enjoyable. There are many wonderful short trips to be taken, by rail or auto, over most excellent roads, and through some of the most sublime scenery, the Titanic hand of nature ever fashioned.

The valleys and canyons shaded with pines are always old and ever new; mountain torrents foaming and tumbling o'er the rocks, abound with mountain trout, the mountains are waiting to be climbed, while high desert, mesa and plateau all have something of interest for the visitor.

The interior of Colorado has numberless resorts nestled among the mountains, all offering something different and each possessing allurements of its own for our tired vacationist. One of the best ways to enjoy a vacation in Colorado is to make Colorado Springs or Denver headquarters, and take short excursion trips to the many points of interest within easy reach. Colorado Springs is the center of a magic circle of nature's wonders. The Garden of the Gods, one of the most wonderful geological freaks of the universe; Manitou, with its iron

(Continued on page 32.)



Rock Island officials, on an inspection tour, photographed by Paul Harrison at Topeka. (Standing, left to right) J. E. DuMars, ass't. atty. for Kans.; L. C. Fritch, vice-pres.; Chas. Hayden, chairman; M. L. Bell, vice-pres. and gen. counsel; F. E. Walsh, secy. and pres.; J. E. Gorman, president; W. Z. Ripley, director; T. H. Beacom, vice-pres. and gen. mgr. (Seated) M. A. Low, former gen. atty. and pres. C. K. & N. Ry. Co.; on steps, C. B. Pratt, supt. Kans. Div., and Luther Burns, atty. for Kans. & Mo.

Rock Island Magazine for July, 1920.

JOIN THE ARMY

of Rock Island Employees in the Big Movement
to Conserve Material

DID IT EVER OCCUR TO YOU

That 40,000 items of material are necessary to operate this Railroad?
So let's all practice the Old Maxim

WASTE NOT-WANT NOT

—AND—

SAVE MATERIAL

Fifteen of the 40,000 items in daily use cost per unit:

A Track Spike . . . \$.02	A Track Drill Bit . \$2.44	An Engine Oiler . . \$1.02
A Track Bolt06	A Grain Door 1.50	A Pound of Waste . .12
A Track Shovel . . . 1.29	A Hand Lantern . . 1.40	A Brake Shoe65
A Track Wrench . . .72	A 5-gal. Oil Can . . 1.33	A Fusee13
A Track Chisel . . . 1.20	A Scoop Shovel . . 1.48	An Air Brake Hose 2.05

The Rock Island purchases on the above fifteen items last year amounted to \$783,746.53, with 39,985 other items to Buy and Pay For.

Help get back the old material either to be repaired or sold as scrap.

Four worn-out track spikes when sold as scrap
will purchase a New One.

SAVE ON NEW MATERIAL

Gather up and ship in all articles for repairs
and keep the scrap moving

HELP KEEP THE RAILROAD CLEAN

C. A. MORSE,

Chairman, General Reclamation Committee

WHAT THE WORLD IS DOING

Robbers raided the country home of Enrico Caruso recently and stole \$500,000 in gems. A few days later some one tried to bomb the theater in Havana, Cuba, where Caruso was warbling tenor. But the worst blow of all followed. Industrious thieves cut a hole in Caruso's cellar window and eloped with his large and well selected liquor supply.

A French battalion which had been occupying Bozano, in Cilicia, Asia Minor, northwest of Adana, has been taken prisoner by the Turks. The French troops, in column formation, had succeeded in forcing a passage toward the coast from Bozano, which is about fifty miles inland, and were proceeding southwards, about a dozen miles from Adana, when its ammunition gave out and the column was compelled to capitulate.

Between \$50,000 and \$60,000 in bonds, government and corporation, were stolen from a post office truck, transferring registered mail from the post office to the terminal station at Atlanta. The truck was held up by a highwayman and temporarily kidnaped.

The largest class that ever graduated from the University of Pennsylvania received degrees at the 164th annual commencement. There were 863 who received degrees in courses. Counting those who received honorary degrees and certificates of proficiency, awards were made to more than 1,000 students.

One lumber manufacturing plant at Portland, Ore., and at least three in nearby towns, have been closed because of the car shortage and a declining market.

Walter Hume Long, first lord of the admiralty, declared in the house of commons that the admiralty was following important developments of the naval program of the United States with the greatest closeness. Mr. Long said the admiralty would not fail to ask parliament for necessary powers if its members thought they were falling behind their proper naval standard.

The old Field museum in Jackson Park, Chicago, originally the art gallery of the world's Columbian exposition and one of the last remaining relics of the 1893 fair, will be wrecked. Tennis courts will be laid out on the ground it occupies. Although efforts have been made to save the building, considered one of the finest pieces of architecture in the country, it was said it would cost several million dollars to make permanent repairs. The moving of exhibits to the new Field museum in Grant Park has virtually been completed.

Following negotiations between Karl Trimborn, leader of the German Center party, with the majority Socialists, the Berlin cabinet crisis may be regarded as solved. The new cabinet will be composed of representatives of the Center party, the German People's party, and the Democrats, and will have the "benevolent neutrality" of the majority Socialists.

One man was killed, another was reported dead, a dozen others had narrow escapes from death and thousands of dollars of damage was done during a terrific electrical wind and rainstorm of almost cloudburst proportions in Cleveland, June 16.

Waite Phillips, in the Tulsa Oil district, has a 2,400-barrel well on the Jane Reed farm. It is the fifth on the property and one of the best wells completed this year.

Minister of Justice Ferdinandyi introduced a bill in the Hungarian national assembly providing punishment up to twenty-five strokes on the soles of the feet of male profiteers. The law would be effective for only one year.

The failure of Attorney General Freeing to file his name with the state election board as a candidate for nomination for United States senator from Oklahoma, leaves the race now between Senator Gore and Congressman Scott Ferris on the Democratic ticket. The Repub-

licans have some fifteen candidates for the nomination.

Japan inserted an article in the Anglo-Japanese alliance pact of 1911 to remove the risk of England becoming involved in any dispute between the United States and Japan, it was declared by Viscount Kato, former foreign minister, in an interview urging renewal of the treaty.

Public School instruction on how to deal with banks was advocated before the Nebraska bankers' convention by Raymond F. McNally, of St. Louis. He said people who deal with banks know less about them than other business institutions.

The federal grand jury at Fort Smith, Ark., returned indictments against four local wholesale grocery houses on charges of violating the terms of the Lever act, the indictments charging that the defendants sold sugar at prices which brought an unreasonable profit.

The Swedish minister has left Helsingfors, Finland, according to a dispatch from that city. His departure is not considered to mean a rupture of diplomatic relations, but is regarded in diplomatic circles as a serious development in the controversy over the Aland islands.

Strong representations have been made to the Chinese government by the American legation at Peking as the result of the killing of the Rev. W. A. Reimert, an American missionary, in an attack on the Reformed church mission at Yo-Show by Chinese. Troops commanded by General Chang-Ching-Yao, military governor of the province of Hunan, also looted the mission quarters.

The Russian Soviet government, in reply to a note from Persia, declares that there is no question of an enterprise against Persian independence, but says it was necessary to protect Russian shipping in the Caspian sea. The Soviet government agrees to withdraw from Enzeli, on the Caspian, "when Persian independence is guaranteed, and she is no longer under foreign influence."

The conference of jurists, invited by the league of nations to meet in The Hague for the organization of a permanent international court of justice, has opened its sessions. The conference was inaugurated by Leon Bourgeois, president of the French Association of the Society of Nations.

Co-ordination of federal control of Alaskan lands and resources and consolidation of the two American shipping lines serving Alaskan ports, were among recommendations made to Secretary Payne by a special committee of officials of the department of the interior appointed to report a plan for accelerating Alaskan development.

Mrs. T. A. McNeal, wife of the editor of the Mail and Breeze and other Capper publications, died suddenly at Topeka after an illness of several years. Mr. and Mrs. McNeal were married at Medicine Lodge, Kan., in the early '70s. They came to Topeka in 1894.

Mrs. Carrie Chapman Catt was unanimously re-elected president of the International Woman Suffrage Alliance at Geneva, Switzerland, June 11. She has agreed to accept the office, it was announced. *Rock Island Magazine for July, 1920.*



The Railroad Labor Board, sitting in Chicago to adjust wage disputes. Left to right, front row—J. J. Forrester, R. M. Barton, W. L. Park and J. H. Elliott. Top row—H. T. Hunt, A. O. Wharton, G. W. W. Hanger, Horace Baker and Albert Phillips.

nounced, despite her declaration that she felt compelled to retire.

George W. Perkins, noted New York financier and widely known in political circles, died on June 18, following an illness of several weeks.

University college and its hospitals and medical school, at London, have been offered £1,205,000 (about \$6,000,000) by the Rockefeller Foundation to be devoted to teaching and research work, according to the Daily Mail.

Senator Warren G. Harding has entered a plea of not guilty in the serious accusation that he once played in his home town band and sang in amateur grand opera. A weight of worry was lifted from his campaign manager's mind when the denial became known.

The rapidly growing Fox Bush pool, near Eldorado, Kan., presents Butler county with eight new wells, the biggest single development since the pool was opened. Several of the wells are flowing, and they range in production capacity from 50 to 200 barrels, and include a gasser of 1,000,000 cubic feet flow.

A \$9,000,000 school of medicine, surgery and dentistry, including a 250-bed teaching hospital, has been given the University of Rochester by the Rockefeller general education board and George Eastman, of Rochester. The board contributed \$5,000,000 and Mr. Eastman \$4,000,000.

Two proved cases of bubonic plague have been discovered in the republic of Salvador. The Central American nations are declared to have ordered a quarantine against Salvador.

The Lokal Anzeiger declares it has learned from authoritative sources that President Ebert will not present himself again as a candidate for the presidency of the German republic. One term in the turbulent Teuton executive chair is enough for the German harness maker. He prefers his old trade.

The New York American, a Hearst paper, has been boosted in price from 2 to 3 cents. The American is the first morning paper in New York to increase to 3 cents, although three evening papers recently took such action.

Mrs. W. G. McAadoo, the president's daughter, was a visitor at the G. O. P. convention. She stopped a suffrage picket outside the Coliseum. "Are you going to picket the Democratic convention also?" she asked. "Certainly," replied the militant one, "why not?" Mrs. McAadoo passed on.—*Ad Astra Per Aspera.*

The largest seizure of liquor ever made in New Brunswick was reported recently, consisting of twelve tons of whisky and other "wet goods." The chief inspector said the liquor was shipped out of Montreal as "fertilizer," and there was every reason to believe that its destination was New England. It was said to be following closely the most popular route to New England for contraband shipments.

Order has been restored at Trieste, where demonstrations were held as a protest against the sending of Italian troops to Albania, says a Milan dispatch to the London Times. It is learned that

A RECORD OF CURRENT EVENTS

the soldiers participating in the demonstrations and rioting numbered 200.

Gov. Frank O. Lowden, defeated candidate for the Republican presidential nomination and one of the best executives Illinois has ever had, will run for reelection, according to an authentic report.

however, fall upon chilled and icy ears and are unheeded.

The International Woman Suffrage Alliance congress will hold the next congress in Paris in 1922.

The annual reunion of the United Confederate Veterans will be held at Hous-

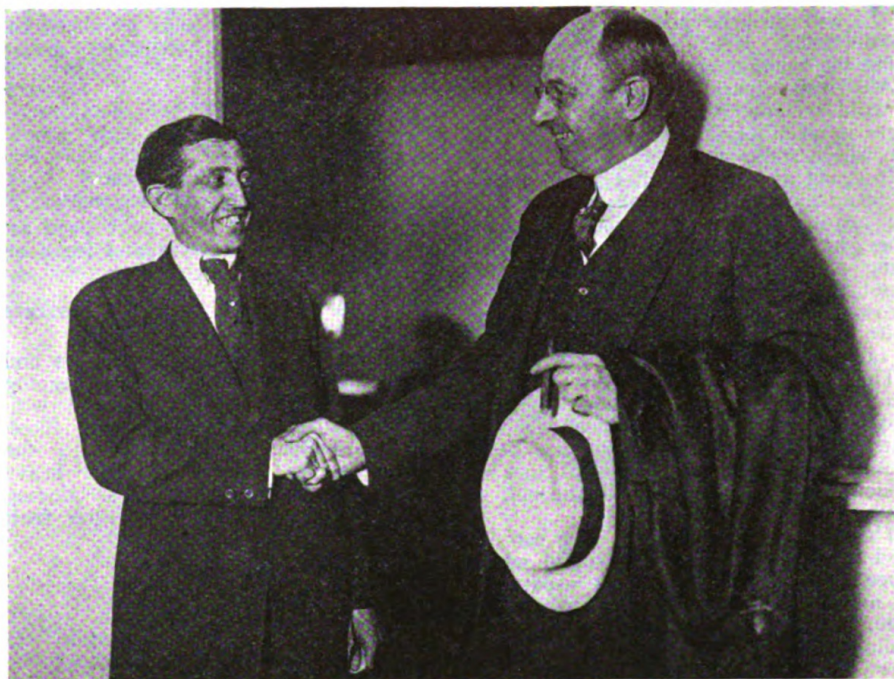


Photo copyright by Underwood & Underwood.
Will H. Hays, chairman of the Republican National Committee, and Homer Cummings, chairman of the Democratic National Committee, shaking hands at the G. O. P. convention in Chicago.

Tulsa ice companies announced an advance in the price of ice, the second raise within a year. It is now costing 80 cents per 100 pounds and patrons are complaining because of the increase. Their howls,

ton, Tex., on October 6 to 10. The boys in gray are not as numerous as at one time, and every year their noble ranks are thinner. Some day, in the not too far distant future, taps will have sounded for the last of the brave men who fought under Lee and Stonewall Jackson.



Underwood & Underwood photo.
Adolfo de la Huerta, 36 years old, new president of Mexico.

The honor system has been discontinued at the University of Wisconsin in examinations, at the request of student organizations. The faculty at Northwestern University took the step some time ago after a large number of the "rah-rah" boys and girls had been caught cheating.

Joseph Bowne Elwell, turfman and whist authority, was slain in his home recently. Investigation into the man's private life resulted in a mystifying tangle of cards, horses, women, parties, etc. Elwell wrote the book on whist which is considered sacred by all players. In fact, they cross themselves at the card tables when his name is mentioned. His wife, separated from him, claims she wrote the book. Elwell got rich on the royalty, however.

The Schon-Stevenson Company, wholesale grocery concern of Huntington, W. Va., was fined \$35,000 upon conviction of profiteering in sugar, in federal court. Judge Pritchard said he was imposing the heaviest fine the Lever law permitted.

As a result of criticism against the ac-
(Continued on page 55.)

Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

WHEN fresh asparagus is used only the tips should be served, and it will then be possible to consume all the edible parts of this vegetable by using the tougher ends in other ways.

All fresh asparagus, whether for hot or cold serving, must be boiled first, as there is no other way of cooking it. Tie the whole stalks together loosely with a soft string and place in hot salted water up to an inch or so from the top, so that the heads are not immersed in water. They will become sufficiently tender by being cooked in the steam. Cook for about half an hour, then drain, but don't throw away the water. With a sharp knife cut through the bunch of stalks as far down as tender and set aside.

The other half of the stalks—the part too tough to be served—should be cut into inch lengths and replaced in the water in which the asparagus has been cooked. Continue cooking until this is tender enough to be forced through a sieve.

This asparagus pulp and juice can be used in preparing a most flavorful white sauce to accompany the hot asparagus or as a basis of cream of asparagus soup, or as one of the ingredients of scalloped asparagus.

ASPARAGUS AU GRATIN.

- 1 bunch of asparagus
- 2 hard-boiled eggs
- 1 tablespoonful of butter
- 1 tablespoonful of flour
- 1 cupful of hot asparagus juice
- 1 tablespoonful of breadcrumbs
- 1 tablespoonful of grated cheese
- Salt, pepper, paprika.

Place a layer of the asparagus tips in the bottom of a buttered baking dish, sprinkle with salt and pepper and some chopped, hard-boiled eggs. Continue with layers of asparagus and egg. Pour over all a cream sauce made by cooking together for a few minutes the butter, flour and asparagus juice. Sprinkle top with breadcrumbs, grated cheese and a few bits of butter. Bake covered for 20 minutes.

SOUR CREAM DRESSING FOR ASPARAGUS SALAD.

- ½ cupful of sour cream
- 3 tablespoonfuls of chili sauce
- 1 teaspoonful of powdered sugar
- ¼ teaspoonful of salt.

Beat the cream with the egg-beater until stiff, add the seasoning and finally beat in the chili sauce.

CREAM OF ASPARAGUS SOUP.

- 3 cupfuls of asparagus juice
- 1 cupful of hot milk
- 1 tablespoonful of butter
- 2 tablespoonfuls of flour
- ½ teaspoonful of onion juice
- Salt, pepper.

Blend the flour and butter together, gradually add the hot asparagus juice and the hot milk. Season with the other ingredients. Serve with croutons.

For asparagus salad simply place the

asparagus tips across crisp lettuce leaves. Garnish with rings of sweet peppers or pimento or rounds of sliced tomato. An especially delicious dressing is:

DRESSING VINAIGRETTE.

- 3 tablespoonfuls of oil
- 1 tablespoonful of vinegar
- 1 teaspoonful of dry mustard
- Dash of sugar, salt, cayenne.

Mix together well and pour over asparagus while hot. Cover and leave on ice a few hours before serving.

FIVE WAYS TO MAKE DELICIOUS DESSERTS WITH THE COFFEE FLAVOR.

A nutritious dessert made of eggs and milk is the best temptation to the flagging summer appetite, and if flavored with coffee it is sure to be thoroughly liked. For the coffee flavor, added to the whipped cream, custard or other heavy puddings is cooling and not so cloying as the chocolate, vanilla or sweeter fruit flavors.

MOCHA CUSTARD.

- 4 eggs
- 1½ cupfuls of milk
- 1 tablespoonful of cornstarch
- 7 tablespoonfuls of sugar
- 4 tablespoonfuls of finely ground coffee
- 2 tablespoonfuls butter

Place the coffee in the milk and scald in a double boiler, then strain. Cream the butter, mix with sugar and cornstarch, then add the well-beaten egg yolks. Add to the coffee and cook in the double boiler until it begins to thicken. Then remove from the fire and set aside to cool. Fold in the stiffly beaten whites of eggs and bake in buttered ramikins in a moderate oven for 5 minutes. Serve cold.

STEAMED MOCHA SPONGE.

- 4 eggs
- 1 cupful of sugar
- 1 cupful of flour
- 2 tablespoonfuls of milk.
- 4 tablespoonfuls of liquid strong coffee

3 teaspoonfuls of baking powder
Beat the yolks of eggs, add the sugar, coffee, milk and finally the flour and baking powder sifted together. Mix well, and fold in the stiffly beaten egg whites. Fill a buttered mould two-thirds full and steam for 45 minutes. Turn out and set aside to get cold. Serve with whipped cream flavored with strong coffee.

COFFEE CHARLOTTE RUSSE.

- 2 cupfuls of cream
- ¼ cupful of sugar
- 2 egg whites
- 2 tablespoonfuls of strong liquid coffee
- 1 teaspoonful of gelatine.

Soften the gelatine in a very little cold water, then dissolve in a little boiling water, using the smallest possible

amount. Whip the cream, and when quite stiff add the coffee flavor, continuing to beat, and finally add the stiffly beaten egg whites. Line individual sherbet cups with lady fingers, and mound the coffee cream in the centre of each.

MOCHA CREAM.

- 2 cupfuls of top milk
- 1 cupful of sugar
- ½ cupful of liquid strong coffee
- 4 eggs
- 1 box of gelatine

Soften the gelatine in a little cold water. Scald the milk, add the gelatine and stir until dissolved. Then add well-beaten egg yolks and stir until thick. Pour in the coffee and remove from the fire. Add the stiffly-beaten egg whites and pour into individual small moulds or one large one. Place on ice to harden.

SOME DELICIOUS DISHES FOR "SHELLFISH SEASON."

Although some of the fresh shellfish—like lobster, frogs' legs and scallops—are by no means cheap, there are still the shrimps, crabs and some of the canned variety which may be obtained at a comparatively low price.

In season, shrimps are a good buy, for there is little waste, and the solid meat is highly nutritious. They may be simply boiled and served with a cream sauce, served hot, or may be served cold as a salad, with a mayonnaise or French dressing. A shrimp and potato salad, garnished with a few green peas or a little cress, makes a simple one-piece meal, very satisfying on a warm day.

SHRIMP FRICASSEE.

- 1 quart of cooked shrimps
- 1 quart of tomatoes
- 1 quart of water
- 1 large onion
- 1 tablespoonful of butter
- 1 tablespoonful of flour
- Salt, pepper

Stew the tomatoes, onion and water together until the vegetables are tender, then press them through a sieve. Melt the butter, blend with flour, and gradually add this tomato juice and seasoning and cook for 15 minutes. Then heat the shrimps in this sauce.

Make a border of cooked rice on a large platter and mound the shrimps in the center. Serve hot.

FRIED FROGS' LEGS.

Skin the legs, wash and wipe dry, then immerse in milk for 15 minutes. Wipe dry, dip in beaten egg and cracker crumbs, and fry in deep, boiling fat until a light brown.

FRIED SCALLOPS.

Wash the scallops and cut into quarters. Scald with boiling water, then drain. Season with salt and pepper and sprinkle with flour. Then dip in beaten egg and in breadcrumbs and fry in deep, boiling fat for two minutes and drain. Scallops are usually accompanied by tartar sauce. This is simply mayonnaise dressing to which chopped pickles and chopped parsley have been added.

CRAB ON TOAST.

- 1 cupful of crab meat
- 1 tablespoonful of lemon juice
- 1 teaspoonful of Worcestershire sauce
- ½ teaspoonful of horseradish
- ¼ teaspoonful of mustard
- ½ teaspoonful of salt
- ¼ teaspoonful of paprika

Flake the crab meat and mix with these seasonings. Spread on thin slices of white bread toasted or on plain untoasted slices of brown bread. Place a thin slice of lemon on each piece.

Beauty Hints

By *Lucrezia Bori*

The Famous Spanish Prima Dona

DEAR LUCREZIA BORI:

Can you tell me how to grow thin? I used to lead a very active life when I went to work. I rose early and did a great deal of walking all day long. I am at home now, and as our apartment is very small I get my work done quickly. I am very fond of reading, and sometimes stay in the house all day. But I do not want to grow fat, as it makes me look so much older than I am, so please tell me what to do. MRS. R. T. L.

My dear reader, there must be many other women who feel as you do, for yours is the third letter this morning that asked advice on this subject, so I shall answer you and the others at the same time.

In the first place, you can readily overcome your inclination toward fat if you are willing to observe a few simple rules and take some exercises. And the pleasing feature about it is that the movements and the measures which I am going to suggest will not interfere at all with the general conditions of your lives.

One of the first concerns is your food. Perhaps you are eating too much—more than your system needs to keep it in good condition. The surplus food is turning into fat that spoils the graceful lines of your figure.

Another good idea is to eliminate some of the meat or other stimulating foods in summer and substitute more vegetables and fruit. Water should be drunk copiously, but avoid drinking a great deal with your meals.

Do not indulge in "naps," provided you get sufficient sleep at night. For too much indulgence in unnecessary sleep also tends to the formation of fat. While these suggestions are valuable if you act upon them, the following exercises—if practiced systematically—will soon help you reduce your weight.

The first thing that you want to reacquire is a normal attitude. Place your feet and legs well under your body and draw your abdomen in closely. Let your arms hang limp and relaxed. Now drop your head lower and lower until your relaxed arms touch the floor. Keep this pose for twenty seconds. Then raise your head slowly and repeat the exercise five times.

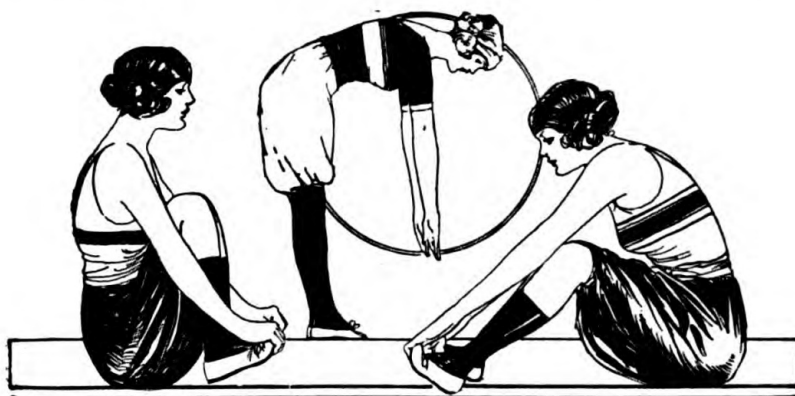
Be sure to draw in the abdomen forcibly, while breathing is slowly regular, deep and full. Do this for about half an hour a day with short intervals of rest and regular deep breathing as a further form of exercise. This will tone up the diaphragm and expand the tissues of the chest.

You should also learn to stand erect. One good way to acquire this habit is to stand with your back to a door or flat wall with your heels almost touching the wall. Next try to get your head, neck, shoulders, the small of your back and your legs to come into one line. It will be almost impossible to get your neck to touch the wall, but only it is well to try, as in this way you attain a correct position. Your shoulders will be normally

balanced, your chest high in front and your abdomen forcibly held in.

Another splendid exercise which will speedily reduce the hips is to stoop from a standing position till your hands reach the floor while you hold your legs straight. When you can do this with perfect ease you should sit on the floor, holding your legs horizontally and your back vertically. Have your arms at your sides. Bend your body a little forward of the line. Then alternately extend and flex your legs.

After you have mastered this seize your toes with your hands and repeat the alternate movements of the legs. It will



Try these exercises and note the result.

take a little time to do this with comfort.

But steady practice of these exercises will soon be rewarded by the pleasurable sensation of reacquired tone and the disappearance of undesired avoirdupois.

SUNBURN AND FRECKLES—WAYS TO CARE FOR YOUR COMPLEXION.

Now that the woods with green leaves all a-rustle invite you out of doors, the care of your complexion is more imperative than ever. Many skins are so fine that the strong rays of the summer sun are apt to spoil their peachlike fairness.

But of course you cannot forego the pleasures of summertime. The benefits you derive from occasional days spent in the country are too great to be ignored.

One of the best ways to prevent sunburn, with its attendant and often painful blisters, is to put on a coat of cream before you go for an outing. A good cold cream is made of:

Almond oil	3 ounces
White wax	5 drams
Spermaceti	5 drams
Lanolin	1 ounce
Oil of bitter almonds.....	1 dram
Elder flower water.....	3 ounces
Witch hazel	1 ounce

You will get excellent results from the use of this cream if you will cover your face with it, then gently wipe it off until only a thin layer remains. This

forms a protecting coat for the complexion, and if you dust on a little powder it will not be noticeable.

GUARDING AGAINST FRECKLES.

If freckles are the trial of your life you should give your face a good massage quite frequently. This makes the skin more active and helps to overcome your predisposition to these flecks of gold. However, if you have so many that you feel they're really blemishes on your skin, it may be necessary to use a good freckle lotion.

The following is a lotion that will please you:

Lactic acid	4 ounces
Glycerine	2 ounces
Rosewater	1 ounce

Mix the three ingredients well together.

Then apply the lotion to your face or arms several times during the day. A handy way to use this is to pour a small quantity into a saucer, and to swab it on with little wads of absorbent cotton.

When using a freckle lotion it is well to remember that a few hours after its application you should anoint your skin

with cold cream. The reason for doing this is that most freckle lotions contain some bleaching acid, such as lactic or citric, and these may occasionally burn the skin a trifle.

WHEN SUNBURN APPEARS.

If your skin is very sensitive and this condition develops, don't apply the lotion so often and be generous in the use of the cold cream, as it will allay the burning sensation.

When fresh sunburn accompanies freckles, which often happens after your first summer outing, you should refrain from using the freckle lotion. Instead, you should apply some soothing lotion or even witch hazel, which will take out the stinging sensation that accompanies a bad sunburn. But once it has turned from red to tan you can again resort to the freckle lotion if you desire.

If, however, freckles catch you unawares and you must content yourself temporarily with some simple remedy that you have in the house, you will find the juice of a lemon extremely good. Full strength is sometimes rather severe, so add an equal quantity of water and you will find it quite refreshing. Another remedy is peroxide of hydrogen, which may be dabbed on with absorbent cotton. But great care must be exercised in its application. Do not let it touch your hair, eyebrows or eyelashes or it may bleach them.

Of Interest To Women

STRAIGHT but not scant are the lines of the summer frocks, with draperies, bandings, ruffles and flounces on dresses of summery materials.

It looks, indeed, as if this summer was to be one of lingerie dresses, there are so many exquisite frocks of sheer cotton and linen; dainty little gowns of batiste, handkerchief linen, organdie or cotton voile, simply made with tiny hand-run tucks and plaits, beaded seams and hemstitching.

Embroideries are not so much in evidence and lace is sparingly used.

Ribbons play a very important part in the new styles; all colors, widths and weaves are employed. Velvet ribbons are well liked for lingerie dresses, also for chiffons, printed georgettes and crepe de chine.

The more glaring color combinations are used; some that at first glance are not pleasing grow on one's fancy.

Green has proven to be the right spring color and it looks as if it would be popular during the summer; vivid grass and jade green are indeed suggestive of coolness.

Just now red is favored for foundations of vestees on street dresses, for undersleeves, guimpes and pipings. Very narrow belts of red patent leather are used with suits and dresses.

Yellow, too, has many followers, and nothing seems quite so pleasing as yellow in an organdie dress with black velvet ribbon at the waistline or a sash of just the right shade of blue.

Dotted net and organdie are a good combination in either black or white.

Short sleeves so much in vogue now are of course real summery and in good taste on frocks for country wear, but the intelligent woman will always have the sleeves in accordance with the lines of her dresses and with her own individuality.

For morning or business wear the tailored suit or dress is suitable. Afternoon dresses in one piece style are shown, also those with flounced or plaited skirt, little ripple basques, high collars and bell sleeves. In taffeta, satin or crepe de chine all with a touch of white organdie the afternoon dress is very correct.

While sleeves appear to grow shorter waists grow longer, and one will see many models even before the end of summer with the fitted bodices and waists an inch or more below normal waistline.

The figure lines will remain the same, the widened hip and smaller waists being brought out by soft folds at the waistline and an arrangement of draperies. With the new waist effects will come the widened hip and there will be many variations.

The slender woman may select the puffy draperies for which the light soft materials are excellent. The woman of generous proportions must as ever exercise care so as to get the most charming results for the "full lines."

Lace skirts are worn with long waists of taffeta that are sometimes belted or often merely drawn about the form in tiny folds.

A charming fancy dress can be made by the use

of bows, belts and loops in skirt decorations.

One sees novel apron overskirts made much like the straight full gathered aprons for maids. They tie at the back where the edges almost come together

and the foundation skirt is very narrow.

There is a tendency to lengthen the shoulder line, some new waists showing a decided drop shoulder in cap or epaulette effects which is really a modified kimono expression.

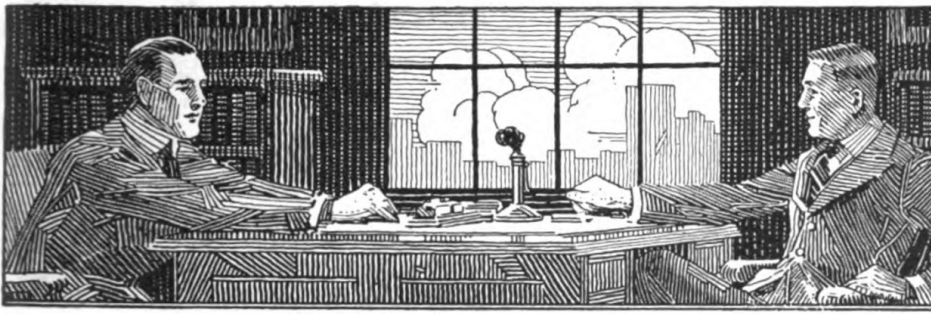
A very interesting feature of summer styles is the sash or girdle, for according to its adjustment the lines of the figure may be broadened, narrowed, lengthened or shortened. The wide sash has the widest sphere for usefulness. It may be turned into panels, looped like pan-

(Continued on page 46.)



Orders for any of the patterns on this page should be sent to the ROCK ISLAND MAGAZINE, La Salle Station, Chicago, with remittance in cash or stamps. Send 15 cents in silver or stamps for our Up-to-date Spring and Summer 1920 Catalog, containing 550 designs of Ladies', Misses' and Children's Patterns. A concise and comprehensive article on dressmaking, also some points for the needle (illustrating all of the various simple stitches) will be sent to the home dressmaker.

Rock Island Magazine for July, 1920.



As It Was Told To Me

Dispatches from San Francisco report the arrival there of two carloads of shoes from Boston by steamer, freight costs estimated at \$2.40 per hundred.

The Interstate Commerce Commission has ruled that shippers must pay freight charges within ninety-six hours, effective July 1, under provisions of the new transportation act.

Dispatches from Augusta, Maine, say Gov. Milliken has telegraphed the Interstate Commerce Commission that New England industries are seriously handicapped by shortage of bituminous coal.

Freight car shortage in Wisconsin so impressed the Wisconsin rate commission that it notified the Interstate Commerce Commission suggesting that, as immediate partial remedy for idle cars, demurrage charges in Wisconsin be increased from \$2 to \$10 per day.

Treaty restrictions having ended, German interests are planning development of air communication on extensive scale. Air travel between Switzerland and Germany will be inaugurated at once by the German Airship Company of Berlin. Entire travel will be directed over Konstanz, where great air harbor has been established.

Louis S. Emery, superintendent of the Buffalo division of the New York Central Railroad, has been appointed general manager of the Lake Erie and Western Railroad, with headquarters in Indianapolis, according to an announcement made by A. T. Hardin, vice president of the Lake Erie and Western. Mr. Emery succeeds H. A. Boomer, who died May 6.

Opposition to the general freight rate increases asked by the railroads weakened perceptibly at the resumption of the hearings before the Interstate Commerce Commission in Washington, when W. E. Lamb, chairman of the shippers' committee, announced that shippers had decided to forego detailed cross-examination of the statistical evidence introduced by the carriers.

Former trade routes of Hamburg-American lines, closed in 1914 by outbreak of war, are to be reopened with American flag tonnage, supplied by Harriman interests, according to announcement made June 5 at office of W. A. Harriman & Co., Inc., New York. Decision to take over routes followed negotiations with several representatives of German company, who have been in United States for some time, at alleged request and sugges-

tion of several members of Shipping Board.

Committee of management, recently appointed in connection with Canadian government's acquisition of Grand Trunk system, has outlined plans to insure harmonious operation with Canadian National railways, treating both systems as one. The committee's work will continue until after arbitration award has been made and stocks held by Grand Trunk shareholders transferred to government.

Railroads in the eastern and western classification territories sustained a deficit in net income in April, but the roads in the southern territory had a net balance of \$2,388,913 after paying all expenses,

The Young Lady Across the Way



The young lady across the way says Maeterlinck's place in the field of dramatic literature would be assured if he had ever written anything but "Bluebird."

according to a partial summary of operating revenues and expenses made public by the Interstate Commerce Commission in Washington. In the western district, operating revenues were \$151,768,979, and operating expenses \$124,562,554.

F. L. Meyers, superintendent of the New Mexico division of the Santa Fe, with headquarters at East Las Vegas, has been appointed general superintendent of the southern district of Amarillo, Texas, to succeed the late T. E. Sears, who died. A. E. Wing, now superintendent at Dodge City, Kan., will be transferred to Las Vegas.

Railroads east of the Mississippi river at the direction of the Interstate Commerce Commission attempted to relieve coal shortages existing in the east, notably in New England in June. The commission's order provided that railroads east of the Mississippi for thirty days should give coal mines preference over all other industries in the supply of cars.

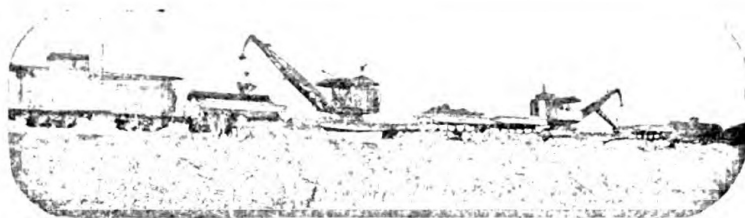
"The Big Four Daily," said to be the first daily newspaper to be printed on a moving train, has made its appearance. The paper was printed on board the special train carrying the Ohio delegation to the Democratic national convention at San Francisco. The daily was published under the direction of the publicity department of the Big Four railroad of the New York Central lines.

The American Train Dispatchers' association has voted to change its headquarters from Spokane, Wash., to Chicago, and has re-elected J. G. Luhrson of Spokane president for a four year term. The next convention of the association, which claims a membership of 6,000, will be held in Kansas City beginning June 20, 1921.

With proper equipment, railroads can be operated as successfully under private management in future as they were before federal control, according to Charles H. Markham, president Illinois Central railroad, in opening case of southern railroads for higher freight rates before Interstate Commerce Commission. Expenditure of at least \$600,000,000 for new equipment for nation's transportation system was advocated by Mr. Markham, who also asserted that nothing was of greater importance than immediate placing of orders for locomotives and cars.

No sooner had the G. O. P. convention closed its doors on the night of June 12, than a tremendous rush was made on the Chicago rail stations. Everybody wanted to get out of town at the same time and the wonderful thing about the affair is that there was little confusion on the part of the railroad men.

Sale of American ships to foreign interests if after diligent effort the Shipping Board has been unable to dispose of them to Americans is provided for in merchant marine bill, as finally agreed upon by both houses of congress. The bill also requires that 75 per cent of stock of companies engaged in coastwise trade be American owned, as well as majority interest in organizations engaged in foreign trade. The Senate bill, as originally drawn, would have required coastwise ships to be 100 per cent American owned and stock in shipping companies engaged in foreign trade 75 per cent American owned.



We should have an "AMERICAN" Railroad Ditcher on each Divison at all times.

That is what Mr. E. H. Gruver, formerly roadmaster at Albert Lea, Minn., for the Chicago, Rock Island & Pacific R. R., said.

He continued: "I have, in the past month, with "AMERICAN" Ditcher No. 1, filled 10 bridges and widened some fills. Your Ditchers are worth their price the first year of their work. They pay for themselves."

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

Meritorious Service

Brakeman W. S. Ford, Manly, Ia., awarded 10 merit marks for pulling coal on engine when there was no coal in Albert Lea chute.

Agent L. R. Searle, Garrison, Ia., awarded 10 merit marks for clearing away burning debris under bridge.

Brakeman J. J. Crouch, Manly, Ia., awarded 10 merit marks for clearing away burning debris under bridge. The same for Fireman E. M. Williams, Valley Junction, Ia., Conductor W. P. Sanford, Valley Junction, and Engineer C. C. Drake, Manly.

Fireman J. B. Nelson, Biddle, Ark., commended for putting out fire in engine after derailment.

Conductor B. Woodside, Engineer T. S. Lane, Fireman J. E. McCandless, Brakeman J. H. Miles and J. J. Campbell, Dalhart, Tex., commended for using engine to assist stalled train up hill.

Patrolman J. F. Hern, Hutchinson, Kan., commended for obtaining sale of ticket from Hutchinson to Cincinnati.

Brakeman W. L. Robertson, Biddle, Ark., commended for discovering broken flange.

Station Baggage-man John Franklin, Pratt, Kan., commended for securing passenger from Pratt to Chicago who had originally planned to go another route.

Conductor John R. Mitchell, Engineer D. H. McCaw, Brakeman W. H. Stephens and J. W. Callahan, Haileyville, Okla., commended for coaling engine by hand.

The following Kansas Division employees commended for caring for passengers and equipment when train was snowbound: W. E. Wilbert, B. Furgason, F. W. Hanchett, D. J. Tamblin, F. Bowden, J. Dull, E. Kuchera, C. H. Vaughn, M. V. Burkett, A. E. Wilbert, C. E. Brown, F. Manell, H. H. Cadell.

Brakeman Dan Barrett, Kansas Division, commended for firing engine when fireman became disabled.

Conductor F. Palmer and Motor Car Inspector Wm. Stehlik, Kansas Division, commended for detecting broken rail in track and making arrangements for repairs.

Engineer D. A. Hathaway, Fireman F. M. Davis and Roundhouse Foreman J. J. Ryan, Colorado Division, commended for going back and removing broken beam and rod when they discovered same dragging.

Engineer E. Erickson, Colorado Division, commended for helping extinguish bridge fire and notifying section men.

Engineer J. H. Berry and Fireman C. R. Peterson, Colorado Division, commended for assisting in rebrassing car.

Conductor C. A. LaRue, Pratt, Kan., Switchmen O. G. Idecker, J. H. Murdock and R. Daniel, Liberal, Kan., commended for loading 15 cars of stock.

Conductor W. Saunders, Fireman H. W. Nichols and Brakeman Joe Epperson, Haileyville, Okla., commended for putting out bad bridge fire.



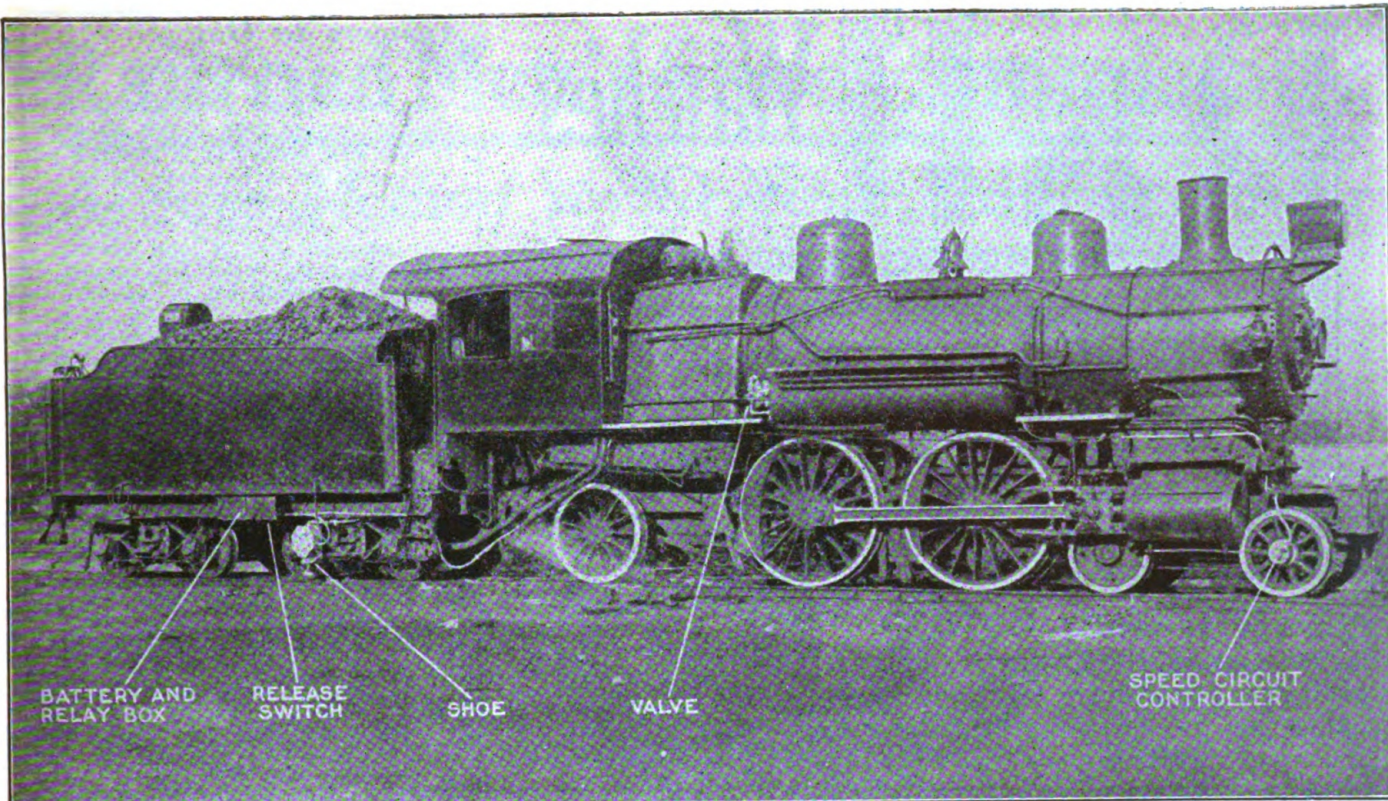
LISTEN, GIRLS.

Look before you leap year.

Some powder not wisely but too well.

A small girl in large spats reminds one of a zouave in light marching order.

Never keep a young man waiting over five dollars' worth when he's in a taxi outside.



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

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

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

THE REGAN SAFETY DEVICES CO., Inc.

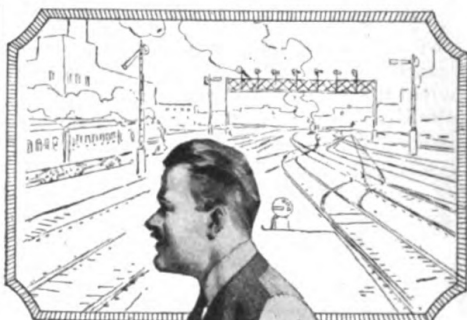
JAMES B. REGAN, President

140 West 42nd Street
NEW YORK CITY

First National Bank Bldg.
CHICAGO, ILLINOIS

Ball Watches

The Official Railroad Standard



Says the Train Dispatcher

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

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

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

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

The Webb C. Ball Watch Co.
Cleveland, Ohio

CHICAGO
Garland Building

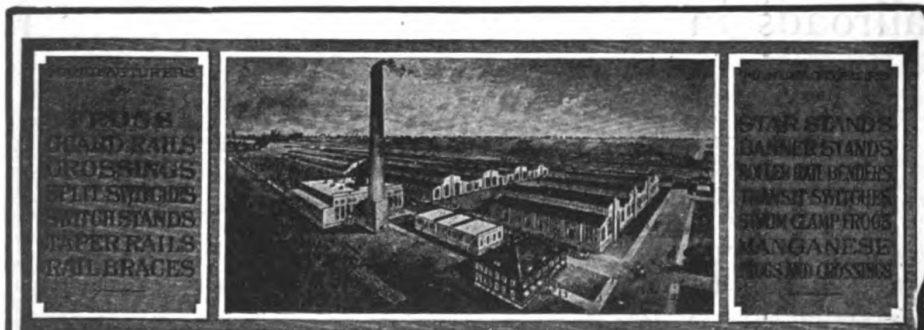
SAN FRANCISCO
Jewelers Building

WINNIPEG
Confederation Life Bldg



Twentieth Century Model

16 Size Ball Model
with safety Bow



PETTIBONE MULLIKEN Co.

725 MARQUETTE BUILDING

CHICAGO

Answers to Our Monthly Quiz

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

1. The first newspaper in America was published in Boston in 1690.
2. The army and navy first had separate cabinet offices in 1798 in the administration of John Adams.
3. Sedimentary rocks are formed by the accumulation of sediment in water.
4. Wireless, telephone, airplane, radium, antiseptics and antitoxins, spectrum analysis and X-rays are sometimes spoken of as the seven wonders of the modern world.
5. The area of Yellowstone Park is 3,348 square miles.
6. The United States produces more than one-half of the world's supply of cotton.
7. Julia Ward Howe wrote "The Battle Hymn of the Republic."
8. Robert M. Green, of Philadelphia, invented ice cream soda in 1874.
9. The President's salary is \$75,000 a year.
10. In 1642 the New England Confederation was formed by the colonies of Connecticut, New Haven, New Plymouth and Massachusetts (including New Hampshire).
11. The deepest place in the ocean, so far as is known, is off Mindanao, Philippine Islands, with a depth of 32,088 feet.
12. The first secretary of the navy was Benjamin Stoddart, of Maryland.
13. Metamorphic rocks are derivatives of igneous or sedimentary rocks, produced through mechanical or chemical activities in the earth's crust.
14. Rome was founded 776 B. C.
15. The census of 1920 gives the population of Meriden, Conn., as 29,842.
16. Iron Tail, a Sioux chief on the Pine Ridge reservation in South Dakota, was the model for the Indian head on the Buffalo nickel.
17. The superficial area of the earth is 196,940,000 square miles.
18. King John of England granted Magna Charta in 1215.
19. The Bible was first printed in Strassburg in 1466.
20. Members of the President's cabinet receive \$12,000 a year.
21. Minnesota means "sky-tinted water."
22. The first secretary of state of the United States was John Jay.
23. Joan of Arc was burned May 10, 1431.
24. The census of 1920 gives Burlington, Iowa, a population of 24,057.
25. The land area of the earth is 56,255,000 square miles.
26. Fustic is a sumac yielding a yellow dye. It is also the name of the dye.
27. The golden plover in the fall of each year flies 2,400 miles without a stop, from Labrador to the coast of South America.
28. The first of the ten original amendments to the Constitution of the United States provides for freedom of religion, freedom of speech, freedom of the press and the right to petition.
29. Lincoln's Gettysburg speech was delivered at the dedication of the National Cemetery, November 19, 1863.
30. The thirteenth President of the United States was Millard Fillmore.

Railroad Men's Shoe Commissary

A Sure Method to Increase Earning Power

This service is inaugurated to reach railroad men and afford them an opportunity for BED ROCK BUYING similar to our plan adopted by commissaries of the largest industries throughout the country.

Every shoe listed is a specification reproduction of the stock and branded product of a manufacturer with a thirty-five year reputation for producing nothing but the HIGHEST TYPE and QUALITY of work and semi-dress shoes that money can buy. The class of merchandise that the retailer sells to "particularly hard to please customers," some of which conservatively retail around \$10.00 a pair, and worth every cent of it.

They are fortified at all vital points with material and workmanship to perfect them for the purpose intended, so our description carries no embellishments, covering only their adaptability, main points of construction and information to enable you to order correctly.

OUR GUARANTEE.

When you read our selling plan, if still in doubt, write us. We will refer you to a source that will confirm our figures.

Every number is a HIGH STANDARD QUALITY shoe of its particular type, and we stand back of every pair. All shoes are rigidly inspected before leaving the factory, but in the event some hidden defect should arise, return them, for replacement, at our expense.

OUR SELLING PLAN.

These shoes are sold to you in single pairs at NOT TO EXCEED 8% above factory selling price to the retail trade, which means a saving from 25% upward on every shoe you buy.

The 8% is added to cover handling cost, but if you care to get together and order in case lots of one dozen or more, deduct 8%, add transportation costs (weight per dozen approximately 40 lbs.) and remit accordingly. EXERCISE CARE in ordering by quoting number shown opposite the shoe you want, also giving width and size, your name in full, street or RFD number, town, county, and state. Our PRICE will not permit absorption of additional mailing expense incurred through your error.

Remit by Parcel Post or Express Money Order, Bank Draft, Personal Check on your bank account, or Cash in Registered Letter.

When you order for Parcel Post shipment include mailing costs.

A trial with us means a permanent customer; one order will convince you.



No. R4540

MEN'S SEMI-DRESS CHOCOLATE ELK SWAGGER

The Swagger Last gives these numbers a very dressy appearance, and they are built similar to and will out-wear, lots of dress shoes that retail at twice their price. For hard, every-day street, road and office work, they will prove both practical and economical, as well as providing appearance and comfort.

The soft fine grain Elk uppers, fully lined, are selected from the best part of the hide, which also applies to the heavy, single, select oak leather sole.

The Cap toe, full vamp, grain leather insole, all leather heel, leather counter, Elk leather tongue and GOODYEAR WELT construction, complete the salient points of this excellent shoe.

No. R 4540—Sizes 5 to 11, widths D&E, Ship wgt. 2½ lbs. Price \$6.75.

No. R 4100—Chocolate Elk, same as R 4540, but in Blucher design, sizes 5 to 11, widths D&E, Ship. wgt. 2¾ lbs. Price \$6.75.

No. R 4410—Black Elk, same as R 4540, but in Blucher design, sizes 5 to 11, widths D&E, Ship. wgt. 2¾ lbs. Price \$6.75.

Men's Semi-Dress Tan Retan in the Munson Last.

This number affords additional selection in the light tan upper stock, and broad Munson Army Toe.

The grade of material, quality of construction and workmanship are identical in every respect to No. R 4540.

No. R 4440, sizes 5 to 11, widths D-E, Ship. Wgt. 2¾ lbs. Price \$6.75.



No. R 4440

Men's shoes range in half sizes to 9½, inclusive; boys', throughout.

Watch next month's issue for seasonable dress shoes and oxfords.

Don't make us wait until you wear them through before recommending us to your friends.



No. R8110

Boys' Chocolate Elk Semi-Dress "Built for Wear" Every-Day Shoe.

The uppers, fully lined, are of soft, durable, high-grade Elk leather, reinforced cap toe, Blucher, full vamp, heavy single select oak leather sole, Elk leather tongue, GOODYEAR WELT, grain leather insole, all leather heel, leather counter, Mack last.

A shoe that combines appearance, quality and workmanship of the highest order, and every pair sold will be a sure salesman for repeat orders.

R 8110—Sizes 1 to 5½, width D-E, Ship. Wgt. 2½ lbs. Price \$5.30.

Sizes 9 to 13½, in E width only, Ship. Wgt. 1½ lbs. Price \$4.25.

Men's and Boys' Chocolate Elk Durable Work Shoe

A typical work shoe of a highly finished nature, not rough or course, but built to withstand that kind of usage. The soft tip and Munson last combination adds greatly to comfort during Summer months, and is popular on that account.

Construction:—Uppers of real quality Elk, unlined, heavy single oak leather sole, GOODYEAR WELT, grain leather insole, all leather heel, leather counter, Ooze Gusset.

Don't overlook our QUALITY slogan. It applies strongly to this shoe.

Same appearance as R 4440, except with soft tip instead of Cap toe.

No. R 4550—Men's sizes 6 to 12, D & E widths, Ship. Wgt. 2½ lbs. Price \$5.95.

No. R 8100—Boys' sizes 1 to 5½, E width, Ship. Wgt. 2½ lbs. Price \$4.90.

INDUSTRY SHOE CO., 1005 East 75th Street Chicago, Ill.

Stifel's Indigo Cloth

Standard for over 75 years



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

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

Before you buy

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

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



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

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

SALES OFFICES

NEW YORK.....268 Church St.	BALTIMORE.....Coca Cola Bldg.
PHILADELPHIA...1033 Chestnut St.	ST. LOUIS.....604 Star Bldg.
BOSTON.....31 Bedford St.	ST. PAUL.....236 Endicott Bldg.
CHICAGO.....223 W. Jackson Blvd.	TORONTO.....14 Manchester Bldg.
SAN FRANCISCO, Postal Telegraph Bldg.	WINNIPEG.....400 Hammond Bldg.
ST. JOSEPH, MO., Benton Bank Bldg.	MONTREAL...Room 508 Road Bldg.
	VANCOUVER...506 Mercantile Bldg.



SPANG, CHALFANT & CO., Inc.

MANUFACTURERS OF

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

GENERAL OFFICES
UNION BANK BUILDING

PITTSBURGH, PA.

Gilded Hours in Land of Leisure

(Continued from page 20.)

and soda natural springs; the ascent of Pike's Peak, by rail or auto; the Seven Falls; many wonderful canyons, caves and valleys, are within easy reach of Colorado Springs.

Of the wonders that lie beyond Colorado, such as Salt Lake City, the Great Salt Lake, Yellowstone National Park, and all the sight-seeing tours of the Pacific Coast, little need be said. They must be seen, not read of.

ABOUT HOT SPRINGS.

In all the southern territory tributary to Rock Island rails, Arkansas has the most famous resort, namely, Hot Springs. While this is a place that attracts the seeker after health to a greater degree than any other class, yet many find it a most enjoyable place to sojourn for a few weeks. It is a beautiful city, prettily located in a valley, affording most excellent hotel accommodations, and the visitor finds constant entertainment and enjoyment in the many beautiful drives over the Government System of roads about the mountains.

The Rock Island rails are the main lines of travel through the great Western States to all these vacation territories. The passenger fares are most reasonable and the sleeping car and Rock Island dining car arrangements unexcelled. Attractive literature is issued by the Passenger Traffic Department describing in detail these many wonderful vacation lands.

Now is the time when prospective patrons make inquiries, regarding vacation trips. Every ticket agent of the Rock Island should study these possibilities, and thoroughly post himself as to the advantages of our schedules and fares, so as to be able to talk interestingly and accurately to patrons and thus be able to ticket passengers via Rock Island Lines to any or all of these unrivaled vacation lands tributary to our rails.

Argentina Suspends Wheat Embargo

The embargo placed on the exportation of wheat by the Argentine government, pending enactment of the export tax law, has been conditionally suspended. Discussion of the proposed law is still going on in the Argentine congress. It has been amended twice in the chamber and once in the senate.

Conscience Is Only Guide for Bathers

There will be no restrictions on styles of bathing suits permitted on Chicago municipal beaches this summer, the matter being one of "individual conscience," William Burkhardt, deputy commissioner, said.

"Let your conscience be your guide," Mr. Burkhardt declared.

Goodrich Appointed General Agent

John J. Goodrich has been appointed general agent of the Rock Island Lines, with headquarters at 106 South 5th street, St. Joseph, Mo. His many friends on the line will be glad to learn he has re-entered the service of the company.

Rock Island Magazine for July, 1910.

SPECIAL

**Read My
1920
Offer
to You**

And unless you already own a Watch that you are sure is just as good as they make them, this is a money-saving opportunity you positively cannot afford to miss. It is a Bargain such as you do not meet every day. For that reason you will have to act promptly. To be sure you get one, suppose you write to me personally, care Santa Fe Watch Co., right NOW before you forget it. I want you to have one of these beautiful Standard "Santa Fe Special" Watches.

SAVE YOU MONEY

My sole aim during the year 1920, is to place as many standard, dependable watches as I can in the hands of men throughout the land, REGARDLESS OF PRICE OR PROFITS. To do this, I have cut the prices to ABSOLUTE ROCK BOTTOM. I know that if I can distribute 5,000 "Santa Fe Specials" this year on this NO PROFIT PLAN, that every watch will sell another. I am making this **startling watch offer** to those who will tell their friends of this remarkable watch value if they find the watches all or more than I claim for them.

ALONZO S. THOMAS
President, Santa Fe Watch Co.

**The ILLINOIS Famous \$
Santa Fe Special
21 JEWEL RAILROAD WATCH 3 50
A MONTH**

The Standard Railroad Watch that is guaranteed to last a lifetime and give satisfactory service. These Watches are NOW in service on practically every Railroad in the United States. "Santa Fe Special" watches are in every branch of the Army and Naval Service. Thousands of them are distributed all over the world. They are GUARANTEED ABSOLUTELY TO GIVE SATISFACTION. The wise man will act quickly if he wants a watch. Write today for the FREE watch book and make your selection quickly, before this offer is withdrawn. The extraordinary Sale Prices we are now making mean a tremendous sacrifice on our part, owing to the advancing cost of materials and skilled labor. All we ask is that every man who takes advantage of these extremely low prices will tell his friends about the "Santa Fe Special Watch."

**SAVE 1/3 TO 1/2 OF YOUR MONEY
Most Liberal Offer Ever Made**

Our "Direct-to-you" low wholesale terms and EXTRA SPECIAL DISTRIBUTION PLAN is fully explained in the NEW "Santa Fe Special" booklet just off the press. The "Santa Fe Special" Plan means a BIG SAVING of money to you and you get the BEST Watch value on the market today. Watch sent for you to see without one penny down.

SEND YOUR NAME TODAY

Clip the coupon, fill out and receive the free watch book. All the newest watch case designs are shown. Read our easy payment offer. Wear the watch 30 days Free. Watch sent for your examination and approval without a penny down. Nothing to risk. See the watch before you buy.

Write for Free book today and Select your Watch.
MAIL COUPON.

LOOK!

21 Perfect Jewels
Adjusted to Positions
Adjusted to Temperature
Adjusted to Isochronism
Adjusted to the Second
Thin Model
All Sizes

NEW CASE DESIGNS

I want you to see the newest designs in Cases used on these "Santa Fe Special" Watches so you will fully realize their beauty and up-to-dateness, as well as the value of the Bargain I am offering you. I want you to see the 3-color inlay work—think how distinctive and personal your watch would be with your own name, monogram or some appropriate emblem engraved in the Case, just to suit your own ideas. You will also want to see the new French Art designs in engraved Cases—also shown in My New Free Watch Book, printed in beautiful colors. Write today, it will be sent FREE.

A letter, postcard or this coupon will bring my Free Watch Book.
Santa Fe Watch Co., 7110 Thomas Bldg., Topeka, Kansas.
Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

Name.....
Address.....

THE SANTA FE WATCH CO.
7110 Thomas Bldg. Topeka, Kansas

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

The San Diego Union

The Pioneer Newspaper of the Great Southwest

A TRIBUTE from the Dean of the State Press to the San Diego Union

"I do not think there is another paper in this country which can as fairly as The San Diego Union claim that it has always been the leading factor in promoting the interests of the community in which it is published. The Union 'has been on the job' from the beginning, and the present prosperity of the city is much due to its energetic, consistent and continuous efforts to acquaint the outside world with the advantages of the fine harbor on which it is situated. I am proud that I was once connected with a journal that can make such a boast."

This tribute to the San Diego Union was paid by John P. Young, managing editor of the San Francisco Chronicle at the present time and for many years past.

Morden Frog & Crossing Works

CHICAGO

Manufacturers of All Kinds of

STANDARD AND SPECIAL TRACK WORK

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

The Rock Island & "San Diego"

(Continued from page 6.)

idence city convenient to every American, and because of this fact the city is now forging ahead in the greatest era of development ever experienced.

The newcomer to San Diego finds more than a welcome. The San Diego-California Club, maintains at its headquarters a staff of experts, whose business is to supply, for the moment, all of the facilities which generally come through long residence in a city. The club goes further. Each newcomer is made acquainted with as many of the 1,000 charter members of the club as he can conveniently meet, and some of these members usually are on hand at club headquarters when he arrives. Whether he be a baker, or a jeweler, or a professional man, he is made acquainted with club members in his own line of endeavor. His fellow lodge members are put into immediate touch with him and his church preferences are a matter of prompt action on the part of those of like faith. Before he has been in town over night, he has a lot of real friends, who do not want to sell him anything except the pleasure that comes from congenial relationships, and that, in San Diego, is as free as air.

MAKE VISITORS WELCOME.

So welcomed, his real life and that of his family, begins, with every possible recreation and diversion to make it one of enduring value and pleasure. Whatever he and his family like best, is here, and 356 sunshiny days every year are here, on the average to keep him out of doors and help him want to play. Boating, swimming, motoring, golfing, open air daily recitals on the great out-of-door pipe organ in Balboa park, a gift of two citizens and maintained by them—each day is a good day for any of these, and the vitality elsewhere exhausted by fighting uncongenial extremes of heat and cold, turns here to sheer enjoyment of life.

That's why we invite to San Diego the man who has won a competence in the battle of life, and, having served his community and his nation, is entitled to share the good things of this natural paradise.

✻ ✻

Grocers Approve Heavier Loading

The whole force of the National Wholesale Grocers' association will be directed at securing better transportation conditions, it is announced by the board of directors, following the Colorado Springs convention.

The following resolution was adopted:

"Resolved, That we urge all distributors of foods, in order to relieve the present serious car shortage, to expedite the loading and unloading of cars, and wherever practicable to load cars to capacity. That we favor suitable provision by congress and the Interstate Commerce Commission for immediate financial aid from the government to enable the railways to restore and greatly increase their equipment, and, finally that in the interest of producers and consumers as well as of manufacturing and other distributing interests in the country, we favor the provision of adequate revenue to meet the reasonable needs of the carriers."

Rock Island Magazine for July, 1920.



Across blue ocean

THERE'S a daily inspiration in your view of ever-changing, sparkling sea—as far as eye can reach—the bay, the mountains, the beaches and cliffs at San Diego, California.

So, dancing out of doors, swimming, motoring, beach suppers, aquaplaning, canoeing, launch parties tennis and golfing are just a part of joyous daily life for eighty-five thousand permanent residents.

The summer days and nights are cool.

With a home by the beach or near the flower-courted park, you'll find summer a new experience at

San Diego California

Through Pullman cars Chicago to San Diego over new San Diego and Arizona Railway, Rock Island and Southern Pacific "Golden State Limited." Through Imperial Valley, Mexico and Cariso Gorge.



San Diego-California Club,
72 Spreckels Building,
San Diego, California.

Gentlemen:—I should like to know more about San Diego, California. Please send me your free booklet by return mail.

Name.....

Street.....

City.....State.....

San Diego Gleamings

At the Hotel del Coronado, located on Coronado Beach, one is apt to be greeted by all the famous film stars California possesses. It is a favorite rendezvous for such bright lights of the celluloid as Clara Kimball Young, Lew Cody, Mary Pickford and others. Its spacious and richly furnished dining-rooms, ball-rooms, lounges and lobbies are ideally suited to take pictures and are used almost daily. A good many of the scenes are "located" on the immense grounds surrounding this famous hostelry with its gorgeous flower beds and shady palm trees, in which the hotel and the blue ocean are used as backgrounds.

San Diego itself, however, boasts of a number of large and modern hotels, chiefly among which is the U. S. Grant Hotel, of which Baron Long is the managing director. Located in the heart of the city and facing an open square which is richly set with flowers and palm trees, it stands there as a monument to the city.

Of great interest to the visitor to San Diego is the information bureau maintained by the First National Bank in their large quarters. Here a young lady is in charge who has a reputation of being able to answer all questions, whether they be about trips, locations, hotels, crops, possibilities or anything else. The service rendered is free and is given for the sake of making things easy and pleasant for those who come to this sunny city for a short or extended stay.

However, San Diego is not all play and no work. Numerous industrial plants are located there. The Savage Tire, one of the best known on the market, is a home product. Practically every kind of manufacturing is going on in this busy town located on our western hemisphere.



A New Coast Era

(Continued from page 8.)

laying hens in the county more than doubled during the last eighteen months, and it is conservatively estimated that there will be five times as many egg-producing flocks here within five years. San Diego county produced its first surplus of eggs in 1919, shipping out 30 carloads of 12,000 each. Indications at present are that the shipments from the county during the present year will total at least 100 carloads.

MINING GIVES PROMISE.

Alameda county possesses more semi-precious minerals than any other entire state in the union. In addition to large deposits of such ores, iron, marble, gypsum and many other minerals abound.

Development work on some of these properties is just beginning, and the present year is expected to be the most important the county has ever known in the way of development of the mining interests of this part of California.

Recently a company has been organized in San Diego for the purpose of developing the marble industry, which gives great promise. Excellent marble of many colors and in large quantities has been discovered in different parts of the county, and development work is expected to be rapid in the future, as the completion of the San Diego & Arizona Railway has provided a market outlet heretofore not to be had without the heavy expense of trucking to shipping points.



HOTEL DEL CORONADO

American Plan

**Located at Coronado Beach,
California, just across the
bay from San Diego**

Open All Year. Out of door sports are to be enjoyed every day from January to December

**Boating, Bathing,
Fishing, Aquaplaning,
Flying, Golf and
Tennis**

**Finest Scenic Highways in
the State for Motoring.
Roads to Mountains, Beaches
and Tijuana Old Mexico in
Excellent Shape.**

CORONADO TENT CITY

Resort of 500 palm cottages and tent houses open all Summer is near Hotel del Coronado.

**Open Air Concerts by the
Coronado Tent City Band**

Write for Folder

W. A. TURQUAND, Manager

Coronado Beach, California

Is Your Blood Starving For Want of Iron

**Iron Is Red-Blood Food—Nuxated Iron Helps
Put Roses into the Cheeks of Women and
Gives Strength and Energy to Men.**

If you were to go without eating until you become weak, thin and emaciated, you could not do a more serious harm to yourself than when you let your blood literally starve for want of iron—iron that gives it strength and power to change food into living tissue, muscle and brain. Without plenty of iron in the blood, no matter how much or what you eat, your food simply passes through you without doing you any good—you don't get the strength out of it and instead of being filled with youthful strength and energy you are weak, nervous and all run-down. If you are not strong or well you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary Nuxated Iron three times per day after meals for two weeks, then test your strength again and see how much you have gained. Numbers of nervous, run-down people who were ailing all the while have most astonishingly increased their strength and endurance simply by taking iron in the proper form. But don't take the old kinds of iron simply to save a few cents. You must take iron in a form that can be easily absorbed and assimilated like Nuxated Iron if you want it to do you any good, otherwise it may prove worse than useless. You can procure Nuxated Iron from your druggist on an absolute guarantee of satisfaction or your money will be refunded.



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

Not a Substitute

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

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

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

10c
OR
25c

AK TABLETS

FOR

All Pain

**Headaches Neuralgias
Colds and La Grippe
Women's Aches and Pains—
Rheumatic and Sciatic Pains.**

Ask Your
Druggist for A-K
Tablets

News from the Divisions

COLORADO DIVISION.

By G. L. Zellers.

Telegrapher Bodenkreger has been granted a thirty days' leave of absence.

Mr. Alvin Lloyd, from Mo. Pacific Ry., is the latest addition to the telegraph force in "GD" office.

Dispatcher Zellers returned Saturday from a two weeks' vacation trip spent in Missouri and Illinois.

Dispatcher Hill and family left Saturday night for a tour of the Pacific Coast. The trip will include the Shriners' Convention in Portland, thence to Southern California, returning via Salt Lake and Denver.

Trainmaster Young came back from Chicago Monday, but will leave in a few days for a trip to Miles City, Mont., in order to prove up on a claim near that city.

District Engineer Peterson of Des Moines made an inspection trip over the Colorado Division during the past week.

Engineer Robertson spent a few days of last week in Excelsior Springs, returning home on Sunday.

Two shop men, Fred Suttin and Charles Jones, are laying off with smallpox.

Pipettier Helper Taylor Allen and wife left for Hannibal, Mo., to visit Mrs. Allen's mother. Carpenter Joe Trasky returned from Horton, where he visited friends for ten days.

Car Carpenter Tom Chamberlain has recently purchased the E. S. Blodgett property near the railroad.

Machinist Apprentice Paul Scallion returned to work after being off ill for two weeks with rheumatic fever.

Car Carpenter Joe Mrstik returned from Kanona, where he visited with his daughter, Mrs. A. Janousek.

Machinist Helper W. W. Reed returned to work after being off for the past two weeks ill with pneumonia.

T. P. Hyland of Horton, business agent of the Carman, spent a day in Goodland recently.

Jacob Coopstock, boilerwasher, who recently built a new home near the railroad, is adding other new buildings to his property.

New steamships have been placed in the machine shops. And the pits in the west roundhouse are being torn out and new ones made.

Vernon VanSchoy commenced working on the rip-track. He intends to work until fall, when he will return to K. U. to finish his studies.

Machinist Helper James Bridgeman and family returned from Homer, La., where they visited Mr. Bridgeman's parents.

Carman Harley Horner is laying off and visiting a sister at Nevada, Mo.

Ernest Bock began an apprenticeship as car carpenter on the rip-track.

R. E. Kanouse, switchman, layed off to visit with his parents in Missouri and at other places in that state and Nebraska.

Machinist Tom Bowman returned to his day work after holding the night foremanship for three weeks while David L. Funk was visiting in California.

Robert Whitted, car carpenter, returned to work after being off for seven weeks from an injury received by being hit in the ear with a snowball.

Electrician J. J. Rankin returned from Roswell, where he equipped the switch engine with electric lights and made repairs to the coal chute motor and roundhouse lights.

Fred Daniels has been employed as fireman. He formerly held a like position on this division.

Engineers M. C. Parker and Robert Sixty were visitors at Concordia to attend an Elks meeting.

Brakeman Sol Mackey returned to work after being off duty for six weeks with an injured knee.

Engineer F. M. Kline of Limon was in Goodland recently on business connected with the engineers' organization.

Machinist Frank Pearson sustained a serious injury when a chip of steel from a lathe flew and hit him in the eye. He left for Denver, where he will receive treatment from an eye specialist.

Boilermaker Foreman Pete Thompson returned from Minneapolis where he spent a week attending a meeting of the master boilermakers' association.

Boilermaker Paul Blaine returned to work after being off since receiving an injury on the head a few weeks ago.

Miss Hazel Ward, messenger in the master mechanic's office was off for several days owing to illness.

"Jacksnipe" Nichols spent two days in Goodland visiting with old friends at the shops. He formerly was a fireman in this division and has many acquaintances here. He is now firing out of Cedar Rapids. After spending Decoration Day here he left Monday night for Colorado Springs to visit his brothers, Carl and Guy.

DAKOTA DIVISION.

Miss Maria Andrea visited friends in Milwaukee the latter part of May.

Ann Peters of the accounting department has taken a 90 day leave of absence and will visit friends in Colorado after a month's visit at

Clutier, Iowa. Ann received the surprise of her life when Roadmaster Petersen bid her goodbye. John's motto is "Nothing risked, nothing gained."

Chief Dispatcher Callender has been "batching" while his wife and family have been visiting in Cedar Rapids. Cal states he is some cook but we have no evidence except that he is still able to attend the ball games.

Mr. J. Y. McLean, general chairman of the B. of R. C., was in Estherville June 11 and gave a very interesting talk to the clerks.

Brakeman Miller has given up railroading and is playing with the Estherville ball team. The Rock Island has an interest in this team since Conductor Homer Denham is the manager and several of the boys play on the team.

Fireman Vest is numbered among the prosperous farmers of this community. We expect him to furnish us a writeup of his dairy-truck farm in the near future.

West Okoboji opened up for the season June 12.

EL PASO DIVISION.

By A. P.

Well, we don't want to let that editor for the St. Louis Division items send in more than his share of the Rock Island news, even though he does tell us about the good fishing at Henley and Gascondy, which is surely some sport, but if any of you will come down on the El Paso Division we will take you out on a ranch and entertain you with our favorite amusement by letting you ride some "wild animals."

The office force is glad to see Mr. Charley Peal, timekeeper, who has been off on a sixty-day leave of absence account of looking after his farm, back at his desk again.

Mr. R. C. Anderson, assistant chief clerk, attended company business in Amarillo Monday and Tuesday.

Anyone desiring a 5:00 a. m. tennis game, please challenge Mr. R. O. Bradley.

On account of Mr. Kline being such a little fellow we have ordered him a "high chair" to sit in while doing his drafting work.

We understand that Mr. Joe Giroux has asked for a ninety days' leave of absence in order that he may comply with the plank of the Socialist platform, requiring the male sex between the ages of eighteen and sixty years to spend ninety days on the farm instead of the army. "Pretty soft! Pretty soft!"

Mr. John Winston, assistant timekeeper, spent the week-end in Stratford.

L. N. Hogan has been appointed fruit inspector.

Mrs. R. W. Ross, wife of chief clerk, returned from Herington last week.

Ticket Agent H. W. Clutter reported a heavy tourist business this month.

Mrs. Wm. Toole went to Texhoma Tuesday the 8th to accompany her mother, Mrs. Spiess, to Dalhart, who will make her home here for awhile.

Anybody wishing any aid in the line of orthography, please refer to Mr. Arthur Johnson.

Mr. B. H. Brvant, motor car repairer, has been spending a considerable amount of time in Liberal, Kan., the past few weeks. We presume he is giving that new son which arrived some weeks ago, private lessons in connection with repairing motor cars.

Mr. Paul Guver says his favorite pet is a deer, but we think it is a "dear" school girl.

Gib Jackson has accepted a position in the master mechanic's office as material clerk.

The El Paso Division has been doing a heavy business in the past month, due to the cantaloupe movement. On the 13th 301 cars moved east, routed Rock Island.

Mrs. F. B. Kirk, wife of dispatcher at Herington, Kan., is visiting Mrs. R. R. Bragg, wife of division engineer, this week.

Mr. Humeke, accountant, in giving instructions for properly charging out an item, says: "It is just like this here here. See?"

Switchman Jack Hughes was injured Tuesday evening, having broken two bones in his wrist.

Mrs. L. L. Minton, wife of signal maintainer, returned on No. 3 on the 9th from Ft. Worth.

Mr. Sidall, corporation accountant, has been conducting a check of the accounts in the shop office here this week.

Mr. Bill Ellis, assistant chief dispatcher, one of the charter members of the "Overhall Club," has almost worn out his only suit of overalls, and we are at a loss to know what he intends to wear when these are gone.

Mr. E. H. Moon, district accountant, was here during the week ending the 12th, checking up the situation in connection with the accounting work in the superintendent and master mechanic's office.

The Texas mirages are very deceiving for the stenographer in the division, engineer's office, from the state of "show me," and thinks her bathing suit is quite an unnecessary article unless she should not to make a trip to the "Gravels" this summer.

Mr. W. A. Carlton, material clerk, attended personal business matters at Fowler, Kan., Friday and Saturday.

A. L. Takenton, stationary supervisor, attended company business here Sunday and Monday.

The division engineer's office force is somewhat

worried over the forlorn or rather "forsaken" expression on a certain roduan's face. It is presumed his mind is wandering in the south-east part of Texas? Cheer up, Mac: there will be school teachers here next year the same as this year.

Miss E. M. Dolan visited Obar, N. M., last Sunday.

Mr. A. G. Nattsen, traveling accountant, is looking after the special work in AC-109 in the Dalmat shop once this week.

Mr. Guy Roush has purchased a new automobile and as a safety-first matter all children should play in their own yard until Mr. Roush learns to turn the corners a little better.

Mr. H. V. Arendt, in charge of the special A. F. E. force, is now engaged in disposing of A. F. E. close-out work in the Dalhart shop office.

Mr. oGrdon Roberts, who has been attending Texas A. & M. during the past term, has accepted a position in the engineering department. Mr. Roberts is a very industrious young gentleman and we are glad to have him with us.

Engineer Jess Matthews has been displaying some of his carpenter work at home the past week, at which he thinks he is an artist. But his wife said (after the severe rain the other day) that she thought he would be more proficient in building an air-dome than he would be in re-roofing a house.

The standing of the Dalhart Twilight League up to the present time:

Rock Island Team—First.
Long Horn Blues—Second.
Dalhart Greys—Third.



KANSAS CITY TERMINAL DIVISION NEWS.

George Campbell, of the live stock office, just returned from a trip to California, full of oranges and everything. Must be some attraction in that state.

Henry Herbig, son of Agent Herbig, underwent an operation on May 24. Said operation was of a serious nature, but we are pleased to learn that it was successful and he is improving very nicely.

Misses Evelyn Hungerford and Carol Taylor were visiting in Topeka May 23. Friends are sure nice to have when visiting, even in Topeka.

Mr. McVay was in Parsons, Kans., on Decoration Day, visiting Miles Birdsell who formerly worked here but is now with the M. K. & T. at Parsons. This is Mac's alibi and so we accept it.

We sincerely extend the sympathy of the office force to Wm. Cameron and family in the death of their mother June 13. Burial was at Marshall, Mo.

Mr. W. H. Wallace, car accountant from Chicago, visited the office on May 24.

Bob Pugh, chief claim clerk, took his vacation during the last half of May, but he had just as well worked, for he simply would not "stay put" and keep away from the office. Wonder why he wandered back every few days?

Misses Leah Luthy and Irene Smith were visiting Miss Luthy's sister at Annapolis, Md., during their vacation. They also took in New York and Washington, D. C., saw the Washington monument, even "went to the top of the bloomin' thing." After spending their money and losing a perfectly good lid belonging to Miss Smith, they both returned home but have no craving for the big city of New York.

Mrs. Con Frazier left for California where she will visit her mother. She will be absent 30 days. Nobody would object to visit California and be absent for 30 days or even longer. P. S.—She did not take her husband.

Speaking of California, the climate must have had some effect on Rose McCaffrey and Catherine Connolly. We understand Rose found "the only man." To date we have not received full particulars regarding his qualifications but hope to soon. Miss Connolly is silent on the subject, but "still water runs deep." But considering everything, they had a fine trip.

Mr. and Mrs. V. M. Coulter of Annapolis, Md., have returned to Kansas City for a visit. Mrs. Coulter was formerly Miss Leah Luthy, who prior to her marriage was a clerk in the local office. Mr. Coulter is a government pharmacist stationed at Annapolis.

Gene Groves was acting chief clerk during Mr. Pugh's absence on his vacation. We do not know how Gene acted but he has a good heart, although he is some chicken chaser.

"Dutch" McDonald was sparing with some boys a few days ago and evidently hit somebody with his eye. Said optic was in deep mourning for several days, but has regained its sparkle again. But it didn't worry Dutch a bit.

Ben Roody, accountant, arrived at the office one morning this week with a bandaged hand, which naturally aroused our curiosity, so questions were asked concerning the cause. We were informed that an ordinary soda pop bottle had burst in his hand, cutting it badly. This goes to show that soda pop bottles are dangerous, so try bottles of home brew and play "safety first." Soda pop—that's good, Ben.

Steve Meade spent his vacation at Miles City, Mont., visiting friends and relatives during the last half of May. He returned looking happy and well fed.

Miss Bess Dowell, telephone operator, spent her vacation in Colorado, returning June 15. Colorado is some state and we were assured that she had some time.

Bob Sheets made a trip to Versailles, Mo., Saturday, where he visited some (friend) friends. We claim Jimmie McCaully has some swell silk shirts. They sure are a treat. Duke is all jealous and everything.

Miss Erickson made a fine trip to Topeka last Saturday and returned the same day. Took \$2,000

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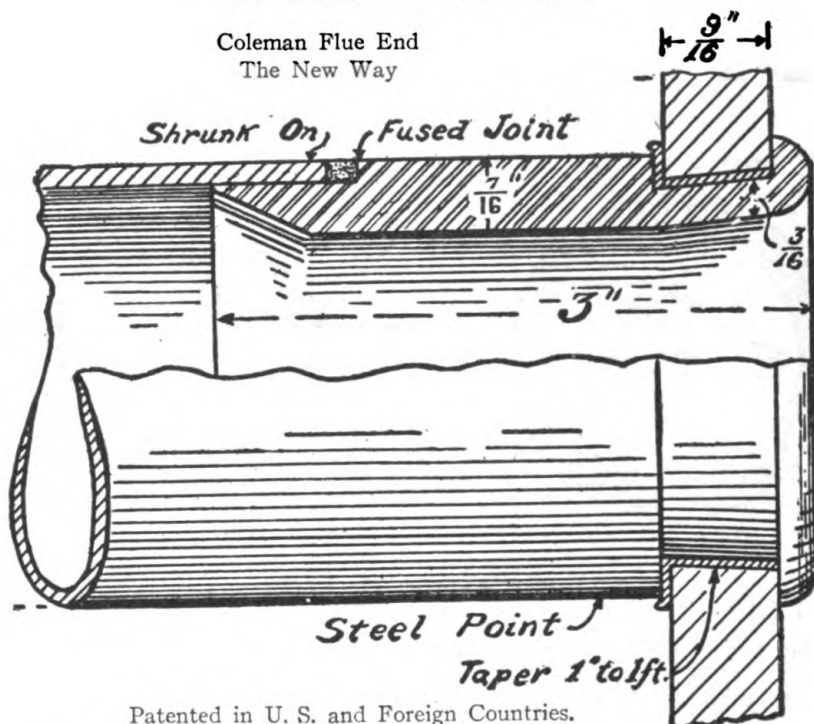
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sure do run, and as for Topeka, a person can spend a week there any day. Deep stuff.

Mr. W. H. Herbig, local agent, is in Minneapolis attending a three day national convention of local agents.

Does anybody know for sure the kind and quality of tobacco that "War Horse" Ames smokes? It must be good for he sure makes love to his pipe.

Miss McCaffrey received a 'phone message several days ago to call a certain number and ask for Mr. Thomas. Which she did, and was informed by the party answering the 'phone that it was the Dog and Cat Hospital, but Mr. Thomas (Cat) was at lunch and could not be disturbed.

✱ ✱

LIBERAL, KAN., NOTES.

By G. Reese Plugg & Lewbry Kater.

Chas. Roscoe Cantrell and wife left on the second of the month for Mr. Cantrell's home near Memphis, Tenn. This will be the first time Mr. Cantrell has visited the home folks since the war. He was in active service overseas 34 months, and was in the army of occupation in Germany.

Fred Voth, second trick machinist, says he can stand the cantaloupe rush all right if he can keep a plug of "Horseshoe" handy. It will be up to Chas. Burt to see that he is well equipped.

The arrival of several 2,500 class "hogs" for use on the west end has caused them to be closely inspected by all. On account of the small area of turntable, they are receiving quite a bit of complimentary (?) language from the hostlers and helpers.

Mrs. Z. L. Smith has left for Wichita Falls, Tex., for a visit with relatives. In the meantime "Smithy" has taken to the "beanery" habit.

Chas. Brown, coppersmith, is decorating his neat little home during his afterwork hours. Judging from the amount of paint we saw him taking home he intends to do a thorough job.

J. D. McLeod, general foreman, celebrated his wedding anniversary the fifth of the month by buying two boxes of candy, taking them home, putting one box through the screen door to his family, and remaining outside eating the other. This strange procedure was caused by the fact that his daughter has been a victim of scarlet fever.

Mrs. Mike Spooner assisted the Liberal High School seniors in the presentation of their class play by putting on the "make-ups" of the various characters.

Co-incidental with the advent of cantaloupe rush, we notice an accompanying rush of the "hobo Americanus" through these parts. In view of the fact that the "tillers of the soil" are reported to be in dire need of help, we wonder why they don't watch the incoming P. F. E.'s. They might be able to detain a few of the "tourists" and engage them for a few weeks.

The new railroad through Liberal is now laying track at Forgan, and is reported to be coming in this direction very fast. We have noticed there are many ties being dumped along the grading south of the C. R. I. & P. roundhouse. The name of the road is the Oklahoma and Kansas.

Miss Louise Boyle, clerk at the roundhouse, has recently returned from a visit to Woodward, Okla., where she attended the graduating exercises of her former classmates. During her absence Eural Gray officiated at the typewriter. We noticed Eural puts too much "jazz" movement in his operation of the "Royal," while Louise has more or less of a waltz and tickle toe rhythm in her handling of the "coffee mill."

Geo. Curtis, who was call boy here for several years, writes us from Long Beach, Cal. He says he is fully enjoying the cooling breezes of the briny deep, and is taking a dip in the "deep blue sea" every chance he gets.

Manuel Farrell, former employe at this point, is home for a visit with relatives.

The recent rains are causing a broad smile to wreath the features of the Sturdivant Brothers, whose farm northwest of town is reported to have a good stand of wheat. Owing to the probability of hail they have it well insured.

Speaking of farms, several of the boys have their back yards under intensive cultivation. Mike has about 14 by 20 feet in garden truck, and says that "if the darn cut worms don't eat up all his peas and beans before he gets a chance to sample them he will give the local food profiteers a run for their money."

Leo Willey, former oil house and storekeeper on the second shift, has been transferred to Dalhart in the same capacity. His many friends at this point are sorry to see him go but wish him success in his new station.

Ray Loyd returned recently from a visit throughout the country. He says there's no place like Liberal.

The "Armstrong Laundry" has been very popular of late. Especially since the recent raise in rates by the local "suds factory." Some of the boys are using home made soap, others use regular laundry soap. A few of the "home made" enthusiasts are meeting with some success, while some of them have only caused the "barn-yard serge" to smell "odderiferous."

Mr. and Mrs. Sanford Cox celebrated their third wedding anniversary on the third of the month. Their friends and acquaintances wish them many happy returns.

We wonder what has become of Chet Bains' wonderful steam engine. Guess it went the way of lots of momentary bursts of genius such as Mike's grease gun.

Harvey Widemann is endeavoring to dispose of his "Sonora" phonograph. Must be trying to "can" the "canned music."

What makes more noise than a pig under a fence? The second shift quartette in their rendering of "Open the window, darling. I want to throw out my chest."

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Add \$50 a month to your pay

Spare Time—Make your spare time pay. Hundreds of men all over the country, in the same line of work as you, are adding \$50.00 a month and up to their pay and they are giving only a small portion of their spare time to it.

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The Dough-Nut and Cinnamon Roll Club have been meeting very irregularly here of late. President Burt says, however, that he has hopes of holding the members together in spite of things.

A certain "nut-buster" (name given on request) scared himself and family almost into a conniption fit the other day, when he mistook a can of powdered shaving soap for the tooth powder. Upon applying same to his molars with the customary vigorous motions, he became alarmed at the amount of foamy lather which exuded from his mouth, and upon stepping into the kitchen to ask his wife the reason, she thought him in the throes of hydrophobia, and promptly fainted away. Such is the fate of those addicted to the gathering of "sample boxes."

Common topic for conversation both on and after "pay day": "How much're you short?"

Much activity on the part of auto owners has been noticed lately, and many and varied are the anecdotes related. Of course the laugh is passed by the "shanks mare" crowd when some unfortunate gasoline consumer has a mishap. But when one views the price of wearing apparel for the pedal extremities it's hard to say who is ahead of the game. Inasmuch as the auto owner doesn't wear out leather while riding.

Anyone wishing to adopt a pair of nice respectable orphan kittens, see J. D. McLeod.

The shower bath in the wash car has been in great demand these warm days. You have to speak for a place in the lineup or wait quite a while.

Our genial friend "Scott" is still at his old game of trading anything from a magnetic (?) razor to a safety pin. "Scott" says he will have to give up his only (?) vice—chewing tobacco—if the price goes any higher or the plugs get any smaller.

O. B. Wimmer, first shift hostler, is taking a vacation.

A notice in a recent issue of a local paper warns "all inhabitants of Liberal to stay at home during a fire so as to keep them from bothering the fire boys in the performance of their duty." Roundhouse Fire Chief Morphis says no such warning is needed to the boys in the shop. The majority of them, even to the "fire boys," stay away without being told.

MINNESOTA DIVISION.

Miss Adelaide Bergman, second trick yard clerk, Manly yard office, is enjoying a two weeks' vacation with homefolks in Galena, Ill.

A. J. Johnstone is the new A. F. E. clerk in the superintendent's office.

Operator M. I. Dewey has been appointed second trick at McCallsburg.

Miss Edna Cheney of the superintendent's office is enjoying a two weeks' vacation at points in the East, and Miss Leona Zalesky, enginemen's timekeeper, is spending her vacation at Mt. Gillan, Ohio.

Roadmaster G. Tjaden is the proud possessor of a new Dodge car. George says she has it all over a Mudge because no rails or tires are required.

Conductor H. D. Glidden has been granted ninety days' leave of absence and is operating a railroad of his own at the Electric Park, Waterloo.

H. A. Butts has been assigned third trick operator at Traer.

Miss Vida Powell has been assigned AAA clerk in the superintendent's office. The vacancy in file room is being filled by Mrs. Tillie Wynne.

G. M. Hatfield, AFE accountant, recently attended a convention at Charles City and had the misfortune to lose his pocketbook. Wonder what in addition to his pocketbook Glen would have lost if his wife had not accompanied him.

Fireman S. Vingie has been granted leave of absence and has left for Sweden to visit his parents.

Mrs. E. B. Van Akin, wife of road foreman of equipment, is a delegate to National Federation of Women's Clubs' Biennial, which is being held in Des Moines. Mrs. Van Akin is representing Manly clubs and Mrs. W. E. Warren, wife of Trainmaster Warren, is a delegate from Iowa Falls.

Engineer A. G. Powell is attending the Shriners' National Convention, which is being held in Portland. Mrs. Powell is accompanying him.

C. R. Hicks, dispatcher, has returned to work from his annual vacation, which was spent in the wilds of Manly.

B. F. Young is now on his vacation, visiting at points in Indiana.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

Brakeman Geo. Coope has been called to Waynesboro, Va., on account of illness in his family.

Conductor F. H. Stafford expects to leave for California in the near future for a vacation.

Brakeman H. L. Brown and family are spending their vacation visiting relatives in Tennessee.

Chief Dispatcher Benton and family expect to spend their vacation in Brunswick, Mo.

Road Master's Clerk Clifford Davis leaves on his vacation June 18th. He expects to visit Buffalo, Niagara Falls and other eastern points of interest.

Chief Dispatcher A. S. Bishop has returned to work after a pleasant vacation.

H. A. Hatfield, pensioned section foreman, passed away at his home in Belleville, May 28th. His wife and family have the sympathy of all in their loss.

Master Carpenter's Clerk Mrs. Ollie Dryden has resigned, effective July 1st.

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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.

Men's fine dress shoe of high grade black leather. Extra quality leather lining. This is a wide last, high comfort toe.

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.

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INVENTIONS.

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

Guy Phillippi, formerly operator at Sabetha, has bid in the position of car distributor in the dispatcher's office, relieving John Calder.

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

Train Master's Clerk Ethel Heidelk is back on the job after a six weeks' leave of absence on account of illness.

Marguerite Hardy relieved Mrs. Heidelk.

Engineer and Mrs. W. A. Archer are visiting relatives in Illinois.

Fireman John Heidelk is laying off on account of a sprained knee.

Conductor Webb Franklin was compelled to take a vacation on account of a sprained ankle.

Fireman R. B. Hicks is laying off on account of an attack of appendicitis.

Operator Roy Shankland is the proud father of an eight and a quarter pound boy, born June 12th.

Three Shriners' specials passed through Fairbury June 11th on the way to Portland.

Mrs. N. M.: Richardson has resumed work, after a ten days' leave of absence.

Operator M. Espelund has resumed work, after a two weeks' leave of absence.

Operator T. M. Daniels has been granted a few days leave of absence.



ST. LOUIS DIVISION NEWS ITEMS.

Collected by B. L. Enloe.

Doesn't it seem good for the St. Louis Division to have a column in the magazine every month. But wouldn't it be better if we could have an item or two from each station. Why don't the rest of you agents help?

Most of the office force spent their holiday vacation Sunday before Decoration Day, and Decoration Day out of town.

Car Distributor A. W. Silvey and family returned from a two weeks' vacation at Los Angeles, Calif., June 11. Happy said he enjoyed the bathing parade more than anything else.

D. Q. Burris has been transferred from superintendent's office at Eldon to general manager's office at Des Moines and left for that point Monday, May 31. We wish you success, Dorran.

Master Mechanic W. R. Embury attended master mechanic's meeting at Atlantic City, N. J., the first part of June.

Miss Anna Polly, formerly employed in superintendent's office at Eldon and now working for division engineer of the Rock Island at Dalhart, Tex., visited friends at Eldon on Decoration Day.

Who was the good looking girl Russell was talking to in the waiting room? He says it was Cousin Marie, but who ever heard of a person being so attentive to his cousin. Anyway he wouldn't have taken his cousin to dinner.

Miss Goldie Brockman spent a few days in St. Louis during the middle of June in company with Miss Josephine Silsby, daughter of Engineer Silsby.

Dispatcher C. H. Weidner has resigned his position and accepted employment as dispatcher at Douglas, Ariz., for the E. P. & S. W.

Maintenance Clerk L. H. Gunter and wife spent Saturday afternoon and Sunday, June 12 and 13, visiting at Windsor.

Report Clerk Clell Mitchell has resigned his position as clerk at this office and expects to leave for New York in the near future.

Night Chief Dispatcher F. B. Kirk of Herington visited friends at Eldon June 15. Mr. Kirk was formerly chief dispatcher and trick dispatcher at Eldon.

Agent W. A. Bybee and Section Foreman H. Underwood of Eterville made a business trip to St. Louis Saturday, June 5, Mr. Bybee returning Saturday night. Mr. Underwood staying over until Sunday, visiting with his brother who is an employee of the street railway company.

The new building for the Bank of Eterville, which was organized a short time ago, will soon be completed and ready to occupy. The bank has been open for business in temporary quarters since January 7. Agent Bybee is vice-president of this institution.

Can anyone tell why Bert went home and stayed the entire time Dugan was back in Eldon?

Can you imagine Grace clipping the piece of poetry from page 2 of the Rock Island Magazine for June, entitled "Pep." What a grand and glorious feeling.

The Hambro factory of the Hamilton-Brown Shoe Co. at Union, Mo., had a grand opening on Saturday, June 5, from 8 o'clock to 11:30. The occasion was the completion of the new building. Superintendent Correll and Division Freight Agent Alken attended and Mr. Alken delivered the address of the evening. After the addresses all enjoyed dancing and the good banquet which had been prepared.

Union is anticipating a good time June 17, 18 and 19, when the Frisco travelers will be in the city. Preparations are being made for one of the best times Union has ever had.

Gravel loading Meta pit progressing very nicely. Gravel loaded now going to the El Paso division at Canton, Kans., and Kansas division at McFarland. Loading on an average of 18 cars per day.

Mike Wresback, gravel pit foreman, Meta, who was taken sick with the "flu" in November, 1919, and was bedfast all winter, we are glad to report has returned to work June 7 as pit and extra gang foreman, feeling better every day.

Wonder why more tourists don't visit the scenes along our line (St. Louis Division). Some of the most beautiful scenery along the streams such as the Osage, Gasconade and Maries rivers to be found nowhere. Talk about Rocky Mountains outings. We doubt if they are better or as good as the scenes in the Ozarks—fishing is fine. The people of Henley are elated over advice

received that effective at once trains 25 and 26 are to make regular stop at Henley.

Section Foreman T. D. Williams of Ionia attended the memorial services at Meta May 30.

John Alred, section laborer on the Ionia section, has been off from work about six weeks account felon on the right thumb. He is greatly improved but unable to return to work as yet.

N. B. Stockton, agent at Ionia, has been doing the usual spring house cleaning. He says he is ready to compare depots with any agent on the line, even with Mr. Russler at Meta for instance.

Agent C. Allen of Versailles took a little vacation June 5 to 15, going home to Wyncet, Ill., to attend the marriage of his sister, relieved by Rex Bartram, first trick operator at Versailles, who was in turn relieved by our boomer operator, "Brigham" Young.

A. H. Dohrman, third trick operator, was off few days first half of June account sickness (homesickness for strawberries and cream). Relieved by second trick operator Jones, second trick being closed temporary.

Moniteau Coal Company at Radiant, Mo., have opened up their "diggings" again and expect to give us some hauling to extent of about ten cars per day.

Agent Phillips and Station Clerk Leo Chism of Stover spent a very interesting evening, June 6, at Boylers Mills, Mo., ten miles southwest of Stover.

Sunday evening about 150 people of Stover gathered at the lake on Sunday evening, taking supper and enjoying the evening. Cole Camp, Sedalia, Warsaw and other nearby towns were also represented. This cared for by business men of Sedalia and consisted of fishing, bathing and club house entertainments.

Operator Oliver of Raytown, while returning from work a few mornings ago on his motorcycle, had the misfortune of colliding with a Ford. He was thrown from his motorcycle underneath the Ford, which passed over his body. When he got up and shook off the dust he found he had only sustained the loss of a few patches of skin and one or two injuries to his "hock."

Foreman Ham, Section No. 47, of Raytown, has solved a way to reduce H. C. L. Recently he purchased a cow and two fine Poland sows, which produced sixteen nice pigs. Mr. Ham has provided a shed for the cow and one for the hogs out of old lumber which was taken out of an old bridge that was overhauled, without any expense to himself or the company. In addition to the cows and hogs he has chickens and a very fine prospect for a garden. We expect a report from the foreman at the end of the year to compare with others.

If you don't believe that Raytown is on the map, just get a Missouri Motorist's Guide. You'll find it where three very popular highways cross each other, Jefferson Highway being the most popular of them.

"Horse Sense." Bob and Emery of Raytown were the recipients of a dish of ice cream just recently, but the thoughtful person forgot to enclose but one spoon. Emery was permitted to eat first, and after having consumed a large half asked Bob to finish it, saying "My will power won't permit me to eat any more." Will power h——!" retorted Bob; "it's just common horse sense."

The collector is very grateful for the help given by different agents and operators in getting items from stations along the line. Would like to encourage them all to send in an item or two.

✿ ✿

Tribute Paid to Rock Island Courtesy

The following letter has been received by L. M. Allen, vice-president and passenger traffic manager, from a prominent citizen of Rock Island, Ill.:

"Mrs. ——— has requested me to express the gratitude of her family for the way the Rock Island took care of them recently when her husband's body was sent over your line. We found all employees with whom we came in contact were particularly anxious to help us in every possible manner.

"The engineer took particular pains to pull that train smoothly. When we arrived in Chicago, a special switch engine was on hand to switch the car up to the depot; a place had been reserved in the dining room for our convenience and a special representative was on hand to be of whatever assistance he could.

"The brakeman who rode in our car was also very thoughtful."

✿ ✿

ON TRIAL.

"We'll have to convict your client."

"Huh?"

"She's guilty."

"Sure she's guilty. But would you as such an aspersion on her good looks?"

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

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

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

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

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

ACTUAL
SIZE

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

Sterling Silver\$2.75
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Name

Address

New Railway in Andes Mountains

A government decree has been signed, writes George Mallet to the Weekly Bulletin of the Canadian Department of Trade and Commerce, authorizing the concession of a metre railway between Yelcho lake and the Argentine frontier. This new line will be 70 kilometers in length, and will connect with another projected line under consideration in the neighboring republic which will extend to Colonia 16 de Octubre, in the Department of Chubut.

The concession will be for fifty years, but the state will have the power to acquire it at any time on payment of its net cost, subject to a rebate of 2½ per cent for depreciation for each year which has passed since its construction.

R. R. Man Persuades Yegg to Renounce Calling

A few nights ago General Passenger Agent McMurray was awakened by a flashlight in the hands of an intruder in his home. He quickly added some additional illumination by turning on the lights in his room. The intruder started to leave hurriedly, followed by Mr. McMurray. The haste confused the burglar, and he found himself cornered in the library. More lights came on, and the railroad man said:

"Sit down. Am glad to see you. I'll help you make out an itinerary right away. Am sorry the folks are not at home or we would have some refreshments. Now, you want to go to—"

"But—but," stammered the burglar, "I don't want to go any time soon, and—"

"That's all right," continued the head of the passenger department. "We do not insist on your going at once. We do not try to hurry. In fact, in our operating department we sacrifice speed in the interest of safety. On the Union Pacific and connections we can give you service that is certain to be satisfying. We will arrange in advance for your seat and berth and we will give you letters to our representatives so that you will be taken care of. We—"

"Please, sir," said the burglar, "I don't want to take any trip on a railroad. I just want to—"

"Very well, then," said Mr. McMurray, "We operate steamers between Portland and California ports, and at San Francisco you can secure passage any where. Just at present Cuba is in high favor with travelers from this country. If you have another destination in mind we will fix it so that—"

"Say, Mr. Man," said the burglar, "I've got just eleven dollars. You can have the money if you'll show me the back door. I haven't taken a thing in your home, and if you will let me go I'll promise that I'll never again attempt to steal. You are a mighty fine fellow, and if I can get anywhere for eleven dollars give me a ticket for the money and I'll take the first train out."

Mr. McMurray let the intruder depart with his currency and coin. He showed him the front door and then went back to bed, where he again sought sleep, in the mean time contenting himself with the thought that there are more ways than one of getting rid of a burglar and that by just acting naturally he saved his property and escaped from what might have proven an unwelcome encounter.

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STANDARD RAILWAY EQUIPMENT CO.

NEW YORK CHICAGO
NEW KENSINGTON, Pa.

Signalling on the Rock Island Lines

(Continued from page 15.)

more and more extensively. This type of signalling is practically immune from interferences from street railway ground currents. The Rock Island is all lined up to go into it on an extensive scale if occasion warrants.

A few installations of so-called light signals at interlocking plants. In using the semaphore type signals, it is necessary to operate under two distinct types of indications, the position of the blade during the daylight hours, and the color of lights during the dark hours. Proceeding on the theory that if colored lights give satisfaction during the dark hours, they would likewise give satisfactory service during the daylight hours, provided the means could be developed whereby colored lights could be seen during the day, the signal manufacturing companies have developed various colors which can be clearly observed under the most unfavorable daylight conditions at long ranges. This type signal is desirable from the maintenance and operation viewpoint as there is absolutely no moving parts in the nature of mechanism required to display the various indications, thus reducing time required to keep our present motor driven mechanisms in shape, also reducing the chance for failures.



Standard automatic block system.

TRAIN CONTROL SYSTEM.

Automatic train control. A test of automatic train control is now in progress between Blue Island and Joliet on the Illinois Division.

We expect to install within the near future, a low voltage, battery operated, remote controlled, switch machine, at a passing track switch, which is situated on a grade, to permit the operator at the station to open and close the switch, thus avoiding the trains having to stop to enter or leave the passing track. The operation of this machine will be watched with unusual interest, since if it proves entirely satisfactory under all operating conditions, the possibilities, from an extensive use of them, with respect to saving time and reducing wear and tear on equipment, are of quite a magnitude. Automatic block signals are installed primarily with the idea of increasing the

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capacity of a given line, by permitting the running of trains closer together without hazard as to collision, and with the added feature of safety, in checking against broken track, open switches, or mistakes on the part of the various employees in handling train movements. However, on single track, they are used to an extent, and to an advantage not usually recognized by the general railroad man, and by maintenance of way forces to time their various classes of work, and govern their movements over the line on hand or motor cars with maximum safety and minimum time lost in waiting on anticipated trains; by the dispatchers in obtaining exact information from operators on the approach of trains at busy points; by train crews, particularly of locals, in determining just when expected trains leave the stations adjacent to where they are working, as an aid in timing their own movements. The above statements are borne out by hearing complaints by employees who have transferred from single track signalled territory to double track and to non-signalled territory and requests for indicators in stations to repeat the indications of station signals where the latter cannot be seen by the operators from their desks.

Our chief causes for signal failures are:

Dragging equipment—brake rigging mostly—tearing off bond wires, underground wire connections to rails and bending switch point connections to our circuit controllers. An improvement in suspension of brake rigging would reduce these troubles.

ALL ABOUT MICE.

Mice making their homes and rearing their families in our trunking (wood conduit) which is used to house our underground wires. Frequently the trunking is too crowded and the mice gnaw away the insulation from the wires in an endeavor to make more room. With the insulation gone, electrolysis sets in, particularly in wet weather, gradually corroding the exposed sections of the wires until they are reduced to needle point contacts, and break, causing intermittent signal failures. This usually occurs during the cool of the night and requires maintainers to make costly night trips. Such trouble often is difficult to find because when the maintainer arrives on the scene, the signals are clear, and as it is impractical to tear up the underground wires, he is required to wait until trouble recurs and continues until he can get on the scene. We have, however, developed various rather effective kinks which we have made use of during the past few years as it has been necessary to remove our trunking, and which kinks have tended to make our trunking more mouse-proof. Heretofore reducing the trouble from this source. We are testing out some galvanized iron armored cable as a substitute for loose wire housed in wood trunking, and if it proves satisfactory we feel that we will eliminate the mice nuisance, along with other weaknesses in our present construction.

Lightning—With the present state of development of lightning protection for signal apparatus, a thunderstorm is the signal for the signal maintainer to prepare to get out on the track to clear up cases of trouble, due to burnt out apparatus. A lot of talent has been employed in the endeavor to reduce lightning interferences without results of any magnitude so far.

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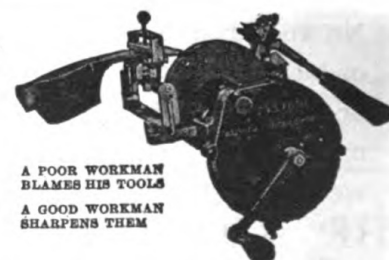
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Two Veteran Suburban Employees Are Dead

Charles F. Cline, veteran conductor, and William Watt, pioneer brakeman, both widely known on the Chicago Terminal Division and to patrons of the suburban service, died recently.

Mr. Cline had been a passenger conductor since 1883, and most of the time following that year was in the Rock Island's suburban service. He was employed by the road for many years prior to 1883.

He was one of the best known and liked conductors on the Division. Patrons of the road who rode daily to and from the loop on his train missed his face one day in May and upon inquiry learned that their friend had passed away. Hundreds expressed their grief to the management.

Brakeman Watt, who served as a suburban collector, had been in the service a long time and since 1895 was a brakeman. He was taken ill in December of last year and had not been in the active employ of the road since then. He was a familiar figure on suburban trains.

New Servis Tour Booking for August

J. L. Servis, 815 Oneida street, Joliet, Ill., manager of Service tours, is booking a new Yellowstone National Park tour, beginning August 22. Two previous tours have been booked in full.

Those going on the Servis tour take the Rock Island, Northern Pacific, Oregon Short Line, Denver & Rio Grande and return from Colorado via the Rock Island.

Mr. Servis is one of the best posted men on the national park and the states of the Rockies. He has been eminently successful in conducting summer tours there for several years.

Among the places to be visited are St. Paul, Yellowstone, Salt Lake City, Royal Gorge, Colorado Springs, and Omaha.

Rasmussen Plans to Break Arctic Record

Knud Rasmussen, the Danish explorer, and Peter Freuchen, his cartographer, are preparing an expedition to the northernmost American Esquimaux. Rasmussen declared the expedition probably would be the longest he ever made. He plans to take provisions to last five years, but considers it likely the trip will last seven. Fourteen men will comprise the party.

Those who live in modern flats have little room to complain.—*Columbia Record*.

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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.

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Made in three Consistencies

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MEDIUM—(soft-plastic)

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costs you \$2.00. If not, costs nothing.
N. D. POWERS, Dept. 658 Battle Creek, Mich.

Of Interest to Women

(Continued from page 26.)

nieres or crushed about the hips in ori-
ental fashion.

Just now one finds sashes in bold
striped patterns, in flowered and bro-
cade designs. For street dresses of
linen, pongee and taffeta a sash of Roman
colorings is very attractive.

The string sash is holding its own and
nothing can replace its suggestion of
youth, decoration and serviceability.

Ribbon is used for collars on summer
frocks, sometimes it is seen combined
with maline for stocks with stand out
loops over the back.

Hats have sash trimmings and ribbon
streamers.

There are also sunshades of ribbon and
parasols of plaid taffeta.

A serviceable "country dress" of sports
silk has trimmings of linen crash.

A dress of foulard may be trimmed
with bands of satin.

A dress of plain organdie has the waist
of flowered organdie with collar, cuffs
and frills of the plain material.

A dress of English sateen is trimmed
with loops of grosgrain ribbon and a
double round collar of organdie.

A kimono blouse of tricolette is bor-
dered with satin.

Satin ribbon was used to simulate
stripes on a blouse of organdie. The
ribbon forms loops below the belt.

Blue and black embroidery trims a
dress of white crepe de chine.

A frock of black taffeta has for its
only decoration a frill of organdie from
shoulder to belt at one side.

Try orange and black embroidery on a
frock of blue taffeta.

A dress of black and green challis is
trimmed with loops of green ribbon.

Black satin and blue georgette are
smart for a gown finished with a vestee
of ecru lace and a blue velvet sash.

A cool looking dress of green and
white gingham is trimmed with white
linen pipings and a narrow belt of white
kid.

A dress of blue serge is finished with
stitching in self color.

Printed lawn in rose and white will be
pretty combined with white organdie.

Beige colored taffeta and ecru organdie
are a good combination.

Try gray, blue, and black together in
serge or satin.

A dress of green chambray for a little
girl may be simply and effectively finish-
ed with blanket stitching in white.

DESCRIPTION OF PATTERNS.

Instructions in ordering any of the
following patterns may be found in the
caption beneath the illustration on
page 26.

3266. Child's Play Dress. Cut in 4
sizes: 2, 4, 6, and 8 years. A 4 year size
will require $3\frac{3}{4}$ yards of 27 inch mat-
terial. Price 10 cents.

3289. A Cool Dress. Cut in 5 sizes:
2, 4, 6, 8 and 10 years. A 6 year size
will require $2\frac{3}{4}$ yards of 36 inch mat-
terial. Price 10 cents.

3271. Child's Dress. Cut in 5 sizes:
1, 2, 3, 4 and 5 years. A 2 year size will
require $2\frac{1}{2}$ yards of 36 inch material.
Price 10 cents.

3255. A Charming Gown. Cut in 7
sizes: 34, 36, 38, 40, 42, 44 and 46 inches
bust measure. A 38 inch size will re-
quire $7\frac{1}{2}$ yards of 40 inch material. The
length of the skirt at lower edge is 55
yards. Price 10 cents.

PATENTS

Inventors Invited to Write for
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Patent Lawyer

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3283. Misses Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size will require 5½ yards of 36 inch material. The width of the skirt at lower edge is about 1½ yard. Price 10 cents.

3265-3252. A New and Stylish Sports Costume. Waist 3265. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size will require 2¾ yards of 27 inch material. Skirt 3252. Cut in 7 sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. A 24 inch size will require 3¾ yards of 40 inch material. Width of skirt at lower edge is a little over 2 yards. Two separate patterns, 10 cents for each pattern.

3275. A Stylish Gown. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5½ yards of 44 inch material. The width of the skirt at lower edge is about 1½ yards. Price 10 cents.

3277. A Popular House Dress. Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 6¾ yards of 36 inch material. Price 10 cents.

3268. Junior Dress. Cut in 3 sizes: 12, 14 and 16 years. A 14 year size will require 4¾ yards of 36 inch material. Price 10 cents.

3258. Night Dress and Cap. Cut in 4 sizes: Small, 32-34; Medium, 36-38; Large, 40-42; and Extra Large, 44-46 inches bust measure. Size Medium requires 4½ yards of 36 inch material for the gown, and ¾ yard for the cap. Price 10 cents.

3263. A Comfortable Apron. Cut in 4 Sizes: Small, 32-34; Medium, 36-38; Large, 40-42; and Extra Large, 44-46 inches bust measure. A medium size will require 4¾ yards of 36 inch material. Price 10 cents.

3270. Girl's Blouse and Skirt. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size will require 6 yards of 36 inch material for the blouse and skirt of one material. The skirt alone requires 3 yards of 36 inch material. Price 10 cents.

Crisis Ahead, Warns N. Y. Central Chief

Lack of coal equipment on the part of the railroads is periling the industries of the country, and this peril will result in a "terrible crisis" next winter, unless the way is found to get coal cars, according to A. H. Smith, president of the New York Central lines. This message was given to the members of the National Coal association by Mr. Smith at the coal men's meeting at Atlantic City.

Mr. Smith said the railroads of the country, in order to build the car equipment needed, must spend approximately \$700,000,000 at once.

"We have a tremendous problem ahead of us in furnishing the transportation needs of the country's industries," he said. "Unless we can get the money to do it, the critical situation confronting industry today will only become worse. The people do not realize how acute the situation is. Industries are in deep distress for the want of transportation. This country is in more trouble than I think it ever has been in, even in time of war, because of the need of this vital necessity."

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Might do quite well
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The Continental has territory on the Rock Island System and intersecting lines open to disabled railroad men. See Mr. Boyer or communicate with the Chicago Office.

Book Review

THE following books are well worth reading. They have been thoroughly reviewed by expert critics, as follows:

TARZAN THE UNTAMED. By Edgar Rice Burroughs.

A new Tarzan book requires no description. The matchless Tarzan has captured the hearts of the great American public, and "MORE TARZAN" has been the cry ever since the first tale of Tarzan was published. "Tarzan, the Untamed" is good, exceedingly good, and Tarzan fans all over the world will find in this new series of Tarzan adventures all the fascination, all the charm, all the pleasure they have known and felt previously in following the fortunes of the marvelous ape-man. Illustrated by J. Allen St. John. Price \$1.90. A. C. McClurg & Co., Chicago.

THE FLYING LEGION. By George Allan England.

A thrilling, spirit-stirring, high-pressure story of a desperate quest via airplane in the great Arabian desert; one of the four large areas of the earth's surface that remains practically unknown. For lovers of adventure and romance it will be the fictional treat of the year. The "Flying Legion" was composed of men who, wearied of the monotony of everyday life after the excitement of years of service as "ace" aviators, sought again the lure of high adventure. All of them bore scars from the great conflict and each had anywhere from one to a dozen decorations, to obtain which men will gladly risk their lives. Outlawed from the start the Legion reached the "Forbidden City" only after many perilous adventures. From then on the story is one of hairbreadth escapes and desperate deeds, a mere handful of men pitted against a nation of semi-civilized fanatics. Price \$1.90. A. C. McClurg & Co., Chicago.

THE DUKE OF CHIMNEY BUTTE. By George Washington Ogden.

Rather an unusual nickname for a cowboy, but the story is a most unusual story. It is thrilling romance and at the same time stark and stern realism—the Old West at its best and its worst. The "Duke" arrives at the Bad Lands on an old-fashioned bicycle, and the bicycle lasted about as long as a plug hat would last in that country. Later things began to happen; the Duke was something of a tenderfoot, but he soon demonstrated he could ride and shoot in a way that commanded respectful admiration, even in a community where skill with a six-gun was a first necessity. He was peculiar, too; had queer chivalric notions, and a keen sense of justice; just the kind of man who would be in hot water most of the time in that lawless land. When romance came to him it was as uncommon as the man himself and it disturbed even his equanimity to find the girl he loved possessed with a desire to end his earthly existence. Price \$1.75. A. C. McClurg & Co., Chicago.

JOHNNY NELSON. By Clarence E. Mulford.

Things began to happen when Johnny Nelson, two-gun man and pupil of Hopalong Cassidy, in his search for a place where there were no "wimmen" struck the cow-town of Gunsight. Johnny was not exactly a misogynist, but "wimmen" spell trouble for him and while trouble did not faze him, trouble where a woman was concerned caused him to

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MODERN METHODS
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flee as if from the wrath to come. Only one woman lived near Gunsight, and despite his aversion her brave struggle against heavy odds interested Johnny, whose sympathies were naturally with the under-dog. He championed her cause with his six-gun and his brains, of which he had plenty. Johnny won and lost. To all who care for a rapid-fire story of the Old West Mr. Mulford's work will carry a great appeal. It's the real thing; the West before the law came. In a sense it's a sequel to "The Man from Bar 20," one of the most popular of Mr. Mulford's famous stories of the cowboy country. Price \$1.75. A. C. McClurg & Co., Chicago.

Appliance a Success

Charles S. Coleman, president of the Coleman Boiler Appliance Company, was at one time an employee of the Rock Island Lines. He served as roundhouse foreman for a period of three years on the Oklahoma Division. Later Mr. Coleman became a boilermaker and then became boiler shop foreman. During all this time, covering a period of better than 25 years, Mr. Coleman experienced and practiced with his appliance, until today he has the thing as perfect as it possibly can be made.

At the present time the Coleman No-Leak Boiler Tube Safe End has been on a test on one of the largest trunk lines, and this test to date shows a tremendous saving in fuel consumption over the ordinary equipment. A recent report covering the Coleman Equipped Engines showed an average saving of 2.92 tons per 100 miles, a most remarkable showing.

Mr. Coleman is well remembered by his many friends on the Rock Island Lines, who also know of his appliance and the time and efforts he has spent in order to make it a success.

Foxy Hiawatha

From Union Pacific Bulletin.

Hiawatha learned a secret
From Twit-ever, the brown sparrow—
That the Railroad paid for ponies
Which the Thunder-bird ran o'er.

So he bought an aged pelter
For two bits in paleface dough-dough,
And with sinews of the yip-sing,
Which the white man calls the bobcat,
Deftly lashed it to the track.

Then when whizzed the midnight rattler,
Turning Hiawatha's pelter
Upside downside, skin side outside,
Fur side inside by the track side.
Hiawatha to the Claim man
Straightway raced with lamentations:
"One fine poney, worth much rhino,
"By the Thunder-bird run over,
"Busticated—gone—heap dead;
"And he never rang the whistle,
"No, nor even blew damn bell!"
Then the Claim man, all unwary,
For the poney poneyed up.

Thus, with coupon-bearing ponies,
Hiawatha kept his warbags
Bulging with paleface dinero;
And when braves bawled out the Rail-
road

As the medicine for Injuns,
He would wink and gaily tell them
They were warbling through their head-
dress,
For the Thunder-bird brought luck.

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Simply set your numbers on the flexible adding machine keyboard and turn the crank—forward to Add or Multiply, backward to Subtract or Divide.

Without obligation or expense to you, we shall be glad to have you apply the Monroe to the figure work in your own office.

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HOME OIL REFINING COMPANY OF TEXAS;

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Manufacturers of Valve, Superheat Valve, Engine, Coach, Car, Greases, and Signal Oils.

The Company is erecting a modern plant in Franklin, Pennsylvania, and only the best material obtainable will be used in the manufacture of its various products, for both Steam and Electric Railways. Will be ready to furnish Superior Railway Oils, such as General Charles Miller has been recommending for the past forty years, with some improvements added.

This notice is given to the Railways of the United States, so that when they wish to purchase lubricants on gallonage or guaranty basis, communicate with:

GENERAL CHARLES MILLER, Chairman,
Franklin, Pennsylvania.

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Duplicate of Express Receipts Is Now Required

After July 1, the American Railway Express Co. will keep a duplicate copy of every receipt it issues when receiving business from shippers. The duplicates will be retained by the express company for the purposes of record and reference, and will be held at the shipping office.

Shippers who have been accustomed to prepare their own receipts or who have their own forms have been requested to make provision for supplying duplicates of such receipts to the express driver or receiving clerk who signs them.

As a matter of convenience to shippers, the regular receipt forms of the express carrier will be revised to permit their use in duplicate form.

In cases where prepaid receipts are now being issued in duplicate, the extra copy being used as a record of charges paid, a third copy will be required under the new system, and in such instances prepaid receipts will be issued in triplicate.

One of the objects of the new system is to bring about better protection for and methods of recording the movement of express packages in transit.

* *

Bergdoll, Arch Slacker, Escapes from Soldier Captors

The American Legion Weekly publishes the following outline of the unenviable career of Grover Cleveland Bergdoll, now at large:

"Grover Cleveland Bergdoll is the son of a German-born brewer of Philadelphia who died leaving a fortune. In 1914 he offered his services to Germany as an aviator through the German consul in Philadelphia. When the United States declared war he announced he would never fight against Germany.

"Although he registered under the draft act, Bergdoll failed to report for examination on August 8, 1918. His brother, Erwin, followed the same course and is still at large. For more than two years, Grover C. toured the country in his automobile, narrowly escaping capture several times.

"On January 7, 1920, Bergdoll was captured in his home after his mother attempted to resist the officers with a loaded revolver. He was tried by court martial on charges of desertion and violation of the 58th article of war, and sentenced to five years' hard labor in Castle William, Governor's Island.

"On May 20 Bergdoll left his prison in company with two guards under three days' parole granted by the Adjutant General to search for \$150,000 in gold which he said he had buried in the hills near Washington. He remained over night at his home in Philadelphia, sleeping with one of his guards. The following afternoon, May 21, he managed to slip out of the house unobserved, on the pretext of answering a telephone in another room, entered an automobile which his chauffeur had waiting and was driven away.

"As this is written Bergdoll is still at large and, so far as known, government agents and others participating in the search for him, have no tangible clue as to his whereabouts."

Rock Island Magazine for July, 1920.

Conductor Saves

Hungry Little Child

L. M. Allen, vice-president and passenger traffic manager, recently received the following letter from a Rock Island patron:

"While riding on your local train leaving Chicago at 1 p. m. (No. 21) May 8th, I had the pleasure of witnessing a very fine piece of manliness performed by a real conductor.

"This gentleman, while passing through one of the cars noticed a woman with a baby about six weeks old. The child had been crying most of the time and he asked her in a kindly manner if the child was sick and if he could do anything to help it. She said no, the child was hungry and that she had forgotten its nurse bottle. Well, the conductor said, 'Can't you get it some milk at our next stop?' She said, 'Yes, but what will I put it in?' 'Well,' he said, 'I'll fix it up at Bureau.'

"The woman was young and did not understand much about babies, but the conductor had evidently had some good experience. At Bureau he secured a bottle of cream, borrowed a nurse bottle from some woman in another car, and the baby received its food.

"Really, I believe the child would have died only for the conductor, as it was gasping from hunger.

"This particular conductor is always on the job in good spirits, having rode his train many times I have always found him the same, treating people as if they were his customers, so to speak. I sincerely think he should be commended for the above act of kindness, for I feel sure the mother of the baby would not think of writing to you."

Greatest Efficiency Is Immediate Need

Critical rail transportation conditions existing at present make it imperative that the carriers and shippers immediately co-operate in the transportation of traffic to avoid serious economic loss, the Interstate Commerce Commission declares in a letter to a joint committee of the railroads and shippers.

The general notice of the commission to the carriers and shippers declared:

"The greatest efficiency in transportation is the immediate need of the country to stop present and avoid future widespread economic loss.

"Your individual and concerted action is needed for prompt restoration of better operating conditions. All available equipment should be loaded and handled to capacity where practicable, and every effort made to rapidly and progressively reduce accumulations.

"Your full co-operation and support is also invoked in giving effect to such steps as may be taken by the joint committee to be appointed.

The commission's letter declared that "in view of present operating conditions well known to you both the need, always present, of hearty co-operation on the part of those who use and those who furnish transportation is emphasized to the point of calling for such endeavor as was prompted by patriotic impulse while our country was in active participation in the war."

The push for the Vice Presidency almost equals that for the theater seats behind the posts.—*Boston Herald.*



GRAVER Type "K" Water Softener

Chicago, Rock Island
& Pacific Railway
Water Station at
Ottawa, Ill.

You are invited to write our Railroad Department about your water problems. We will give them careful consideration from a practical as well as a scientific standpoint.

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The POWER That Drove This Tank Through
Bucking Snowdrifts on Its Climb Up Pike's Peak

Sgt. A. H. Worrall, commanding the tank, writes: After a hard climb for six consecutive hours, bucking snowdrifts eight to ten feet deep, we reached an elevation of 11,600 feet. We used Sinclair Gasoline and never once did our engine miss fire. Your Opaline Motor Oil worked with equal efficiency at high altitude as it did at normal elevation. The run was made almost entirely in the lower gears. In face of this, Opaline lubricated perfectly.



Sinclair Gasoline and Opaline Motor Oil

are giving the same satisfaction—the same efficient service to thousands of motorists everywhere. Use Sinclair Gasoline and Opaline Motor Oil in your car. It makes the car run smoothly—produces added power.

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URBANA-CHAMPAIGN

MULTIPLATE

VALVE SERVICE

When a valve leaks do not remove it from the line to repair it. Make the repairs in the line by removing a plate from the head and a plate from the seat and scrap them; put the parts back in the valve and tighten them up carefully; and you have a valve good as new. Let our service man show you. Do not tolerate leaks, they are a nuisance and an expense to your company.

O'Malley Beare Valve Co.

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Ash	8.51
Volatile Matter	36.75
Carbon	43.05
Sulphur	1.55
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Peoria freight rate to all points on the Rock Island System.

The M.E. Case Coal Company
Peoria, Illinois

New Railroad Status

(Continued from page 16.)

proportion as the lender is certain that can be borrowed depends upon the confidence of the investing public. Just in his loan will be repaid, will he accept a low rate.

Today, railroad securities are not in favor and they will not be until the investing public is again convinced that a railroad promise to pay is absolutely good.

This never can come to pass so long as our railroads are merely earning for the present six per cent upon their value. There must be some assurance for the future. The attitude of the Government must be clearly defined.

There must be above all some surplus fund upon which carriers may rely in a period of adversity.

Now, the intention of this bill was to provide exactly that safeguard. Nothing could improve railroad credit like a liberal attitude upon the part of the Commission which would enable carriers to accumulate something substantial for the first year or two in addition to their bare necessities.

I believe, therefore, that if you desire to make private operation a success, your first thought should be to secure to carriers rates which are too high rather than too low.

Congress has fixed the limit and that requirement must be observed, but in the administration of this law there is a wide range of judgment, a broad twilight zone, and my feeling is that the Commission should be encouraged by shippers to incline within this sphere of doubt toward a liberal allowance.

Personally, I have no doubt that this will result in the application of higher rates under private than would have been necessary under Government ownership; but the question is not of the immediate present. We are inquiring whether in the long run private operation, or Government operation, is the better.

Most of us believe that private operation will be found more efficient than public, but this can not be accomplished unless a proper credit can be established and proper facilities provided. You believe that private operation will provide a better service than public, and if so, it may be better in the long run to pay a somewhat higher rate for the service.

SERVICE DEMANDS.

2. Do not become impatient; at least do not talk.

Our railroads are resuming private operation under adverse circumstances. For over two years they have been deprived of the use of their property. Their organizations have been disrupted; their traffic has been diverted. New methods are in vogue, many of which are an improvement and will be retained, but a certain amount of friction and of inefficiency always accompanies a new thing. Time will be required for this new transportation machine to wear down its bearings.

The ordinary member of the public knows very little as to the adequacy with which railroads are handling their business. His information and that of the press comes largely from people like yourselves. If you criticize and publish every failure to give satisfaction, the opinion will speedily become current that our carriers have failed and public attention will be attracted to the Rock Island Magazine for July, 1920.

tion will once more be turned to the Government for adequate service.

You can be of the greatest assistance to carriers in these earlier days if you will overlook and excuse until it becomes apparent that the condition of inefficiency is permanent.

RESTORATION OF COMPETITION.

3. Previous to Government control there was in certain sections active competition between railroads. That competition produced a high class of service but resulted in unnecessary waste of transportation effort. Under the Government this wasteful competition was cut out. Now one of the most essential duties of the shipper is not to demand a restoration of these former facilities, unless in the general interest they ought to be restored.

LIBERAL TREATMENT A NECESSITY.

Much is said about the guarantee which this bill gives to our railroads, but *except for the first six months there is no guarantee.* The law provides that rates shall be established which will yield to railroad property, as a whole, five and a half per cent upon its rate-making value for the next two years. After that, the percentage is left to the judgment of the Commission. The carrier may be permitted to earn an additional one-half of one per cent which must go into the property without being capitalized, or made the basis for an increase in rate-making value.

Will any sane person contend that for the next two years six per cent is too great a return?

This plan does not increase transportation charges. It should in the long run diminish them. It does more fairly distribute the earnings of our carriers. It infuses into the financial condition of those carriers the element of certainty which is the foundation of all credit. It affords a reservoir into which surplus earnings may be poured in good years and out of which something may be drawn in poor years. It provides in a measure at least for those permanent additions to the property which do not add materially to its earning capacity and should maintain the property as a whole.

Looking to the more distant future, your duty will be if private operation continues, to see to it that rates are not too high.

If the private owners of this public property cannot render an adequate service for as little compensation as that service can be provided by the public, then the properties will pass to Government operation.

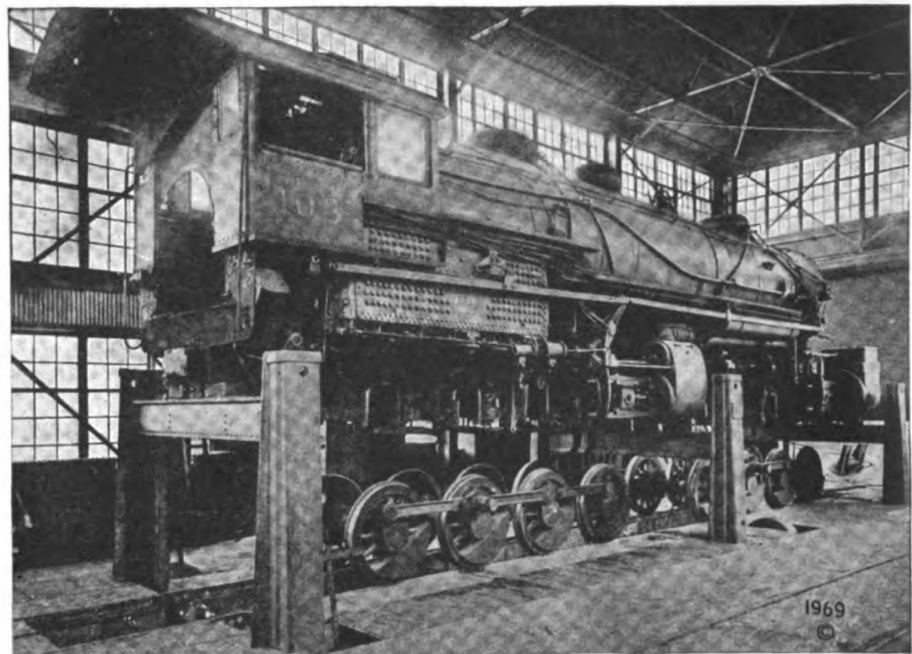
You gentlemen might not favor this even in that event, but a majority of the voters of this country will.

I am addressing what I say to the present exigency. We have just emerged from the most destructive war of the ages. All business and economic conditions have been upset. The owners of those properties renew their operation under the most disadvantageous circumstances.

This being so, private operation cannot be given a fair chance unless the public is prepared to treat its railroads during this critical period with all the liberality which the law allows.

✿ ✿
ENOUGH.

"I don't see why a big man like you should object to having his face washed." "Volunteer nurses have already washed it three times this morning," explained the soldier patient.



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Adequate R. R. Service

(Continued from page 14.)

ment. Acquisition of that equipment and of those facilities is at the present time more important than the building of new passenger stations or the making of other improvements and betterments that do not directly bear upon increasing transportation capacity and efficiency.

"I do not believe that Government ownership and operation of railroads in this country is the most desirable thing. In that connection I think that all of the responsible railroad officials should realize that each must do his part in providing the most thorough, adequate and efficient transportation system it is possible to build up.

"There has been a big change in the Governmental policy and in the public's attitude toward the railroads. The latter is most aptly phrased in the expression of some of the shippers in recent hearings that they were interested more in getting transportation service than in rate paring.

"It seems to me there is no profit now in trying to figure out from the past the various elements that may have contributed to an unsatisfactory transportation situation except in so far as that study of the past assists us in solving the problems that are before us, and in avoiding mistakes in the future.

"To my mind, the commission cannot be effective except in pursuit of a sound policy, and so we have been endeavoring, as best we could, with the commission not yet completed, to study some of the most important matters from the standpoint of policy. The Congress has appropriated \$300,000,000 as a fund from which loans may be made to railroads in order to permit them to serve the public more adequately and satisfactorily, and the commission is charged with the duty of certifying to the Secretary of the Treasury when and in what amounts loans from that fund should be made. It has seemed to us that it would be a very easy matter in these days, when everybody thinks and acts and talks in millions, to parcel out that \$300,000,000 in such a way that its influence would not be felt. We have been unwilling to undertake it, except under some definite policy, so that every move we make might be in harmony with that policy, and so that the fund may be made to go as far as possible in the direction that the Congress intended it should go.

SELF-RELIANCE ESSENTIAL.

"No one questions that there is today a great need for the acquirement of additional cars and locomotives, and when we stop to think that under present day prices if we were to go out and purchase 100,000 ordinary freight cars the \$300,000,000 would all be gone, I think it is easy to arrive at the conclusion that it would be unwise to expend freely from that fund, or to certify large loans from that fund, until a study of the situation has demonstrated to the satisfaction of those who are charged with that responsibility that certain parts of it at least should be devoted to certain purposes. It may be that it will be possible to acquire equipment, depending somewhat upon the point of view of the Treasury Department, under equipment trust obligations, in which event the payments from the loan fund provided by the Government will permit making it go three or four times as far as we would be able to go with it if 100 per cent of the purchase price had to be paid.

(Continued on page 60.)

Rock Island Magazine for July, 1920.

Current Events

(Continued from page 23.)

curacy of the federal census of New York City, a special committee named by Mayor Hylan is checking up on the government's figures. Chicago is also in a peevish frame of mind because her figures were under three million.

Four boys, ranging in age from 14 to 18 years, were killed, and seven others were injured, one probably fatally, when lightning struck a tree under which they had taken shelter recently in Detroit.

The Hungarian cabinet, headed by Alexander Simonyi Semeden, premier and minister of the interior, has resigned. The resignation of the ministry was caused by its inability to cope with the situation created by terrorists. The cabinet was formed on March 14, last.

Joseph Mentzer, a New York jewelry broker, sought in connection with alleged illegal sale of nearly \$100,000 worth of jewelry, was arrested in Montreal, June 10. Mentzer faces five indictments in New York on a charge of having disposed of jewelry entrusted to him for resetting.

Polish troops recently chased Bolshevik shock troops all over the pasture. They poured a rain of shells into the rears of the fleeing Reds, and were all the more vindictive in pursuit when they learned the Soviet's bewhiskered troops were officered entirely by Germans.

Joseph M. Quigley, of Rochester, N. Y., was re-elected president of the International Association of Chiefs of Police at the closing session of the organization's convention, in Detroit. St. Louis was chosen for next year's convention, winning from New York by a vote of 85 to 72.

Unfilled orders of the United States Steel Corporation for the month ending on May 31 were 10,947,466 tons. This is an increase of 587,719 tons from the previous month, when the figures were 10,359,747. The unfilled tonnage reported brings the total up to the highest figure since July, 1917, when unfilled orders amounted to 10,844,164 tons.

A myriad of locusts have made their appearance in Missouri for the first time in seven years. Reports say the locusts are devouring the corn crop and garden products. This pest is considered worse than the grasshoppers, and if you want to know about the latter ask any white-haired Kansan.

The Louisiana state legislature vies with Delaware for the honor (or is it an honor?) of blocking the suffrage amendment. The legislative birds in the Delta State tied the can to suffrage by a large majority.

The French plan an issue of a new war bond of 3 per cent, to be tax free, and to be partially raised on the lottery ticket system.

A Paris man proposed to 283 women, according to his own statement. The *croix de guerre* should be pinned on this *parlez-vous* Bluebeard. Most men per-

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Creco Brake Beam Supports decrease train resistance 10% or more.

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SOLE VENDORS

DAWSON, NEW MEXICO

spire greatly in proposing to one fair frail. And 283! Whew!

Hilding Johnson, reporter on the *Chicago Herald-Examiner*, broke his arm in covering a Chicago bridge fire, the other night.

The jewels of the murdered Czarina of Russia, valued at 500,000 cold iron bones, have reached London in their little tin box studded with rock candy. The packet was delayed in transit 3 years. The Czarina sent 'em to King George for safekeeping, knowing kings could be trusted. The monk, Rasputin, couldn't see it that way, but was overruled for once in his sordid life. Both are planted now beneath the zodiac.

Dr. Charles Augustus Stoddard, aged 87, author and clergyman, died in New York recently after a short illness. He was editor and part owner of the New York Observer for many years and was the author of numerous books of travel.

Provision for enlistment in the army of illiterates and non-English-speaking aliens, who have declared their intention to become American citizens would be permitted under a senate amendment to the existing law, passed by the house June 3.

American participation in the conference with the Germans at Spa has not been the subject of official instructions from Washington. The United States is likely to be unofficially represented incidentally, through the presence at Spa during the conference of the reparations commission, of which Roland W. Boyden, of Boston, formerly connected with Herbert Hoover's organization, is an unofficial member.

What was said to be the first carload of cane sugar imported through this port from Mexico was entered at the customs house at Brownsville, recently. The sugar was produced in the state of Vera Cruz.

Clifton Crawford, an actor known on both sides of the Atlantic, was found dead in an areaway of a London hotel, recently, having fallen five stories from the window of his room.

Construction of five hospitals, costing \$10,000,000, for use by veterans of the world war, is authorized in a bill reported unanimously by the house buildings committee. The measure specifies the location of the hospitals as follows: One in the region of the Central Atlantic states, one in Great Lakes, one in the North Pacific coast states, one in the Rocky Mountain states and one in southern California.

Sawmills and lumber plants at many points in southern Arkansas have shut down, throwing out of work hundreds of men. Mill operators ascribe as the cause the lack of demand for lumber with consequent dropping of wholesale prices, in some instances one-third. The tightness of money is curtailing building improvement, mill men say.

The size of big city dailies should be restricted, Jason Rogers, editor of the New York Globe, declared, in urging Congress publishers to write their congressmen asking legislation to keep the big papers where they belong" in size

Rock Island Magazine for July, 1920.

and circulation. Addressing the members of the National Editorial Association, Mr. Rogers pointed out that while 12,000 country newspapers use 32,000 pounds of newsprint paper a year, one large Sunday newspaper in Chicago uses 40,000 pounds.

Illinois Delegates Take Rock Island to Frisco

Delegates to the Democratic convention from Chicago and Illinois left on the Rock Island Lines June 20. The Illinois Democrats like to travel well. New England and Virginia delegates also traveled to San Francisco over the Rock Island.

What Are Your Eyes Worth to You?

The other day the Safety Man was walking through one of our shops and noticed a mechanic grinding a tool on an emery wheel. Although sparks and grit were flying in all directions this man had not taken the precaution of protecting his eyes with goggles. The Safety Man called the mechanic's attention to the risk he was taking and was informed that the man "had no goggles." This emery wheel is located within a hundred feet of the tool room, where goggles may be obtained for the asking, but this man did not know that he could get them, or if he did know it he did not think his eyes worth the trouble of walking that distance to get a pair.

Whose fault is it if a man loses the sight of an eye for want of protection offered by wearing goggles? The first answer that will occur to you is that it is the man's own fault, but this is only partially true. The fault is divided between every man who sees this man without goggles and fails to inform him of the chance he is taking. This includes fellow workmen as well as foremen, in fact every man in the shop from the Master Mechanic down to the newest apprentice. Perhaps the man does not know the risk he is taking; perhaps he has never thought of what it would mean to him if he were to lose the sight of an eye. Or perhaps he does not know that he can get a pair of goggles by merely applying at the tool room for them.

One of the first things done by our Shops' Safety Committee was to suggest the providing of goggles for all operators requiring their use. They were told by the management to select the type of goggles they thought should be used and that the railroad would purchase a sufficient quantity to supply all shops. The Committee investigated the merits of various types of glasses and recommended the purchase of those that are now in use.—*Union Pacific Bulletin*.

35th Division to Hold Reunion in September

The 35th Division, composed of Missouri and Kansas fighting men, will hold its first annual reunion at Topeka September 28—29. A large number of Rock Island men were with that division, which saw active service on the Vosges and Verdun fronts, and the Meuse-Argonne offensive.

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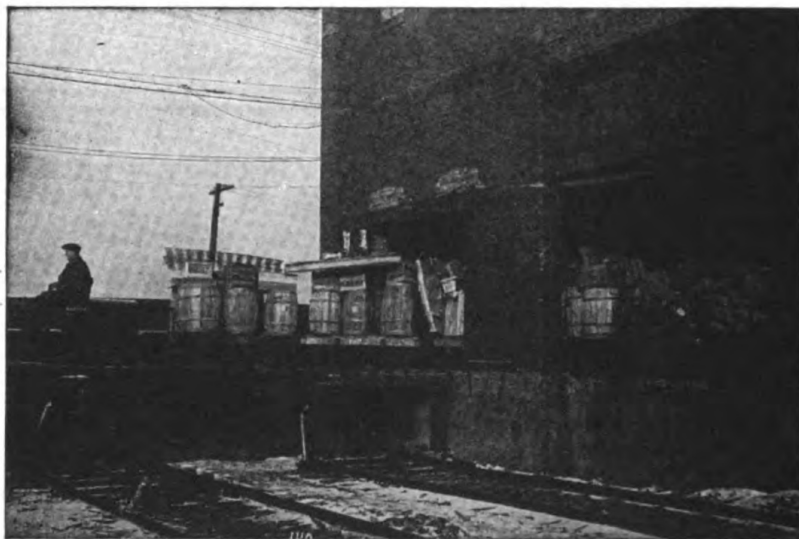
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Paying for Service

(Continued from page 3.)

"(4) There is no danger of losing customers. A government department does not depend upon its customers, so that it has no incentive to be quick and courteous and obliging.

"(5) The main thing is accuracy, not success. A government employe has simply nothing to do with success. His one aim is to avoid mistakes. The less he does—the fewer mistakes.

"(6) Time is of no consequence. As all government employes are made into clerks, they come to have a clerk's disregard for time. To clerks as to lawyers, a delay is a relief and a comfort, the more the better.

"(7) The work is impersonal. There is very little responsibility in a government office. The clerks have arranged a system whereby nobody is to blame, no matter what happens.

"(8) There is no competition. A government department is always a monopoly. If it were not, it would be soon thrown aside. It has no competitors to battle with, and it can take its ease and do as it pleases.

"(9) Routine is put ahead of service. In government departments all the workers (if I may use the word) are tied with red tape. They are all the slaves of a system of procedure.

"(10) There is no enthusiasm. If a man stays in a government job long enough he becomes mummified. He loses all the energy and joy of living that are so necessary to efficiency and success.

"These are a few of the reasons why nationalization has always failed and always will.

"Just put yourself in the place of these poor government automats. No matter how able you are, how could you be efficient if you had:

"No hope of profits;

"No fear of failure;

"No competitors;

"No customers;

"No reason to hurry; and

"No danger of being found out.

"Nationalization is not only a destroyer of trade and commerce. It is not only a coral reef built across the harbor of prosperity.

"It is worse. It is far worse. It is a destroyer of men. It takes an able man and grinds him down until he is a clerical drudge.

"It lowers the spirit and hardihood of a nation. It pauperizes. It dulls the mind and benumbs the feelings. It changes lions into rabbits. What could be worse?"



Original from
in the presence of the profiteer.—*New York Sun*.

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN
Pacific Island Magazine for July, 1920.

Books and Vacation

BOOKS and vacation are synonymous—for what kind of vacation would it be without interesting books to read?

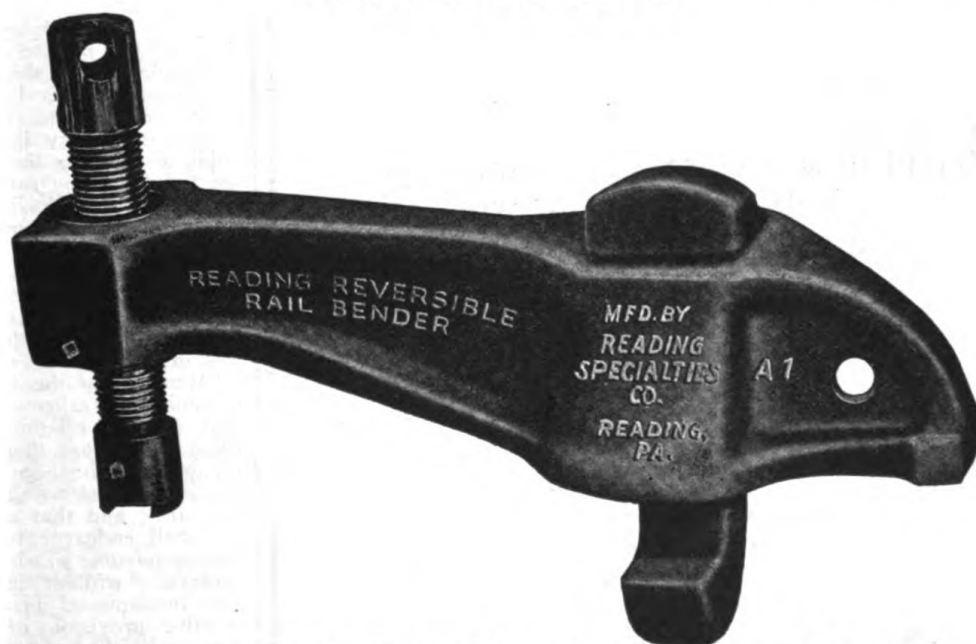
Whether the vacation is spent in travel, in the woods, at lakes, seashore or mountains, the companionship of good books will make the vacation happier and more restful.

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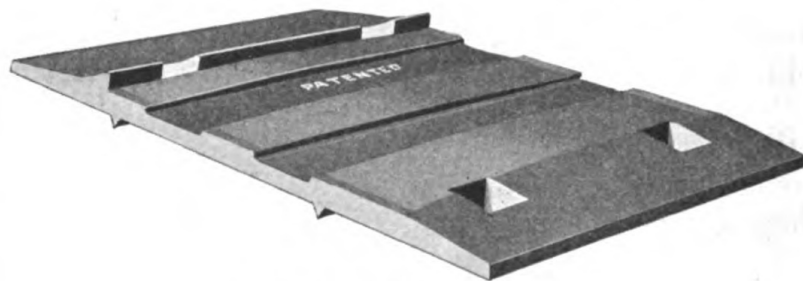
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Vice-President

GEO. E. KAUFFMANN
Sec'y-Treas.

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Adequate R. R. Service

(Continued from page 54.)

"It is going to be necessary in spite of all we can do and in spite of all of the aid the Government has proposed to furnish, either in the way of loans or guarantees, for every railroad to acquire its equipment and to meet its financial needs just as far as it is possible to do on its own credit.

"The purpose of the Congress has been, as I have said, to build up a system of transportation that is adequate and efficient. It has declared the purpose to make the users of that transportation system pay what is reasonable for the services which they get, and to afford to those who are owners of those properties a fair return upon the value of the property that they devote to public use.

MAGNITUDE NOT A MENACE.

"The intent of the Congress is clear. There are going to be a great many instances in which railroads can, with profit and in the interest of development of a good general transportation system, be merged into, by some arrangement, ownership, lease, or otherwise, a more prosperous and larger system, and so economies can be effected and better service can be rendered and better returns can be secured from the operation of those properties.

"The plain intent of Congress is that we shall work toward a limited number of large systems of railroads. It used to be thought that there were all kinds of evils and iniquities in anything that savored of a consolidation of two railroads that could possibly compete with each other. I think that policy, that thought, ignored the fact that unrestrained competition would inevitably work to a point at which those railroads, assuming equal vitality to start with, would have exhausted each other so that it would be impossible for them properly to serve the public or to make any return upon their properties. I have never believed that that policy was sound. I have believed, and still believe, that so long as we have privately owned and operated railroads we shall have Government regulation, and as long as the Government exercises the right to regulate the charges that may be made against the public to regulate the general conduct of the transportation company in its service to the public, I have never seen where there was any danger in that transportation company getting big, because I think it is a great deal easier to deal with a big, strong, healthy corporation organization than it is to deal with a large number of individuals that are in more or less distress.

"Members of the Interstate Commerce Commission realize that the admonition that all these relations shall be just and reasonable means that they shall be reasonable for the one and reasonable for the other, just to the one and just to the other, and that so far as in us lies we shall endeavor to carry out to the fullest possible extent the intent of the Congress, without ignoring, of course, any fundamental principle or any substantive provision of the law, looking more to its intent and spirit and purpose than to a narrow interpretation that may be put upon it."

Gov. Henry J. Allen is a famous revolutionary war hero, according to one teacher in the normal school at Concordia, Kan. Thirty others said they did not know who he was.

GOOD COAL —PEABODY—

COAL mined by most modern methods.

COAL screened and picked with unusual care.

These are the reasons that the trade know that coal from Peabody is Good Coal.

Ask your dealer for Peabody Coal.

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—"to the repair track for one column bolt and two nuts missing on truck."

This means train delay in cutting out the car.

It means a man's time when we have no men to spare.

It means money spent when we must conserve our resources.

It means a car out of service when shippers are begging for cars.

It never could have happened with the Bettendorf One-Piece Cast Steel Truck.

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7th Floor Transportation Building
608 South Dearborn Street
CHICAGO, ILL.

Gorgas Abandons Trip to Africa; Sickness

Maj. Gen. William C. Gorgas, former surgeon general of the United States army, has abandoned his mission to west Africa, to investigate sanitary conditions. Other members of the party, headed by Brig. Gen. Robert E. Noble, U. S. A., will proceed thither on June 30.

General Gorgas recently suffered a stroke of apoplexy, which affected the left side. Since then complications have developed and his condition remains serious. He is now in London.

Oscar Rather Likes Newspaper Reporters

O. K. Swayze pays the following tribute to reporters in a recent issue of the *Topeka State Journal*:

"Whoever heard of a newspaper reporter stopping to ask 'What is there in it for me?' when assigned to a good story. He might, if so inclined, tie up his paper, induce others to quit, and refuse to budge in quest of the news. The reporter, always imbued with the sense of fair play, has no ranking concerning his pitifully small salary at this time. He is called to duty, and the duty may entail daring and even danger. His uppermost idea of the moment is not what he gets for the job, but that he must deliver the goods, and if possible deliver the 'scoop.' His sense of decency would not permit him to delay the possibility of his paper getting the first news, even if he felt that he was underpaid. He would get the story first and talk over the pay afterwards. There is something about the reportorial work of a newspaper shop that instills loyalty plus. 'My paper' is the first consideration. The reporter is usually devoting many of his non-working hours to thoughts of improving 'his' paper. He may stir up trouble at times, but not as a disturber of the working force of his paper."

H. M. Sloan Joins the Buda Company

The Buda company announces the appointment of H. M. Sloan as treasurer. Mr. Sloan was formerly assistant to the president of the Chicago, Rock Island & Pacific Railroad and also served upon the war industry board during the world war.

After graduating from school, Mr. Sloan started in railroad service with the Fremont, Elkhorn & Missouri Valley Railroad, was later transferred to Chicago to the vice-president's offices, resigning such position to enter the comptroller's office with the Chicago, Rock Island & Pacific Railroad in 1902. Became chief clerk in 1904 and was appointed auditor of disbursements Jan. 1, 1905.

In July, 1906, Mr. Sloan was transferred to New York, becoming assistant to vice-president and later assistant to the chairman of executive committee. On Dec. 1, 1909, he was appointed vice-president of the Chicago, Rock Island & Pacific Railroad, holding such office until the receivership, at which time he became assistant to the receiver and again assistant to the president until September, 1918, then going to Washington. On his return, Mr. Sloan became assistant to president of the Chicago, Milwaukee & St. Paul Railroad, which position he has just resigned.

Rock Island Magazine for July, 1920.

SPRINGFIELD DISTRICT COAL MINING COMPANY

SPRINGFIELD, ILLINOIS

Producers of

SPRINGFIELD DISTRICT COAL

STEAM

DOMESTIC

MINES LOCATED ON

CHICAGO & ALTON R. R.

WABASH R. R.

ILLINOIS CENTRAL R. R.

CHICAGO & ILLINOIS MIDLAND R. R.

BALTIMORE & OHIO S. W. R. R.

CHICAGO, PEORIA & ST. LOUIS R. R.

CHICAGO, INDIANAPOLIS & WESTERN R. R.

ILLINOIS TRACTION SYSTEM

"San" Jarrell Leaves Rock Island Magazine

Sanford Jarrell, assistant editor of the ROCK ISLAND MAGAZINE since July, 1919, has resigned to join the editorial staff of the *Chicago Herald and Examiner*. For several years he was connected with the *Topeka State Journal*, *Topeka Capital* and the *Kansas City Journal* and during the war saw active service overseas as a sergeant in the 130th Field Artillery, 35th Division.

Memorial Resolution

A staff meeting of the Second District recently passed the following resolution in memory of the late Edward W. Morris, district storekeeper at Shawnee, Okla.:

"We, the undersigned committee, appointed to draft resolutions on the death of our beloved friend and co-employee, Mr. Edward W. Morris, who passed to the great beyond April, 1920.

Whereas, The Almighty God, in His merciful wisdom, has seen fit to move him to a better and brighter world and left us to mourn our loss, we feel God knows best. While we miss him, we feel that we must submit to the all-wise Creator's will and commit the keeping of his soul to the great Storekeeper of the Universe, and that a copy of these resolutions be sent to the bereaved family and also to the publisher of the Rock Island Magazine.

J. A. McDougal, Supt. P. H. Div.; D. Van Hecke, Supt. I. T. Div.; A. E. Walker, Supt. Ark. Div.; J. G. Bloom, Supt. La. Div.; H. J. Sewell, Supt. S. Div.; H. P. Greenough, Supt. E. P. Div.; C. H. Hubbell, Supt. Am. Div.; G. W. Rourke, Supt. K. C. T. Div.; C. B. Pratt, Supt. Kan. Div.; H. E. Correll, Supt. St. L. Div.; H. R. Saunders, Supt. Okla. Div.; L. D. Richards, M. M., P. H. & I. T. Div.; W. E. Danvers, M. M., Am. Div.; W. B. Embury, M. M., St. L. Div.; T. W. McCarthy, M. M., Kan. Div.; A. Hamilton, M. M., La. Div.; J. C. Cole, M. M., E. P. Div.; A. R. Ruiter, M. M., Okla. Div.; C. L. Sharp, M. M., Ark. Div.; B. L. Wheatley, M. M., S. Div.

Engineer Lacey Scores in Newspaper Scoop

The Long Beach, Cal., *Daily Telegram*, carries the following article:

"Attorney George E. McCaughan, of the Marine Bank building, enjoyed a visit Saturday from an old Chicago friend, J. F. Lacey. Mr. McCaughan, before he came to Southern California, was claims attorney for a number of years for the Rock Island Railway company. During his connection with the railroad Mr. McCaughan became acquainted with Mr. Lacey, a locomotive engineer on the Rock Island, who has a record probably shared by no other locomotive engineer in the country. For 52 years he was with the Rock Island as a locomotive engineer and during his entire period he lost but two months' salary. During those months he was away on a vacation. Out of a possible 624 months Mr. Lacey worked 622 months, a record certainly unique. He still is connected with the Rock Island company. He is now enjoying a vacation and spending it at the home of his daughter in Pomona."

I AM AN AMERICAN

By Weaver Pangburn

I AM an American. God willing, I will carve out my future with these two hands and this brain. I will stand on my own feet and I will win success for myself and my own. If I should fail, or fall behind my fellows in the race of life, the fault and discredit will be mine, no other's. If I lose, I seek no alibi in the character of my environment, of the economic system, or of the kind of government. I harbor no class resentment; I carry no red flag of bitterness or sedition. I fight forward, winning not, independent, clear-eyed. I am an American.

—Leslie's Weekly.

Does as He Is Told

The efficiency expert was telling the railroad president about the man who had worked for thirty-six years without losing a day.

"I'd like to meet that man," said the president.

When the "old-timer" appeared, the president congratulated him on his long period of service, and asked what work he did.

"Oh, I work in the yards," replied the old fellow.

"Yes," went on the president, "but what do you do?"

"Well, I have a little hammer, and every time an engine comes in the yards I tap the driving wheels with my hammer," explained the man.

"But what do you do that for," the president inquired.

The old fellow looked puzzled, and, scratching his head, replied: "Well, sir, I'll be damned if I know."—*Pacific Semaphore*.

The Meditations of Hambone

PLAYIN' POLITICS IS JES' LAK
PLAYIN' MUSIC -- HIT DON' MAKE NO DIFF'UNCE
HOW KETCHY DE TUNE,
EF DEY PLAYS IT TOO LONG,
FOLKS GITTS WO'-OUT ER-LISTENIN' AT IT!!!



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Lawler Appointed Inspector of Stores

E. J. Lawler has been appointed inspector of stores at Horton, Kan., succeeding P. Berney, recently promoted. This announcement has been made by C. H. Schneider, district storekeeper, and approved by C. H. Rost, general storekeeper.

Runyon Promoted in N. Y. Office

Thomas A. Runyon has been appointed traveling freight and passenger agent at New York, effective June 1, vice F. L. Montgomery, resigned. Mr. Runyon entered the service of the Rock Island at New York on May 15, 1907, under F. B. Mesick, and has held the positions of stenographer, tracing clerk, rate clerk and assistant chief clerk. When the off-line offices of our company were closed by the Railroad Administration, Mr. Runyon was transferred to Chicago and assigned a desk in the freight rate department, where he remained from May 6, 1918, until March 9, 1920, at which time he was transferred back to the New York office as assistant chief clerk rate clerk.

Editor-R. R. Man Weds Pretty School Ma'am

Can a man be a railroad man and an editor, and still enter the matrimonial arena?

Dillman Blackman says this is indeed well within the realms of possibility. And to prove it, this versatile young chap, whose home is at Goodland, Kan., was married the other day to Miss Edna G. Jewell, a charming school teacher.

Mr. Blackman, on his return from war service, entered the employ of the Rock Island Lines in the Goodland shops. He also is editor of the *Western Kansas News*, published in that city.

After the ceremony, which was attended by immediate relatives and close friends, and a bounteous repast at the home of the bride's parents, the happy couple departed for Pennsylvania, where the honeymoon and considerable of Mr. Blackman's loose change will be spent.

Rock Island Crop Report Number Six

Dated Chicago, June 17.

General Conditions: Owing to the rainy and backward season spring crops in the northern and northwestern states did not make proper progress, but during the last two to three weeks the weather generally has been quite favorable, and all crops made splendid progress. In Central Western, Western and Northwestern Iowa, and Southwestern Minnesota corn made wonderful progress, and a bumper crop is expected. In Oklahoma some wheat harvesting has been done, but it will not become general in the state or in Kansas for possibly another week. Corn is making good progress in the Southern states. In the South cotton is about three weeks late, but with favorable weather should make a fair crop. Pastures generally are in good condition.