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AUG 20 1920

# Rock Island Magazine

*Edited by*  
**H. E. Remington**

AUGUST 1920



# Don't Send a Penny

The shoes offered here are such wonderful values that we gladly send them, **no money down**. You will find them so well made and so stylish and such big money-saving bargains that you will surely keep them. So don't hesitate—just fill out and mail the coupon and we will send you a pair of your size. No need for you to pay higher prices when you can buy direct from us—and no need sending money in advance before receiving the shoes. Why pay out \$6, \$8 or more for shoes not nearly so good? Act now. Mail the coupon today while this special offer holds good. Pay only when shoes arrive.

## Great Work Shoe Offer

We can't tell you enough about these shoes here. This shoe is built to meet the demand for an outdoor city workers' shoe and for the modern farmer. Send and see for yourself. Built on stylish lace Blucher last. The special tanning process makes the leather proof against acids in milk, manure, soil, gasoline, etc. They outwear three ordinary pair of shoes. Most comfortable work shoe ever made. Very soft and easy on the feet. Made by a special process which leaves all the "life" in the leather and gives it wonderful wear-resisting quality. Double soles and heels. Dirt and waterproof tongue. Heavy chrome leather tops. Just slip them on and see if they are not the most comfortable, most wonderful wearing work shoes you ever wore. Pay only **\$3.98** for shoes on arrival. If after careful examination you don't find them all you expect, send them back and we will refund your money.

**Remarkable  
Bargain**

To order these shoes mark X in the ☐ by number AX15105 in coupon. Be sure to give size and width when ordering.

**Send No Money With Order**

## Stylish Dress Shoe

Special bargain to close out a limited stock of these smart Dress Shoes. Act quickly if you want a pair. Made in classy lace Blucher style. Splendid quality calf uppers. Splendid solid leather soles and heels. Come in black only. At our price these shoes challenge all competition. Make your own decision after you examine and try them on. Sent absolutely on approval. You must see them to appreciate the fine quality of material, workmanship and astonishing bargain value. No money with order. Pay only **\$3.98** for shoes on arrival. And that returned if you don't keep the shoes.

Mark X in ☐ by No. AX15106 in coupon. Be sure to give size wanted.

**Send Coupon**

Keep your money until shoes come. Not a cent to pay now. Sent direct to your home on approval. Then let the shoes themselves convince you of their bargain value or return them and get your money back. This is the modern, sensible way to buy—the way thousands are buying their shoes today direct from us—getting satisfaction—saving money. Fill out the coupon and send it now.

**Leonard-Morton & Co.**  
Dept. 6877  
Chicago

**Send  
Coupon  
Today**

**Leonard-Morton & Co.**  
Dept. 6877 Chicago

Send at once the shoes which I have marked X in ☐ below. I will pay price for shoes on arrival with the understanding that if I do not want to keep them I can send them back and you will refund my money.

☐ Work Shoes No. AX15028 \$3.98 ☐ Dress Shoes No. AX15106 \$3.98

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UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN

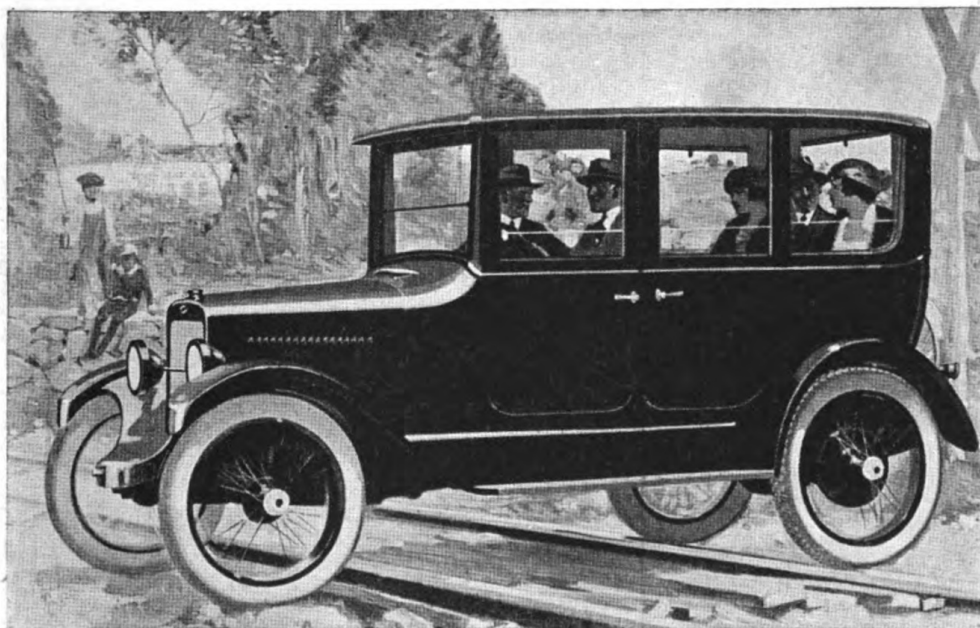


# Overland

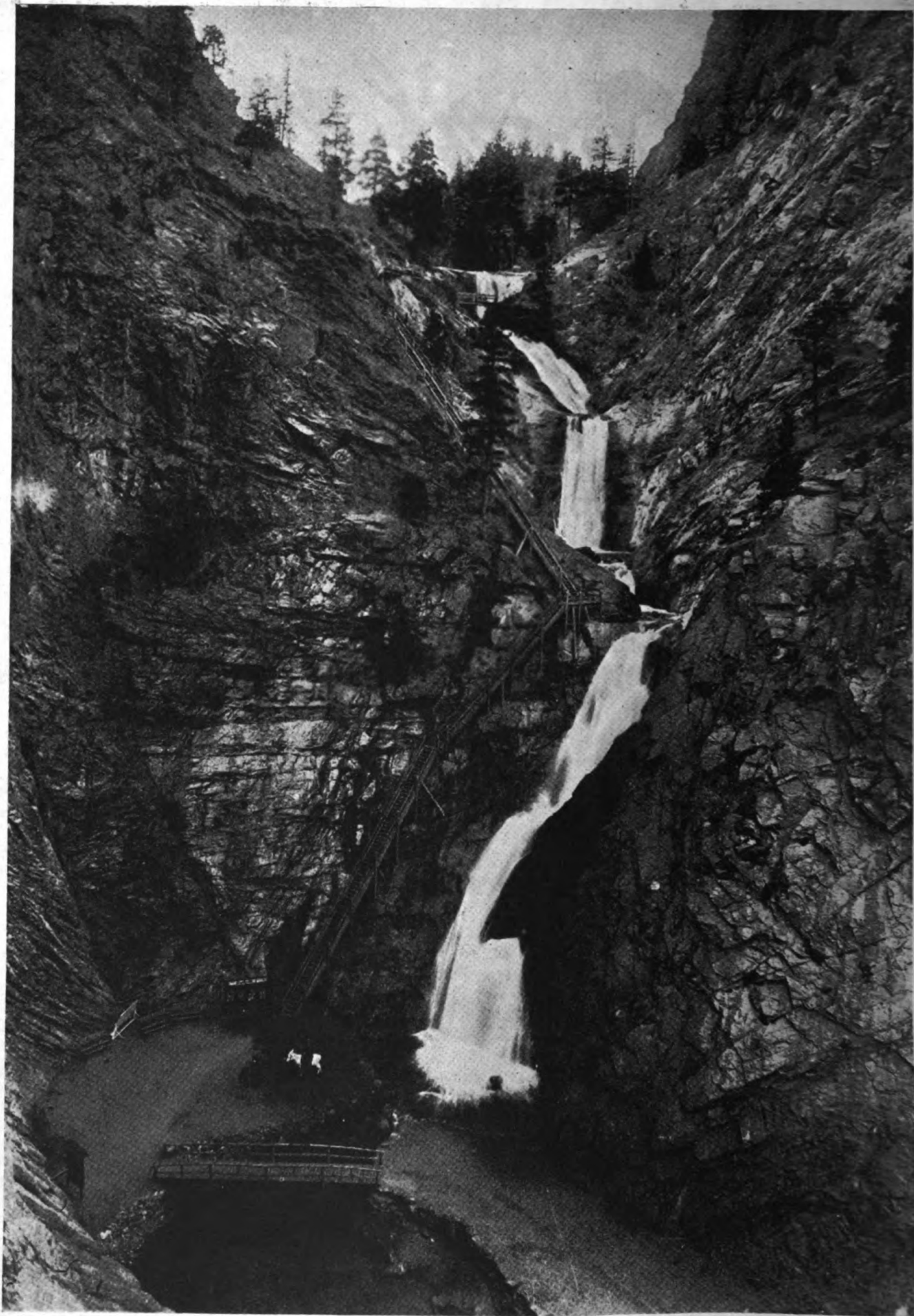
TRADE MARK REG.

**WITH** the all-weather convenience of the convertible car; with the luxurious comfort of *Triplex Springs*, Overland Sedan is also strikingly economical.

Dealer enthusiasm for this car is but a reflection of the remarkable public response that greets it everywhere. It has everything the car buyer demands today, including stamina, handsome appearance and complete equipment. It weighs only 200 pounds more than the touring car.



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



*The "Seven Falls" in South Cheyenne Canyon. One of the Colorado beauty spots.*



# ROCK ISLAND MAGAZINE

Vol. XV.

AUGUST, 1920

No. 8

## WAGE AWARD AIDS MORALE.

The award of more than \$600,000,000 a year in increased wages to railroad employees, announced by the United States Railroad Labor Board in Chicago on July 20, will set to rest the uncertainty that has for months surrounded the future pay of the railway workers. That the decision will have a good effect not only in railway circles, but generally, is apparent.

One good result of the decision undoubtedly will be an increased activity and an improved morale among railroad employees. It removes the doubt which has been hampering their work. It will give them an impetus to better work. That will result in the better movement of traffic. With the increase expected in rail rates, more equipment can be purchased, more products moved from the producer to the consumer and with the increased supply should come a lowering in prices of the things which the railroad employee buys.

As a class, there are no workers who take more pride in their accomplishments than do the railroad employees. For years they set a standard by which activities in other industries were measured. The railroads have a big job ahead of them and they will meet the situation in the future as they have accomplished big things in the past—through the co-operation and loyalty of the employees.

Elbert H. Gary, chairman of the board of the United States Steel Corporation, is authority for the statement that the efficiency of the employees in the steel industry has increased more per man recently than at any time during the last five years. With the tendency to return to normal conditions through the readjustment of wages and prices, there has come a more optimistic feeling for the future among both employees and employers in preparation for the business ahead.

President Byram of the Chicago, Milwaukee & St. Paul railway, says the labor board's conclusions are on a sound basis, because of the time allotted to investigation and because of the representative character of the board members. He adds that the public has a right to and will expect the utmost efficiency in the operation of the railways and predicts that officers and employees will respond promptly and effectively to the situation.

## SHORT LINES HAVE LOAN PLAN

Although the Association of Railway Executives recommended to the Inter-

state Commerce Commission that \$7,750,000 out of the transportation fund be allocated to smaller roads not members of the Association for equipment and \$1,700,000 for additions and betterments, the American Short Line Railroad Association has proceeded on a plan of its own which recommends that the government advance \$12,500,000 to the short lines for the purchase of locomotives alone.

The problem which faces the short lines, as well as the stronger roads, is that of credit and finance. With the strongest roads having to pay 7½ per cent for money with which to purchase equipment there is no telling what the small disconnected roads would have to pay, if indeed they would be able to raise money on their own account. The short lines in the aggregate want to purchase \$25,000,000 of locomotives. Their plan is to ask the Interstate Commerce Commission to purchase the locomotives and to allocate them among the different roads.

## THE BIGGER JOB.

After-effects of war are, in many respects, more trying than war itself. Following organized destruction, comes the effort of humanity to readjust itself for organized reconstruction along lines in which justice—the good of all—and not might, makes right. In order to destroy

the thing that threatens the well-being of humanity or of a nation, co-operation is necessary. Personal or individual interests are merged in order that the national or world structure may be preserved for all. The war is won. The job is done.

Then comes the bigger job of reconstruction. Bigger, because individual interests are again at play. The need of co-operation that won against the common enemy, is not so apparent at first. And because of this, the fact is lost sight of that in the scramble for temporary gain, the interests of all may be impaired; that our own house may be pulled down about our ears; that there is a point beyond which it is not wise to go, if all are to continue to enjoy the things they are seeking in common. Self-control and patience are required.

## KEEP YOUR LIBERTY BONDS.

It is hoped that the prevailing low prices on Government bonds will not cause employees to dispose of these securities through fear that they will be unable to secure the full face value of the bonds later. The low selling price is due, in large part at least, to the comparatively high interest rates being paid for borrowed money. However, there is no security in the world as safe as bonds of U. S. Government, and there is no hesitancy in urging employees to invest their additional savings in Liberty Bonds now when they are selling so low.

## PRODUCTION STILL PATRIOTIC.

An advertisement often carries home truth with just as much emphasis as do the other printed pages. The International Business Science Society in Chicago recently sent out a copy-righted advertisement under the heading: "Production Is Patriotism," and drove home these facts:

"When a worker in any position gives to his job less than his best, he is denying himself his greatest opportunity to use and thereby train his faculties and powers.

"Thus he cheats himself more than anyone else, unless he makes his job help him learn as well as earn.

"For work is education—work is development—work is self-expression.

"When labor learns this—when management learns it—there will be no conflict of interests, no scraps, no strikes; production will rise and prices will fall."

If production was patriotism during the war, nothing has happened since to make production less patriotic.

## Rock Island Magazine Published Monthly

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

Single copies, 20c.

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

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

To other countries, \$1.00 a year additional.

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

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

No manuscripts returned unless return postage is supplied.

Advertising rates will be made known upon application.

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

Address all communications to

ROCK ISLAND MAGAZINE  
La Salle Station, Chicago

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

# Pike's Peak Region Calls

By F. H. Faus

Division Freight Agent of the Rock Island Lines

LOCATED at the western terminus of the Rock Island Lines is one of the greatest tourist and health resorts in America—Colorado Springs, and what is known as "The Pike's Peak Region."

Nature decreed that there should be established at the foot of Pike's Peak, where mountain meets plain, a city which should come to be known far and wide because of its individuality and its distinctive charms. Well might the Indian have paid tribute, as legend says he did, to the matchless climate and the wonderful environs by establishing within the shadow of the Great White Mountain a zone of neutrality within which all tribes might come and go as they pleased.

Well might the early pioneer, westward bound in search of gold, halt before the "Sentinel of the Rockies" and tarry in this favored region, not realizing, even dimly, that in future years thousands would follow his footsteps in search, not only of hidden gold, but of health and strength, of rest and recreation, of the opportunity to play a part in the development of this vast empire, and to enjoy life better under these blue skies and amid these inspiring surroundings.

Colorado Springs is located on six lines of railroad, connecting every part of the continent. To San Francisco, 56 hours; to New York, 50 hours; to Chicago, 26 hours; to Galveston, 32 hours; to St. Louis, 24 hours. It is the Junction of Pike's Peak Ocean-to-Ocean and Colorado-to-Gulf Highways.

When Colorado Springs was founded, one could ride four hundred miles straight eastward from Pike's Peak without seeing, except by luck, a fence or a house, or any animal life, save the wild roamers of the plains or the wilder Indian. Half a century has wrought many changes. Spread out on this sheltered plain at the foot of the mountains is today a beautiful city of 30,000 people, (there are 50,000 people in the region), which has attracted the attention and admiration of the traveler, the invalid and the homeseeker by its unique situation, at an altitude of 6,036 feet, sheltered by mountain ranges to the west and north, with an open aspect to the south and east, resulting in an unusually large percentage of sunshine; making it an almost ideal place for recreation and regaining health.

DATES BACK TO 1806.

While it is not improbable that the Spaniards penetrated into Colorado even before the Pilgrim Fathers landed at Plymouth Rock, and while students believe that the old Indian trail down Ute Pass to the healing mineral springs at Manitou was worn in the solid granite walls a thousand years ago, the authentic history of the Pike's Peak region dates back only to 1806. On November 13th of that year Lieutenant Zebulon Montgomery Pike first caught sight of the great "White Mountain" which today bears his name. On November 27th he began the ascent from the southeast, but after a day and a half's laborious effort brought him only to the summit of the outlying ridge, he gave up the attempt, declaring in his diary



Mr. F. H. Faus.

that "No human being could have ascended to its pinnacle." Thirteen years later,

## Under the Dome of Pike's Peak

When the red man was driven across the plain

From his home of golden corn and grain,

A refuge in the wilds to seek,  
He was guided by a towering Peak  
That raised aloft its hoary head  
Like a mighty monument to his dead  
In his wigwam he dreamed of a distant home

Where unmolested he yearned to roam;

Where the fire and the pine tree grow  
And the Peaks are tipped with eternal snow;

Where the aspen quakes in the gentle breeze,  
And honey is made by nature's bees;  
Where the wild deer rears her young;  
Where the mocking bird's notes are sung;

Where streams rush down the mountain side

Across the plain so far and wide;  
Where the bald eagle spreads her wing

Where bubbles forth the sparkling spring.

As he dreamed of the mountain it seemed to say

Peace is here, come this way.  
Oh, red man, thy time has come and gone,

And we awake in the morn  
To find where thou hast led  
A growing city there instead.

—William Lewis Bartlett.

however, Dr. Edwin James, with a portion of the exploration party under Major S. H. Long, found an easier approach from the eastern side, and after a hazardous climb reached the summit on July 14, 1819.

The region was visited by General Fremont in 1843, and in 1847 by George F. Ruxton. The first permanent settlement was made August 12, 1859, when M. S. Beach, R. F. Cable, Anthony Bott and others founded Colorado City, which became the center of the "Pike's Peak or Bust" gold excitement in 1859.

Colorado City was the first territorial capitol of Colorado. General William J. Palmer first visited the locality July 27, 1867. The first stake of the "Fountain Colony" was driven July 31, 1871; the first railroad train arrived October 21, 1871; the town was incorporated under the name "Colorado Springs" September 23, 1872. Colorado Springs and Colorado City voted, April 3, 1917, to consolidate.

Nature, with her mysterious law of compensation, has provided in the great high and dry Rocky Mountain belt a Sanitorium, the extent of which covers an empire. The capitol of this "Empire of Climate," the most powerful of all empires, is Colorado Springs.

The fame of the Colorado Springs climate has spread to every corner of the globe, because it has been known from the earliest days that here, at the foot of Pike's Peak, is the climate that gives new life and energy, building up, invigorating, and restoring to health and vitality.

The climate of Colorado contains more of the essential elements which effectively promote health than that of any other country. These requisites are found in the chemical composition of the atmosphere; in the dry, pure, clean, soft, yet stimulating breezes which quicken circulation and multiply the corpuscles of the blood; in the tonic effect and the exhilarating influence of the ozone; in the flood of its life-giving, germ-destroying sunshine which militates against depression; in the altitude which tempers heat, prevents enervation and constantly arouses physical energy and mental action.

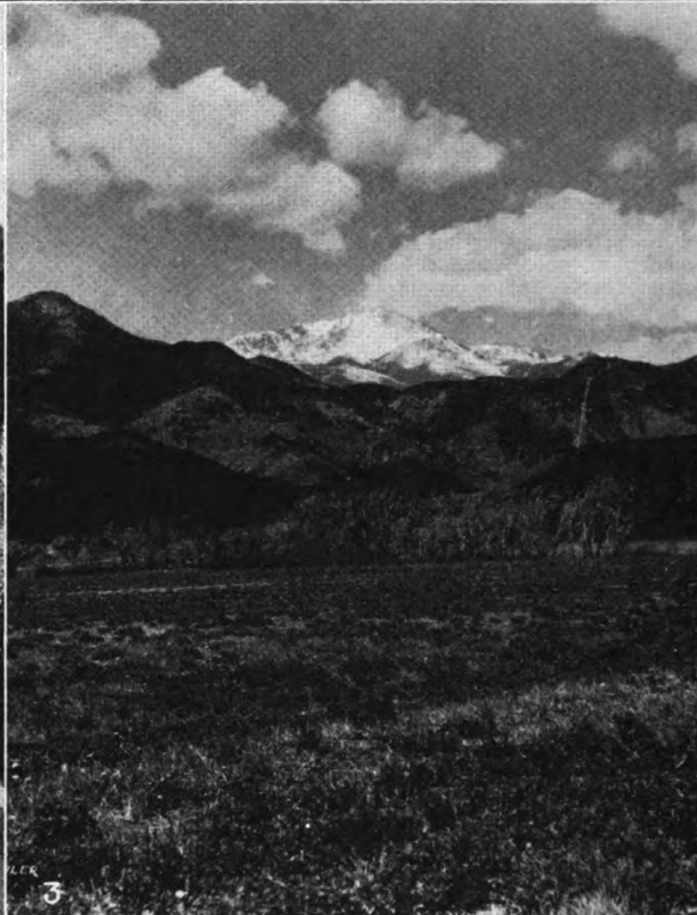
For pleasant weather, from January to January, year in and year out, there is no climate equal to that of the Pike's Peak region. Naturally, at certain seasons, other places may have better weather; but for any long period of time this locality far out-averages all others. Comparison of official records will show why Colorado Springs leads in the essential features.

### THE CITY OF SUNSHINE.

This is truly "The City of Sunshine," with an average, over a long period of years, of 310 days of sunshine annually; 181 absolutely cloudless days—and only 11 days a year on which the sun fails to appear. The year 'round the sun shines seventy of every one hundred hours that it is above the horizon. The mean annual temperature is 46 degrees; the average annual precipitation is 13.49 inches, with the rain-fall confined

(Continued to page 32.)





1—The Broadmoor Hotel, Colorado Springs, Colorado, in the shadow of the mountains. 2—View of drive to "Cave of the Winds," near Manitou, Colorado. 3—View of Pike's Peak in the distance, where snowballing is popular in August. 4—Antlers Hotel, Colorado Springs, Colorado, a wonderful resort.

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UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN

# Must Modernize Plant—Tollerton

## General Mechanical Superintendent of Rock Island Says New Rail Law Demands Efficiency

**N**EEDED of operating the railroads of the country under maximum efficiency in the application of the provisions of the new Transportation Act, will require that special study be given to new railroad appliances which will bring about reduction in operation expenses, is the belief expressed by W. J. Tollerton, general mechanical superintendent of the Rock Island, who is chairman of the mechanical section (No. III) of the American Railroad Association.

Referring to the fact that the past twelve months probably have been the most eventful in the history of the carriers, Mr. Tollerton said:

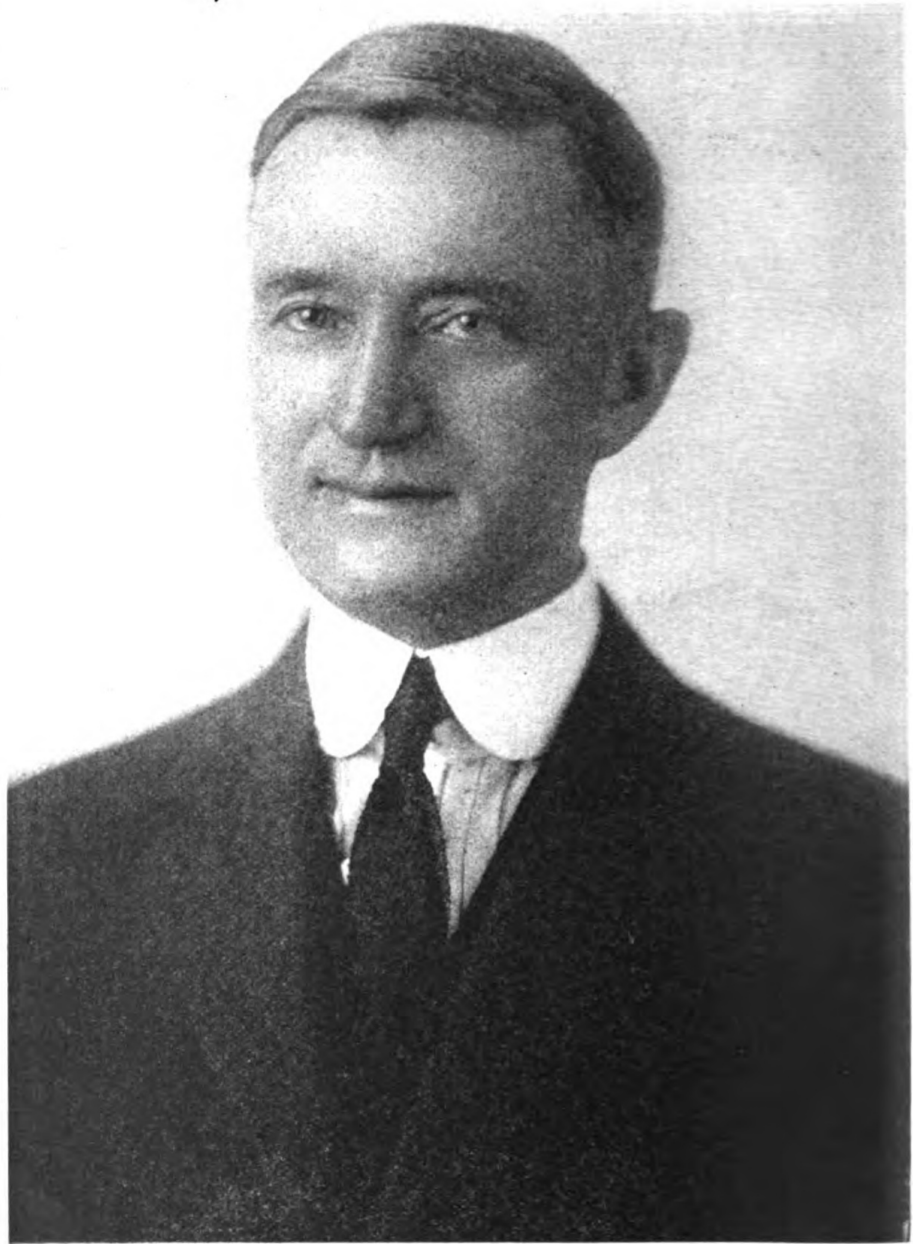
"When I designate the past twelve months as the most eventful in the history of American railroads, I have in mind principally the fact that during this period the roads have been returned to private ownership under Federal legislation, which cannot help but have a very vital influence throughout the years to come. In many respects we have emerged from a cloud of uncertainty and, although numerous serious problems still remain unsolved, it seems to me that we are justified in viewing the future with a considerable degree of optimism.

"It may appear that acts of Congress regulating the extent of government control and matters covered by the Transportation Act are far removed from our everyday work as mechanical department officers. It is no doubt impossible to foresee just how much of the legislation is going to work out in practice. I feel that it will be advantageous for the members of Section III to study the probable effects of the Transportation Act, particularly in its relation to mechanical department affairs..

### LABOR PLAN IMPORTANT.

"One of its most important features is the proposed method for the adjustment of labor difficulties. While it may be too early to arrive at any conclusion as to the ultimate effect of this legislation upon the settlement of labor troubles, we can at least congratulate ourselves that a very excellent start has been made, and that in the establishment of a labor board, means are provided tending to avoid serious disturbances through orderly discussion and a just consideration by representatives of all concerned. If any method can be devised to relieve mechanical department officers of even a portion of their labor difficulties, it will at once lift a load of constant worry and enable us to concentrate more personal attention upon matters of operating efficiency.

"In this connection I feel confident we will observe further beneficial effects of the Transportation Act. Upon examination of the provisions made under this act, enabling the roads to increase their net operating income, it seems evident that there will be a greater and more insistent demand than ever for railroad operation under conditions of maximum efficiency. This will apply particularly to those roads comprising traffic groups where high rates are necessary to permit carrying of 5% per



W. J. Tollerton, general mechanical superintendent of the Rock Island Lines.

cent on property valuation. When these rates are placed in effect it will become apparent that a close connection exists between the physical condition of railway facilities and the rates that must be charged, if the percentage allowed under the Transportation Act is to be earned. When it is clearly realized by the general public and their representatives that the continued use of obsolete locomotives, antiquated terminals and out-of-date equipment by any railroad or group of railroads leads to a direct tax in the form of higher freight and passenger rates, means undoubtedly will be found to correct the situation.

may, therefore, anticipate that the Transportation Act will in all probability exert an immediate influence toward bringing into existence improvements long desired but unattainable upon many railroads.

### STUDY NEW APPLIANCES.

"Therefore, at this time more than ever before, it is our duty to keep thoroughly informed on all new appliances and carefully to study the merits of those devices which have as their object the bringing about of reduced operating expenses.

The question of providing new (Continued to page 48.)

Rock Island Magazine for August, 1920.



# Liberty Bond Record Shown

By Carl Nyquist

## Treasurer, Chicago, Rock Island & Pacific Railway Company

FOR the benefit of employes and to make a permanent record, there is herewith published the affidavits of the various banks from which the Chicago, Rock Island & Pacific Railway Company purchased Liberty Loan Bonds and Victory Loan notes to fulfill the subscriptions made by the employes of the Company.

It will be noted that the accompanying affidavits include only the Third, Fourth and Fifth issues. The Company did not handle direct the subscriptions for the First and Second Liberty Loans as those subscriptions were placed with the banks at the various agencies rather than centralized as was the case with the subsequent issues.

Following are the affidavits:

Chicago, July 16, 1920.

The Chicago, Rock Island & Pacific Railway Co.,

LaSalle St. Station, Chicago, Ill.

Gentlemen:

This is to certify that the Chicago, Rock Island & Pacific Railway Company subscribed through the Illinois Trust and Savings Bank, for the following amounts of U. S. Liberty Loan Bonds at par value, at the time each issue was offered by the U. S. Government, and has paid the subscription in full at 100 cents on the dollar:

\$ 500,000	Third Liberty Loan	4¼'s
900,000	Fourth Liberty Loan	4¼'s
350,000	Victory Liberty Loan	4¾'s

\$1,750,000

Illinois Trust & Savings Bank,  
Jno. J. Brugman,  
Assistant Cashier.

### CENTRAL TRUST COMPANY OF ILLINOIS.

Chicago, June 26, 1920.

Mr. Carl Nyquist,  
Secretary and Treasurer, Chicago, Rock Island & Pacific Railway Company,  
LaSalle Street Station, Chicago, Ill.

Dear Sir:

Replying to your inquiry of June 22, 1920. According to our records, The Chicago, Rock Island & Pacific Railway Company subscribed for the following issues of United States Government Liberty Bonds:

\$200,000	par value Third Liberty Loan	4¼'s.
\$450,000	par value Fourth Liberty Loan	4¼'s.
\$200,000	par value Victory Liberty Loan	4¾'s.

The above bonds have been paid for by your company in full at par and delivery made to you. Your subscriptions to the various issues were received by us at the time each issue was offered by the United States Government.

Yours very truly,  
H. S. Camp,  
Cashier.

### AFFIDAVIT.

Kansas City, Mo., June 24, 1920.

This is to certify that the Chicago, Rock Island & Pacific Railway Company subscribed for, at par value, the amounts

shown below of Liberty Loan Bonds, through this bank and the subscriptions were paid in full at 100 cents on the dollar:

\$ 735,000	Third Liberty Loan	4¼'s
1,337,300	Fourth Liberty Loan	4¼'s
550,000	Victory Liberty Loan	4¾'s

\$2,622,300

### FIRST NATIONAL BANK.

Kansas City, Mo.,

F. P. Reichel, Cashier.

Subscribed and sworn to before me this 24th day of June, 1920.—Leslie W. Halbe, Notary Public.

Chicago, Ill., July 6, 1920.

This is to certify that The Chicago, Rock Island and Pacific Railway Company subscribed through the First National Bank of Chicago for the following amounts of U. S. Liberty Loan Bonds at par value, at the time each issue was offered by the U. S. Government, and has paid the subscriptions in full at 100 cents on the dollar:

\$300,000	Third Liberty Loan	4¼'s
425,000	Fourth Liberty Loan	4¼'s
200,000	Victory Liberty Loan	4¾'s

\$925,000

### FIRST NATIONAL BANK OF CHICAGO.

By M. A. Traylor,  
Vice-President.

### THE MERCHANTS - LACLEDE NATIONAL BANK OF ST. LOUIS.

June 28, 1920.

Mr. Carl Nyquist,  
Secretary and Treasurer,  
The Chicago, Rock Island & Pacific Ry. Co.,  
LaSalle St. Station, Chicago, Ill.

Dear Sir:

This is to certify that the Chicago, Rock Island & Pacific Railway Company subscribed for, at par value, the amounts shown below of Liberty Loan Bonds, through this Bank and the subscriptions were paid in full at 100 cents on the dollar:

\$350,000	Third Liberty Loan	4¼'s
\$742,650	Fourth Liberty Loan	4¼'s
\$350,000	Victory Liberty Loan	4¾'s

\$1,442,650.

Yours very truly,  
The Merchants-Laclede National Bank,  
By T. C. Tupper,  
Vice-President.

### THE MERCHANTS' LOAN & TRUST COMPANY.

Bond Department.

Chicago, June 23, 1920.

Mr. Carl Nyquist, Secretary & Treasurer,  
Chicago, Rock Island & Pacific Railway Company,  
LaSalle Street Station, Chicago.

Dear Sir:

Replying to your favor of June 22, the records of this Department show that your Company subscribed for the following United States Liberty Loan Bonds:

\$300,000	U. S. Third Liberty Loan	4¼ Bonds.
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\$550,000	U. S. Fourth Liberty Loan	4¼ Bonds.
\$250,000	U. S. Victory Liberty Loan	4¾ Bonds.

Making a total par value of \$1,100,000.

These bonds were taken up and paid for in full, being at a price of not less than par and accrued interest.

Very truly yours,

C. C. Adams,  
Assistant Manager.

State of Illinois, County of Cook, ss:

This is to certify that C. C. Adams, as Assistant Manager of the Bond Department of the Merchants' Loan & Trust Company, appeared before me this twenty-third (23rd) day of June, 1920, and stated that the information given above is true to the best of his knowledge and belief.

S. H. Herron,  
Notary Public.

### THE NORTHWESTERN NATIONAL BANK, MINNEAPOLIS.

June 25, 1920.

To Whom It May Concern:

This is to certify that the Chicago, Rock Island & Pacific Railway Company subscribed and paid in full at par through the Northwestern National Bank, Minneapolis, Minnesota, for the following United States Liberty Loan Bonds:

\$40,000	Third Liberty Loan	4¼'s
\$70,000	Fourth Liberty Loan	4¼'s
\$16,500	Victory Liberty Loan	4¾'s

\$126,500

R. F. Mactavich,  
Auditor.

### THE FORT WORTH NATIONAL BANK.

Fort Worth, Texas, July 9, 1920.

This is to certify that the Chicago, Rock Island & Pacific Railway Company subscribed for, at par value, the amounts shown below of Liberty Bonds, through this bank and the subscriptions were paid in full at 100 cents on the dollar:

\$25,000	Third Liberty Loan	4¼'s
\$77,850	Fourth Liberty Loan	4¼'s
\$ 5,000	Victory Liberty Loan	4¾'s

The Fort Worth National Bank,  
By R. W. Fender,  
Cashier.

The record would be incomplete without reference to the tremendous labor and expense involved in solicitation, printing, accounting and distribution of bonds, together with a very large loss in discount suffered with respect to the subscriptions which were not fulfilled, and it is with a feeling of relief that the next three months will practically clean up all outstanding subscriptions and enable the Financial Department to complete distribution of the bonds on hand.

Delivering the goods is more important than getting the order.

# Don't Waste Paper To All Users of Stationery, Printed Blanks, Etc.

*By W. W. Griswold, Stationer*

What better medium have we than thru our own Magazine for making a direct appeal to all employees on the ROCK ISLAND LINES to help reduce our present enormous expenses for stationery and printing?

For the year ending December 31, 1919, our total expense, exclusive of advertising, was \$577,887, and for the year 1915, when times were nearly normal, \$388,709—an increase of just \$189,178, or 48.66 per cent.

These figures show how prices have advanced, and there is no time like the present for **EVERY EMPLOYEE** to co-operate with us to **AVOID WASTE** and do all possible to help reduce our present extraordinary expense for this item.

Another important reason for saving is the fact that today it is not so much a question of the enormous price increases, but of **BEING ABLE TO GET THIS CLASS OF MATERIAL AT ALL**, and there is no immediate prospect of conditions improving to relieve the present chaotic situation.

There are innumerable ways which employees can use for conservation of supplies, and one of the most important is by putting one person in charge of the stationery for an office who can carefully watch the distribution and take a personal interest to see that no waste obtains.

We earnestly hope that **ALL EMPLOYEES** will help keep our expenses down to an absolute minimum, and any suggestions that will aid us in reducing the consumption of stationery are always welcome and will be carefully considered, and if found practicable, adopted for general use.

We are making an earnest appeal to all employees to use every possible means to conserve stationery, printed blanks, etc., and avoid waste, as the paper situation and general conditions are so serious that today **IT IS NOT SO MUCH A QUESTION OF THE ENORMOUS PRICE INCREASES, BUT OF BEING ABLE TO GET MATERIAL AT ALL.**

The cost of stationery and printing has gone up by leaps and bounds, and the situation is now so acute that there is a positive famine in this class of material.

There are innumerable ways which employees have been using for conservation of supplies, and we urge renewed efforts not only to carefully watch consumption of all supplies but also observe the following suggested **"DON'TS"**:

1. **DON'T** use water-marked or printed papers for inter-company business letters.
2. **DON'T** use an 8½x11" sheet for short letters; use size 8½x7½".
3. **DON'T** use special printed corner card envelopes for inter-company business.
4. **DON'T FORGET** to use repeat envelopes, Forms 3403 and 3404.
5. **DON'T FORGET** to return empty envelopes, Forms 3211 and 3417, to the undersigned, Chicago.
6. **DON'T FORGET** to save your waste paper and keep old tissue separate, and deliver all such scrap to the Stores Department supply car each trip.
7. **DON'T FORGET** to transfer correspondence infrequently referred to to storage boxes, thereby reclaiming the regular file boxes for further use. All correspondence before being transferred should be reviewed and unnecessary papers scrapped, thereby minimizing storage requirements and accumulation of files which must be retained for further reference.
8. **DON'T** make continual special requisitions, but watch your stock carefully and prepare regular requisition when due.
9. **DON'T** throw away spoiled postal cards, plain or printed, but return same to this department for credit from the postoffice.
10. **DON'T FORGET** to get maximum service out of carbon paper and typewriter ribbons.
11. **DON'T FORGET** to return all surplus forms, whether current or obsolete, to this department.
12. **DON'T FORGET** to return to us immediately empty stationery chests.

Not only are splendid savings possible by all offices giving their hearty co-operation, **BUT IT IS NECESSARY THAT WE CONSERVE AND AVOID WASTE** due to the extraordinary conditions that now prevail which are unlike anything ever before experienced by this Railroad.

## *A Few Observations on Rock Island Service*

The passenger traffic department of the Rock Island Lines has issued a circular entitled "A Few Observations on Rock Island Service" which every employee of the Rock Island should read if for no other purpose than to inform himself on some of the new features of the system.

The Rock Island is the line of the Great Divide in Colorado, in a transportation sense. There is a fork in the road west of the Kansas-Colorado boundary, one line leading to Denver and the other to Colorado Springs. Thus is provided the only direct service between the East and both of these tourist centers. If ticketed via Rock Island, the passenger from the East may spend the first half of his vacation in one region; the second half in the other; and return home direct without retracing his route, thus saving for new scenery a day which would otherwise be spent in covering a region previously visited. If ticketed between the Far West and the East, connections in Colorado are doubly protected.

With the completion of the San Diego & Arizona Railway, a similar two-fold service to California was inaugurated, and the Rock Island's famous Golden State Limited now provides the only direct through service between the East and both Los Angeles and San Diego. This route, always popular as the line of lowest altitudes, has an added attraction for San Diego passengers because of the novelty of the trip through Imperial Valley and the beautiful Carriso Gorge region. It is the shortest route by many miles between Chicago, the Missouri River and San Diego.



## *Frank Trumbull Dies at Age of 62 Years*

Frank Trumbull, chairman of the board of directors of the Missouri, Kansas & Texas railway and former chairman of the Chesapeake & Ohio railroad and of the Association of Railway Executives, died at Santa Barbara, Calif., on July 12. He was largely instrumental in the formation of the railway executives' association.

Mr. Trumbull was born in Arcadia, Mo., in 1858. His father was a school-teacher and the son began earning his own living at the age of 12 years.

When he was 16 he was taken in as a clerk in the comptroller's office of the Missouri, Kansas & Texas (it was 38 years later that he was elected chairman of the Board of Directors of that company), and for 14 years he worked up step by step, through the accounting offices of the "Katy" and the Missouri Pacific, until in 1886, he was made auditor of the Texas & Pacific.

He went to Colorado in 1888, and for five years was in the wholesale coal business, and during this time made reports for New York and London bankers on various western railroad properties.

In 1893 he was appointed receiver and general manager of the Union Pacific, Denver & Gulf. This was the bankrupt branch of the Union Pacific which Mr. Trumbull developed, extended, connected with the Fort Worth & Denver City, and made into the Colorado & Southern. In this work he was associated with Grenville N. Dodge, and later with Edwin Hawley and with the Huntingtons.

*Rock Island Magazine for August, 1920.*



## Rock Island Service

### Plases Texas Patrons

The following letters show that our employes are maintaining their reputation for service and courtesy. The letters, addressed to A. Peterson, division freight and passenger agent, Rock Island Lines, Amarillo, Tex., follow:

"For some days I have been thinking of expressing to you my appreciation for the courtesies extended the Amarillo Baptists who were routed over your road to Washington City. The employes were all kind and considerate even to the train porter. Signed, W. L. Tubbs, eGeneral Evangelist, Executive Board of the Baptist General Convention, Childress, Texas."

"I am taking this method of thanking you for the kindness shown our party on their trip to Washington, D. C. It was through you and Mr. Whitworth that we had the most excellent accommodations on this trip. The whole party wishes to express their thanks to you both and the roads you represent for the comforts we enjoyed from the moment we went aboard your train in Amarillo until we landed safely back, and the memories of the trip and the part you had in making it pleasant will linger with each of us many days. Signed, M. F. Gathright, transportation committee, Baptist general convention, Amarillo, Texas."

In commenting on the letters, Mr. Peterson said: "I wish to add that our ticket agent, Mr. Goodwin, is entitled to as much credit for bringing about this good feeling as is Mr. Whitworth and myself."

### Stop and Study

The following letter has been received from H. M. Drawbaugh, Rock Island section hand, Oklahoma division, and its contents might be commended to employes with greater responsibilities than those of a track repair man.

"For some years, off and on, I have worked for different men on different roads and I began to think I knew all about track work. Well, in 1915 I went to work for J. Rash, section foreman at Holdenville, Okla. I helped him move his household goods into the section house. While I was carrying in the stuff with George Martin, a pamphlet fell out of a box and on the pamphlet was a semaphore and on the semaphore were the words: Stop and Study!

"Well, that night I borrowed the pamphlet from Mr. Rash and it dealt with what tools a section gang ought to have on the car and how to keep the tools and car and extra tools and tool house and boxes. Right away I saw I knew nothing about tools. There were pictures of tools that I had never seen nor heard of. So I studied the pamphlet until I learned a lot about tools and one day Mr. Rash remarked to me that it was a good thing that I borrowed the pamphlet for he was going to tie a can to me. But I stayed on the job for about a year and Mr. Rash put me on the way to be a track man and now I am able to handle anything that comes up. But if it hadn't been for Mr. Rash I could never have been a successful assistant on a construction gang over four men. I can now go up against old timers and handle my end of the work and theirs too, if necessary."

# One Perfect Railroad

## But It Lacked Something—Safety

There's one railroad in the United States that's about as near the 100 per cent mark in roadbed, structures, equipment and appliances as it is possible to make a railroad. It's the one almost perfect railroad—from a physical standpoint. This road is less than 500 miles and has more than one main track. It is one of the few roads that is a big money maker for its stockholders. For years it has paid a regular 10 per cent dividend and in addition extra dividends running as high as 40 per cent.

"That's all very interesting," you say. "But whatta you shootin' at?" Well, you'll find men on every road who don't take much stock in organized safety work because they see a lot of unsafe physical conditions, which, for various reasons, it is not practicable to correct. These men are honest in their views and frank in expressing them—qualities to be admired—but their idea of safety is almost entirely a physical one. They think a carload of money ought to be spent every month in making over or supplying something new. So I'm calling your attention to this almost perfect railroad because it occurred to me that if the views of these men are correct, that is, if safety to railroad men is entirely, or even mostly, just a matter of keeping roadway, structures, equipment, machines and appliances, or in other words, physical things generally, in a safe condition, then we could find in the experience of this road a ready solution of the injury problem as applied to employes. If this road can go along year in and year out without killing or injuring its employes (except in purely accidental manner), then it certainly proves that all you have to do is to build and equip a railroad the way it ought to be, keep physical conditions safe, operate the road properly, and stop preventable killing and injuring of employes. That's all there would be to it. If, on the other hand, this road has a record of employes injured and killed about like other roads, then we are forced to the conclusion that there's something else wrong.

That's sound doctrine, ain't it? Well, now listen. This road has about 12,000 employes and last year 27 were killed. Not one of these 27 was killed accidentally, that is, under circumstances which could not reasonably have been prevented—and not one was killed by reason of an unsafe physical condition. In other words, every one of these 27 men was killed on account of failure on the part of himself or other employe to use reasonable care in doing his work. The previous year 31 employes were killed, not one accidentally and only one from an unsafe physical condition. With the other 30, it was the same old story—failure to take proper personal precautions.

But we don't have to refer to just this one road. There are other roads so well equipped, maintained and operated—the so-called "gilt edge" lines—as to be in the same class with this little road and on every and all such roads the men who work for them are getting killed and injured in just the same way and in the same high ratio as on the less favored lines. Take, for example, you train and yardmen. Most of you get killed and injured on account of being struck or run over by engines or cars or in falling from engines and cars or being struck by cars left foul, or in collisions. The personal element, and not physical conditions, almost entirely governs these causes. If you don't use care in getting on and off moving cars and engines; if you go between moving cars or walk through yards with your head down without looking before coming to tracks—as a lot of you do—or don't read, compare and execute train orders as provided by the rules—if you railroad in this fashion, it makes little difference, so far as your safety is concerned, whether you are working for the best or the poorest equipped road. If you carmen won't use the blue signal, you are going to have your toes turned up to the roots of the grass whether you are employed by the best railroad you can think of or by the worst one. If you maintenance-of-way men go tearing over the road on motor cars at excessive speed or make a practice of getting on or off moving cars, a risk which your duties do not require and which your experience does not make you skillful in getting away with, or if you get out of the way of a train on one main track and step over on another and stand there without paying attention to what may be coming on that track, instead of taking a few more steps and getting clear of all tracks—if you do these things, you're going to get just what's coming to you—crutches and coffins—on one road the same as another.

It may go a little against the grain of some of you to hear these things; but in this work there ought to be no "if you do your part, I'll do my part" feeling. A railroad is only an organization of men and whether we happen to be placed on one side or the other of the imaginary line between officers and employes, we are all flesh and blood alike.

Now, please don't get the wrong idea. It is, of course, important that unsafe physical conditions be made safe and the safety committees, backed up as they are by the officers, are bringing about the correction of hundreds of such conditions—more than have ever been corrected before in the same length of time. That's generally understood and admitted. But the experience of this near-perfect road and other roads in its class, proves that if we made physical conditions perfect, we would yet have a big list of casualties due to the human machine. Not less attention to the physical, but more to the human element. That's the solution of the safety problem.

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Below—Clayton Delgado, son of S. Delgado, Glendale, Calif.



Above—Ruth and Wilbur Cass, children of George A. Cass, Colorado Springs Colo.

Below to left—Frank Grant, Jr., son of Mr. and Mrs. F. O. Grant, Fairbury, Nebr.. (Top, right)—Marie Rees, daughter of D. C. Rees, secretary of the Rock Island Pension Board. (Bottom, right)—Walter Leroy Epling, son of Roy Epling, Topeka, Kas.



Above—Top, left—Lorraine, Lawrence and Robert, children of A. E. Hansen. Top, right—Thayer Wm. Dissel, son of Mr. and Mrs. Wm. Dissel, Blue Island, Ill. Bottom, left—Lois Irene Catheart, daughter of Carl W. Catheart, Eldon, Mo. Bottom, right—Laura Boner, daughter of J. L. Boner, Blue Island, Ill.

UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN

Rock Island Magazine for August, 1920.



# Meritorious Service

D. Williams, fireman, Minnesota division, awarded ten merit marks for prompt and intelligent action in clearing away debris from under bridge.

L. Schreiber, operator, Minnesota division, awarded ten merit marks for watchfulness and devotion to duty in notifying section men of accident to frog after having seen sparks coming from rail while train was passing, thus causing track to be repaired and removing accident hazard.

A. A. Schwartz, fireman, and J. E. Reichley, engineer, Minnesota division, awarded ten merit marks for careful and intelligent manner of protecting hot box on express car by running small hose from tank of engine to hot journal.

C. L. Ruff and H. E. Drumgoole, brakemen, Mexico division, commended for assistance in bringing train of perishables into terminal without serious injury.

W. E. Downing, engineer, Mexico division, commended for assistance rendered fruit train at a critical time.

F. P. Alford, brakeman, Mexico division, commended for voluntarily firing engine when fireman was taken sick.

W. S. Burkholder, conductor, Cedar Rapids division, commended for promptly notifying despatcher of need of setting out unloaded refrigerator car which saved a back-haul and re-icing. Also awarded ten merit marks for getting train into terminal in good time after detouring.

J. P. Heyman, agent, Cedar Rapids division, commended for prompt report of finding piece of flange, causing inspection of trains, resulting in the discovery of broken flange on car.

James Day, engine foreman, Mexico division, commended for discovery of hole in car which was taken care of and prevented flour being damaged.

T. K. Suggs, brakeman, Arkansas division, commended for voluntary firing engine when fireman took sick, thus saving delay.

Lee Burt, motor car inspector, and C. A. McGuire, brakeman, Minnesota division, commended for voluntarily taking charge of train when conductor became ill, avoiding a bad delay.

L. M. Grant, section foreman, Minnesota division, awarded ten merit marks for observing brake rigging dragging and having train stopped and rigging removed, avoiding possible accident.

W. S. Ford, brakeman, Minnesota division, commended for voluntarily pulling coal on engine, avoiding a serious delay.

W. E. Ward, brakeman, Arkansas division, commended for releasing brakes on train pulling out of terminal with brakes sticking and wheels sliding, thereby preventing possible accident.

B. E. Patterson, brakeman, Mexico division, commended for notifying train crew of defective condition of wheel on car.

J. M. Lindsay, foreman, Oklahoma division, commended for voluntarily aiding in handling Shriners' special.

J. Denk, section foreman, Cedar Rapids division, commended for flagging train and avoiding a delay of forty or fifty minutes.

G. A. Eggleston, agent, and Fred Sandberg, section foreman, Dakota division, awarded ten merit marks each, helping put out fire on bridge at 3 a. m., thereby saving two spans of the bridge.

Walter Cullins, water service supply man, and A. Lynott, brakeman, Cedar Rapids division, commended for repairing broken air line on engine, avoiding engine failure and serious delay to freight.

P. F. Scholtes, engineer, Dakota division, awarded ten merit marks for valuable assistance when tank was derailed.

L. W. Minehart, brakeman, Cedar Rapids division, awarded ten merit marks for getting train into terminal in good time after detouring.

E. D. Donovan, engineer, Dakota division, awarded ten merit marks for assistance rendered when train was delayed on account of derailed tank.

E. Winette, Minnesota division, commended for promptly detecting broken sand board and having car set out for repairs.

W. H. Hunt, brakeman, Dakota division, awarded ten merit marks for assistance when tank was derailed.

P. Hynes, Minnesota division, commended for prompt attention to trouble in main reservoir pipe of engine, making it possible to repair same and avoid delay.

Tom Stapleton, engineer, Oliver G. Ethridge, fireman, M. C. Rami, conductor, commended for service in getting crippled engine out of the way and preventing delay to passenger train.

C. Lawrence, conductor, E. T. Koph, brakeman, George Barrett, engineer, Dalhart, Tex., Mexico division, commended for readjusting a load of bridge material, making it safe.

L. E. Farley, agent, J. J. Morrissey, engineer, C. L. Hill, fireman and N. Wood, carpenter, Iowa division, each awarded ten merit marks for assistance in repairing engine and avoiding delay.

Geo. W. Riegel, conductor, Wellington Walden, engineer, John Shepherd, brakeman, Carl Webster, brakeman, Frank Wood, fireman, J. Elliott, bridge inspector, John Ames, water service foreman, J. Dulin, water service helper, Iowa division, each awarded ten merit marks for aid in re-railing engine and avoiding delay.

Lee R. Cofran, conductor, Charles E. Swan, brakeman, L. W. Dake, brakeman, Iowa division, each awarded ten merit marks for aid in replacing draw bar.

Conductor H. F. Bess, J. J. Morrissey, engineer, C. L. Wood, fireman, Iowa division, each awarded ten merit marks for aid in putting out fire in coach.

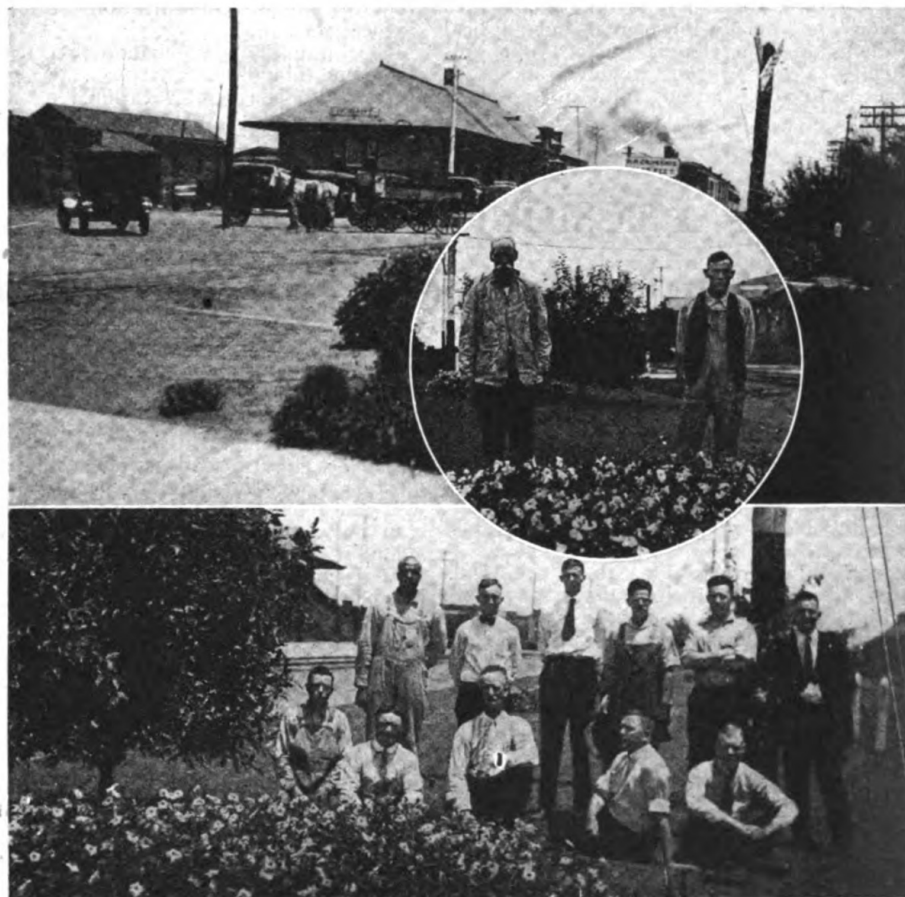
Conductor C. W. Mellerup, Iowa division, awarded ten merit marks for noting poor piece of track which would have caused derailment to train.

Conductor L. E. Saltzgaver, Iowa division, awarded ten merit marks for discovering a bent axle on meat car and preventing derailment.

Agent C. E. Short, Missouri division, was awarded ten merit marks for promptness in reporting that brake beam on car was down, thereby preventing further trouble.

Operator J. B. Riggs, Missouri division, was awarded ten merit marks for promptness in reporting that car was off center.

(Continued to page 44.)



The pictures above show what can be done to make the station and surroundings attractive. The views were taken at Hobart, Oklahoma, on the Oklahoma division of the Rock Island Lines.

# Make Vacations Pay

## Some Things to Do and Others to Avoid

By H. Addington Bruce

(Copyright)

**T**OMORROW you leave town to begin your annual vacation. Let me remind you of a few facts which, if needed, will enable you to profit from your vacation as you really should.

First of all, remember that the great object of your vacation is not simply to have a good time, but to fit yourself to work better on your return. It is recreation as well as recreation that you must have in view. For this reason do not let your vacation become a strenuous period of pleasure seeking. Avoid the mistake of those who keep on the go, day and night, when holiday making.

Vacations do such people harm rather than good. They come back to work so tired that they long are less efficient than they were before they went away for their "greatly needed rest."

On the other hand, be careful not to let your vacation degenerate into a season of inert loafing. Only those whose work has seriously overtaxed them have any excuse for spending a vacation in absolute idleness. And even they will be wise to busy themselves part of every day in pleasurable activity of some sort.

Be sure, therefore, to take along with you some means for mental and physical diversion—your tennis racket, your golf clubs, a fishing rod, whatever most appeals to you. If not fond of sports of

any kind, at least go equipped with rough clothes suitable for tramping in the woods and fields near your vacation home. You need not indulge in long walking trips unless pedestrianism is one of your hobbies. You should not in any case indulge in these if your vacation finds you unduly fatigued to begin with. Just stroll and ramble leisurely, keeping in the open and getting as close to nature as you can.

Nature, though you may not appreciate it, is one of the best friends you can have on any vacation. Get intimately acquainted with her. Enjoy to the full the wonderful gifts she offers you, the singing brooks, the verdant hills, the glorious sunsets, the forest depths, the music of the feathered orchestra.

There is balm alike for mind and body in communion with nature. There is inspiration that will count for much in coping with difficulties of the working days. Remember this and profit from it in your vacation.

Finally, whatever else you do or think about, while on your vacation banish from your mind all thought of your daily work. This is particularly necessary if your work is of a character that requires intense concentration while you are engaged in it.

Keep thinking, but change the current of your thoughts. That is the great secret of a beneficial vacation.

## Being President Is Not the Only Job on the Railroad

**Y**OU don't have to be a millionaire's son to be a railroad president. Several presidents of the biggest roads in the United States have begun as section hands; a number of them started as rodmen; quite a few began as telegraphers.

But being president is not the only job on a railroad. There are about as many kinds of jobs as there are kinds of men. They are jobs which pay well. Better still, they are jobs which train a man to responsibility; educate him, and bring out the best there is in him. The men who work on the railroads have the reputation of being the most intelligent body of workmen in the country. They have to be to hold their jobs.

If you intend to become a railroad man you must set up as the first thing to learn the idea of service to the public—safe, courteous, efficient service. You may start as a section hand, a telegrapher, or a rodman, but wherever you start to work you won't get very far before you begin to learn things about the actual operating end of the business. And the first thing you will learn then will be

service to the public. If you haven't the spirit of service, you'll never get very far in the railroad business.

A second thing you must learn is discipline. The railroad is much like the army. Your "doughboy" brother can tell you about that. It means merely that you obey, without stopping to argue about it, every order given you, and that you obey the spirit of the order and not merely the wording of it. If you remember that many times your obedience or disobedience of an order—perhaps an order that you think useless and foolish—means the lives of many people, you will see why discipline is so important.

A third thing to learn is loyalty. Be loyal to the road for which you are working. It may not be the best road in the country, and it is up to you to know that. But it is also up to you to try to make it the best while you are working for it.

We said the first thing to think about was service. Well, you can best give service to the public by being loyal to your road.

## Our Monthly Quiz; What Do You Know?

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

1. On what island is Honolulu located?
2. What is the meaning of the word gainsay?
3. Under what President was the late Levi P. Morton Vice-President of the United States?
4. What is an earwig?
5. What was the signal achievement of Vasco Da Gama?
6. What is a loggia?
7. Who was Timothy Titcomb?
8. When was the age of Pericles?
9. Who were the directors general of railroads during the period of government control?
10. What was the occupation of Shakespeare's father?
11. From what state is Carter H. Glass?
12. What are the colors of the flag of Portugal?
13. What is the fifth city in the United States according to the new census?
14. How should the word gewgaw be pronounced and what does it mean?
15. What is a cousin-german?
16. What body of water did Leander, of Greek mythology, swim?
17. What and where is the largest library in the world?
18. Who were the Parcae?
19. What is the origin and meaning of the phrase "on the tapis"?
20. What is the first name of Venizelos, the distinguished Greek statesman?
21. How many secretaries of state have served under President Wilson, and who are they?
22. What West Indian island is divided into two republics?
23. Who was Fanny Elssler, and when did she live?
24. Did the constitution, as declared in effect in 1789, permit the imposition of such a federal income tax as the one now in force?
25. How many eggs in a season does a common housefly lay?
26. What are the two highest mountains on the American continent?
27. When was the Atlantic first cable laid?
28. When did Germany sign the peace treaty?
29. What is geodesy?
30. What is a presidio?

### JUST BE THE BEST

If you can't be a pine on the top of the hill  
Be a scrub in the valley—but be  
The best little scrub by the side of the rill;  
Be a bush if you can't be a tree.  
If you can't be a bush, be a bit of the grass.  
Some highway some happier make.  
If you can't be a muskie, then just be a bass—  
But the liveliest bass in the lake!

We can't all be captains, we've got to be crew,  
There's something for all of us here.  
There's big work to do and there's lesser to do.  
And the task we must do is the near.  
If you can't be a highway, then just be a trail.

If you can't be the sun be a star;  
If you can't be a giant, try to win or you fail—  
Be the best of whatever you are!

American Lumberman.

Rock Island Magazine for August, 1920



## Here's the Kind of Service That Counts

"The man who has service uppermost in his mind and who doesn't limit his work merely to doing the things just within his reach but goes out of his way to perform service, is the man who gets somewhere," was the comment of a Rock Island official who reported the following incident:

"While riding on a train recently, my attention was attracted to a Rock Island station employee, at a town where a woman passenger and three small children alighted. While the brakeman carried out the woman's baggage, this station employee lifted one of the sleeping children in the car and carried the boy into the station where he laid him on a bench without awakening him, while the mother was getting the other two children off the train. While we were changing engines, I later noticed this same employee carrying the still-sleeping child into another train and then helped the mother with her baggage, seeing that the four were comfortably established before leaving them. That is the kind of service that makes friends for the road and results in promotion for the employee."

## The Art of Forgetting

James J. Hill, who possessed a phenomenal memory, said it is easy to remember things you are interested in.

What to do, therefore, is to discern what things are useful, what things one ought to be interested in, and then forget the others.

That sounds easy, but it isn't easy, as we all know. However, if we try, we may accomplish something. If we don't, we won't.

Let's see, therefore, what are some of the things we ought to forget.

First and most important of all, forget that brilliant record you made at school or that wonderful sale you made which caused all the boys to talk or that remarkable piece of work you did which won your raise of pay and promotion.

Forget the big things you did yesterday or last year.

Forget all about the time you topped the list and was made a fuss over.

Forget that you are (in your own eyes) a wonder, a world-beater.

Water that has gone over the mill-wheel can grind no more corn.

Forget what you have already done and address all your mind and strength and talent in the next job.—*Forbes Magazine*.

Bear in mind that there are many, many more men in the employ of the railroads who are filling the same position as yourself, and a little saving from each of you every month in the aggregate amounts to many thousand of dollars.—*S. P. Bulletin*.

Don't grumble or complain about the weather—you can't change it—no one ever has.

Not wealth, but the ability to meet difficult conditions is the measure of a man.

Self-respect with too many people is a matter of haberdashery.

# Fear, the Worst Bogey

Responsible for Many a Failure

By Orison Swett Marden

(Copyright, 1920, by the McClure Newspaper Syndicate)

SOME years ago, after the passing of the great St. Louis tornado, which the weather bureau at Washington had predicted, hundreds of letters were received by the bureau telling of people who had died from fright, and of others made ill by fear, though they were not near the path of the storm.

Fear has caused more havoc in human life than all the tornadoes, all the accidents, all the epidemics that have ever been recorded. It is well known that during epidemics in the past more people have died of fear than of disease.

Fear in some form is getting in its deadly work in every part of the world. Thousands of men and women suffer from dread of accidents all their lives. They never travel by rail, especially at night, without fear of being killed or burned in a wreck. I know a prominent man who will never travel by train or automobile if he can possibly avoid it. He will sometimes drive hundreds of miles with his horses because he has a horror of train and automobile wrecks.

Multitudes of people have a horror of some disease which they think they have inherited. Others live in perpetual terror of coming to want, of dying in the poorhouse. This has often become an obsession even with people of considerable wealth. Some are fearful of business failure, panics, hard times. Some are afraid of death, afraid of hell, afraid of some invisible evil lurking round the corner to pounce upon them unawares. There is hardly a human being who is not the victim of some pet fear.

Most of us are like the man in the Japanese parable who is cruelly tortured by a demon. The man cannot understand the injustice of his frightful punishment, because he feels he has never done anything to merit it. So he calls on the

demon to explain why he is being so persecuted. And the demon replies:

"Thou hast created me and fashioned me to be such as I am. My nature is such as thou hast given me. Blame then thyself for thy suffering."

The greatest enemy the human race has is the self-created demon, fear. Worse than all other scourges, it is the great destroyer, the blighter of ability, the blaster of happiness. Constant fear of failure, of losing one's business and coming to want, has kept more men from success than almost anything else.

Many a possible giant has been made a pygmy by fear. Many a man has played havoc with years of his life by worrying along from day to day and month to month, dreading, anticipating and preparing for a financial panic or a failure which never came. And all the while the impish demon enjoys his triumph, cracking his whip over his victim and laughing at the agony he causes. He knows that this strong man, the son of God, born to conquer, is as completely at his mercy as any slave may be at the mercy of his master.

It is pitiful to think that we ourselves create this cruel fear demon, as well as other mental enemies, and allow them to torture us and often completely to ruin our lives! Yet these mental enemies, fear with its evil progeny, worry, anxiety, carking care, despondency, the "blues" and all the rest—have no reality outside of our imagination. Of themselves they are nothing; they are merely the absence of something, the absence of the faith that sees the way past the opposing difficulty, of the confidence that is born of conscious strength to meet threatening emergencies. In fact, fear and worry working in close combination attract the very things we dread and are trying to escape.

## Take Railroad Question Out of National Politics

"THE railroad question," says Mr. Kahn, in his newbook, "Our Economic and Other Problems," must be taken out of politics."

Perhaps no other American is as well qualified as Otto H. Kahn to speak on this problem—to point out existing abuses and to outline a constructive program. For Mr. Kahn speaks with authority that is based on long practical experience in the world of finance. Foremost among American economists, few financiers have had opportunity to acquire such broad and basic experience in economic affairs. A member of the firm of Kahn, Loeb and Co., Mr. Kahn has for many years been instrumental in broadening their interests. In his connection with this firm, he became the intimate

friend and closest business associate of the late Edward H. Harriman.

"It was a right instinct" says Mr. Kahn, "which has guided the people, under President Roosevelt's leadership, to determine, firmly and unmistakably, that the time had come to regard the pioneer period of this country's industrial and economic developments as at an end, to revoke the latitude which had been tacitly accorded during this period, to insist on strict adherence to the rules of business conduct laid down by the law, and to punish any violation of such rules, by whomsoever committed, high or low. It was salutary and timely to bring home to corporations and individuals, however powerful, the respect and fear due to the law." (Continued on page 52.)

# World's Wealth Not Owned by Favored Few

## By Andrew J. Frame

Chairman of the Board of Waukesha National  
Bank, Waukesha, Wis.

(Reprinted from The Financier.)

**S**HALL we exclaim as Christ did upon the cross, "Father, forgive them, for they know not what they do"?

One fundamental is paramount! Labor and capital must walk arm in arm, because united we stand, divided we fall.

Let us briefly diagnose the case in the light of plain common sense and sound reason. Let us seek for cold facts and not follow sympathetic fallacies, which lead only to decay and destruction of human progress.

Since 1914 some thirty to fifty millions of strong men, covering at least a quarter of the productive energy of the progressive nations, were called from productive to destructive employments. Russia, which helped feed Europe before the war, is paralyzed. Although the United States has generously parted with her food, fuel and clothing, yet Europe today stares starvation and cold in the face. Doubtless the normal shortage of these necessities exceeds 25 per cent of 1914 supplies.

In the face of these calamitous facts, blind labor leaders demand less production of fuel, food and clothing, through the reduction of the hours of labor and their inefficiency, thus multiplying the distress of both capital and labor alike. In other words, Samson like, they pull down the temple upon their own heads.

Labor agitators stir their audiences with the declaration that the corporations rob labor of its rights. Let us see. The United States Government income reports for 1913 cover 317,000 corporations. But 187,000 paid any income tax, and 130,000, or over 40 per cent., paid none. The average profits of the whole were but 4.3 per cent on capitals employed. Vice-Chairman Edward N. Hurley of the Federal Trade Commission in 1915 openly expressed astonishment as similar results succeeded 1913 reports. Although abnormal war conditions existed since, yet in 1917, the great year for Government profligate spending to win the war, the Internal Revenue Department of the Government reports that out of 351,426 corporations in the United States, many making unusual war profits, more or less of which was taken from them through enormous taxes, yet more than one-third, or 119,347, showed "no income." In fact, they showed a "deficit" of \$629,607,562. Labor received its reward from all the corporations in the United States, while capital shouldered \$629,607,562 losses on 119,347 of them. All is not gold that glitters. Equity demands average profits of all and not apply extraordinary profits of a few as a rule of justice to all.

OPPORTUNITY FOR ALL.

Labor leaders are demanding that men of genius, who alone are fitted to manage successful corporations, which



Andrew J. Frame, chairman of the Waukesha National Bank, Waukesha, Wis.

corporations are paying generous wages and labor conditions are unassailably good), shall practically abdicate in favor of labor union bosses. Such domination doubtless would wreck the corporations almost in a jiffy. Lenine and Trotsky have given the world a terrible object lesson of this fact. All men of common sense know that business cannot be successful without the men who are peculiarly fitted as master minds to lead and who cannot be dictated to by anybody. The theory is plainly destructive doctrine and absolutely absurd.

Again, labor agitators claim that the common laborer owns the world's wealth, because they produced it. Listen! We practically all work. "Those who think must govern those who toil." If we survey the field honestly, we will find that over 95 per cent of the successful men of America were born, not with a silver spoon in their mouths, but, by sobriety, integrity, ten to fifteen hours of daily hard work and saving, forged their own fortunes, while the profligate spendthrift was unsuccessful through drink, extravagant living, laziness or inability to do things. These results are Nature's, and not man-made laws.

The heights by great men reached and kept,

Were not attained by sudden flight;  
But they, while their companions slept,  
Were toiling upward in the night.  
—Longfellow.

REMEDY FOR H. C. OF L.

Germany prospered marvelously from 1871 to 1914, because everybody worked, including father. Limitation of hours when work was to be done was not a part of their curriculum. Economy was a national trait. Germany in peace bid fair to dominate the world in national progress through work and saving.

What of Great Britain? All careful observers know that because of the insane demands of radical labor agitators for shorter hours, decreased production per man to the level of the inefficient and slacker, which demands have been gradually conceded little by little to avoid even the appearance of unfairness toward labor, the mighty power of Britain's greatness is trembling in the balance.

We confidently believe, that as Great Britain does not raise enough food to sustain life; that as she must import the great bulk of her raw materials and then manufacture them for sale throughout the world in competition with the world, she must do it without the additional handicaps of labor leaders' demands, else her fate will be like unto the rise and fall of the Roman Empire. Nothing will save her but normal work! Work! work! save! save! save! which alone make the difference between the savage and modern civilization.

May we not well ask, "What of the United States?" The land of liberty! The land of opportunity; the melting pot of the world; the best hope of civilization on the globe today. The land that has saved the world for democracy through the gospel of work, in which—God bless them—the ladies bore their noble part; the land, through this work in five years has changed us from a five billion debtor to a twelve billion dollar creditor nation, the land where labor is better paid, better housed, better clothed and better fed than all history records, and yet the labor leaders—who live in ease at the expense of labor—are preaching broadcast the gospel of discontent, and are demanding the very things that have wrecked Russia and are now threatening the stability of the world. Monstrous philosophy! If we would avoid a like fate, then radicalism must be promptly checked.

In 1803, T. R. Malthus in his Essay on Population, predicted that "Population was increasing in a geometrical ratio, while sustenance was increasing in an arithmetical, therefore, he predicted general starvation was likely to result."

As boundless Nature the world over is still doing duty as of old, and as North and South America, Russia, Africa and many other portions of the world are in their swaddling clothes as to productive capacity, if the world can muzzle these quack labor doctors, and will enjoy life through work, which is Nature's best gift to bring happiness, as James Beattie says:

"From labor health, from health contentment springs.  
Contentment opens the source of every joy."

then Malthus' prediction will be long postponed and the H. C. of L. will melt away like dew before the morning sun.

If Europe does not go to work, she will surely starve. If she will rise from

(Continued to page 43.)

Rock Island Magazine for August, 1920.



# The Country Called Siberia

## Travelogue of a Rock Island Man Who Visited and Helped a Wounded Country

THE World War brought many surprises other than military ones. And among these surprises have been the many instances of inspired literary expression and vivid word pictures from men whose attainments along this line were never known until the prolonged strain and suffering and intense life in the trenches and on long marches seemed to find relief in written descriptions. Men whose writings in civil life consisted of adding columns of figures or transcribing traffic or shop orders, suddenly and, perhaps, unconsciously, found themselves drawing pictures of places and events, in language which historians later will be unable to equal in human interest and detail.

Suddenly called to the life of a soldier without previous training, from his duties as roundhouse foreman for the Rock Island, Harry W. Rottach went to war and to Siberia to see and to learn at first hand of the land of the exile, and then to write of the things that burned themselves into his brain. He saw the results of anarchy in Bolshevik Russia and on his return to free America, said:

"Let not the evil influence of anarchy enter your mind, but fight it to the last drop of your blood and then only shall we have peace on earth."

The following extracts from his writings have been taken from a "Travelogue" he presented to A. B. Ramsdell, assistant to Vice-President and General Manager T. H. Beacom of the Rock Island. Rottach, on his discharge from the American Siberian Expeditionary Force in April of this year, was a first lieutenant of engineers.

His travelogue, dedicated to "the officials and employees of the Rock Island railway," drives home some facts regarding Siberia that are not generally appreciated in America. The travelogue was written on May 25, 1920, and is in part as follows:

By Lt. Harry W. Rottach.

Having been recalled into the service on the 29th of September, 1919, to go to Siberia on the "Stephens Mission," I again left my loved ones and embarked on the transport "Thomas" at San Francisco on the sixteenth of October, 1919, in company with 29 other officers bound for Vladivostok and into the interior of Siberia. Our journey was very pleasant as we stopped off at Honolulu for four days taking in all the beauties of this "Nature Garden" of the Pacific and enjoying to our full extent the unlimited hospitality shown us by its people. Eventually, we continued on our journey, arriving in Vladivostok, November 11, Armistice Day, and lo and behold! With the morning sun shining on the hillsides, it was a wonderful spectacle!

However, on landing we were doomed to disappointment as the city was filthy and under marshal law and disease everywhere. Fortunately, we stayed but one day and embarked the following morning in a so-called "special"—which we first had to scrub and fumigate,—for the interior of Siberia. It was here we had our first experience with Russian autocracy.

Accidentally looking at the track adjacent to ours, one of our men attracted our attention to a train of small cars just arrived and guarded by some of the Kerensky soldiers, out of which they were unloading the bodies of men and women. Our curiosity being aroused, we ventured, with the aid of one of our party who spoke Russian, to investigate and found to our consternation that the train contained Bolsheviks—men, women and girls, even a newly-born baby—all destined to be shot, which later took place at 3 p. m., that day. Such was our first introduction to life in Siberia.

LEAVES WITHOUT REGRETS.

At 4:30 p. m. we left Vladivostok behind and with no regrets, as the sight we witnessed quite took the snap out

graphs, etc. We labored along until I was given control over the division to Chita which necessitated my absence from headquarters, but gave me the opportunity to travel farther inland and witness much which I am now trying to forget.

Across the great body of waters called the Atlantic Ocean lies an equally great mass of land called Siberia—a country nearly twice as large as the United States and with unlimited natural resources practically undeveloped. It is a country rich beyond the wildest imagination, where great rivers wind their way through vast expanses of primeval forests, finding their outlet in the Arctic Ocean or the Sea of Japan; rivers alive with the finest fish to be found anywhere. There lie great possibilities for the man of energy and resourcefulness who is undaunted by handicaps and obstacles. This country has its own attractions just as our own West had to the "Forty-Niners" who worked their way through all obstacles and overcame all hardships, receiving as compensation the wide territory of the West. But the country called Siberia is tenfold as rich and plentiful as our glorious West. It is a land of opportunity and great wealth awaits the adventurers who go there in search of the "Golden Fleece."

You have often read of the many atrocities perpetrated in Russia and Siberia, but did it ever occur to you that two gentlemen of "noble" birth, Seminoff and Kennikoff, Cossack leaders, were principally responsible for most of the existing conditions? Have you ever heard in detail just what a whipping of from 25 to 200 lashes meant? Have you ever heard of the wholesale executions, sanctioned without a trial? I can give you some of my personal memoirs out of my diary.

DIARY TELLS A STORY.

On December 26, 1919, an engineer



A scene on Lake Baikal, Siberia, on the edge of the Great Steppes.

URBANA-CHAMPAIGN





The "Stephens Mission" on board the U. S. A. transport, "Thomas."

was given 25 lashes for looking at an armored train.

On December 27, 1919, a storekeeper was given 200 lashes for taking an armful of wood to keep his family warm. He died from the effects.

On January 1, 1920, at 12 noon, thirty peasants and two young girls were taken from their homes and given 50 lashes each, but at 4 p. m. on January 2, these same people were taken out and shot because they remarked it was time conditions changed.

These are just a few of the many cases I had cause to investigate.

\*

Money has practically no purchasing value in the interior of Siberia, owing to the severe fluctuations of the money market and people want food instead of money for their work. A classified mechanic receives 1,000 rubles per month, and when I left (February 7, 1920) rubles were 350 to the American dollar. And here in the "Good Old U. S. A." the poorest of us live like emperors in comparison to Siberian workmen and we still complain!

The resources of Siberia are above ordinary human comprehension. Very little of the mineral wealth has been taken from this vast natural storehouse. In Siberia, the forest alone would pay all the debts of the war-ridden nations. There are mountains of coal, copper, lead, iron ore, silver, gold and the famous Ural gems and nothing more than surface mining has ever been attempted. Therefore, you can readily see why Japan has her eye on this vast fortune. It would make her the richest nation on earth and she could in a few years control the raw markets of the world. The railways of Siberia, including the Chinese Eastern from Manchuria City to Tientsin, have stood well, under five years of neglect and abuse. Her shops are well located, but badly in need of new machinery and competent, modern managers.

#### MUST SHAKE OFF ANARCHY.

These are some of the existing conditions and future possibilities of Siberia, providing the "Great Bear" ever shakes himself loose from the yoke of Bolshevism and anarchy.

With the downfall and execution at Irkutsk in February, 1920, of Admiral Kolchak, our punitive expedition was withdrawn, as also were all other Allied powers except the Japanese. At this

time the Stephens railway mission and the Red Cross were ordered to evacuate. The American Red Cross performed a wonderful work in establishing hospitals, sanitary trains, civilian relief and extermination of Asiatic plagues and deserves honorable mention.

\*

Eventually, the good ship "U. S. Thomas" docked in San Francisco on April 21, 1920, and I assure you that there was no prouder or gladder person disembarked than your former associate. Glad to breathe again the pure, clear air of California. Proud to know that here in my homeland I was free from the terrors of Bolshevism. Glad to see the clean-cut and well-dressed children of our dear America—all lovers of liberty and true democracy. For those who are not content here let them take my journey and I assure you they will be glad to sing "America" for the balance of their lives. I venture to say: "America for Americans and let not the evil influence of anarchy enter your mind but fight it to the last drop of your blood and then only shall we have peace on earth."

When a man calls his wife a duck, she may remind him that a duck is served with dressing.—*Greenville (S. C.) Piedmont.*

## Rail Rate Advance Here Much Less Than Elsewhere

Samuel M. Felton, president of the Chicago Great Western railroad, in a recent address in Kansas City, on the present railroad situation, said, regarding increased rail rates:

"While the advances in rates which will have to be made to put the railways on their feet will be large, they will be not nearly as large as those which have been made in some other countries. The railways of Great Britain advanced their passenger rates 50 per cent during the war. Recently they have advanced the freight rates from 25 to 100 per cent, and the demurrage charges from 100 to 200 per cent. The Italian government railways have advanced their passenger rates 60 to 120 per cent and their freight rates 40 to 100 per cent. The Swiss government railways have advanced passenger fares 100 per cent and freight rates 180 per cent. Passenger rates of the French railways have been advanced 70 to 80 per cent, and their freight rates 120 per cent. In Belgium, both passenger and freight rates have been increased by the government railways 100 per cent. The total increases in passenger fares in Austria have been 290 per cent, and in freight rates 390 per cent. In Germany the advances in passenger rates have averaged about 700 per cent, the increase in the first-class rate being 825 per cent, in the second class rate 650 per cent, and in the third class rate 590 per cent. Freight rates of the German railways have been advanced 800 per cent since pre-war times.

"The fact should not be overlooked that it is not the fault of the railway companies that they will require a very large advance in rates to put them on a 6 per cent basis. The present wide disparity between the income and outgo of the railways of the United States, which makes necessary large advances in rates here, was created under government operation, when the increases which occurred in operating expenses greatly exceeded the advances which were made in the rates."

✻ ✻

Nothing can ruin the country if the people themselves will undertake its safety, and nothing can save it if they leave that safety in any hands but their own.—*Daniel Webster.*



Vladivostok Railway Station.

UNIVERSITY OF ILLINOIS AT  
URBANA

Rock Island Magazine for August, 1920.



To Right—Paint shop and trimmers' shop forces, Rock Island Lines, 47th street, Chicago.



To Left—Machine shop force, Rock Island Lines, 47th street, Chicago. Puzzle: How can they stick on when the engine is upside down? (Note number on cab and letters on tank.)

To Right—Rock Island Lines car shop force, 47th street, Chicago. Front row, seventh from right—Julius Voss, in service 49 years. Second row, fourth from right—Herman Voss, 40 years in service. Second row, fifth from right—Edward Davis, 23 years in service. Second row, sixth from right—Edward Young, 21 years in service. Second row, seventh from right—Charles Holmberg, 32 years in service. Second row, eighth from right—John Boulton, 9 years in service.



To Left—Roundhouse force, Rock Island Lines, 47th street, Chicago. Puzzle: Find the engine.

# Bedtime Stories

By Thornton W. Burgess

## Wiggly Long Ears Makes Escape

(Copyright 1920)

Who thinks and acts without a wait  
Is likely not to be too late.

—Old Man Coyote.

It was Shadow-time and Old Man Coyote was trotting along across the Green Meadows not far from the Smiling Pool. He had just started out to hunt for his dinner and hadn't quite made up his mind just where to look for it. He had already tried for Danny Meadow Mouse and failed to catch him. He knew that Johnny and Polly Chuck and all the little Chucks were in bed by this time. He had thought of going over to the Smiling Pool after Grandfather Frog or some of his numerous children and grandchildren, but somehow he didn't feel like a Frog dinner. There would be time enough to come back for that if he failed to get anything better.

He knew that somewhere in the Green Forest were Thunderer the Grouse and Mrs. Grouse and a whole family of young Grouse. The trouble was he didn't know in just what part of the Green Forest they were and it might take him all night to find them, or more likely still he might not find them at all. But the more he thought about them the more he was inclined to go over there on the chance that he might stumble on them.

So just before he reached the Smiling Pool he turned toward the Green Forest. He trotted along swiftly and silently. But nose and eyes and ears were wide open for any little smell or movement or sound that might lead him to a dinner. It is always that way with Old Man Coyote. He never forgets for an instant what his wonderful nose and eyes and ears were given him for.

He was nearly past the Smiling Pool when from over where the Laugh-

faint thump and the other sound was a still fainter splash.

Old Man Coyote didn't stop. He simply turned and headed straight towards the place where those sounds had come from and he trotted a little faster if anything. You see his ears are no keener than his wits are quick.

"That thump was made by Peter Rabbit," muttered Old Man Coyote. "And that splash was made by Jerry Muskrat. They were together over there and Peter saw or heard danger and warned Jerry. Probably Hooty the Owl happened along and Peter saw him."

I don't mind saying that is exactly

what did happen. Old Man Coyote's quick wits had guessed instantly from those two faint sounds just what had happened over there by Jerry Muskrat's new landing, where the Laughing Brook flows into the Smiling Pool.

"If it was Hooty the Owl who frightened them," continued Old Man Coyote to himself, "Peter and Jerry won't be frightened long. They know that having missed them, Hooty will waste no time around there, but will go elsewhere to hunt. Probably Peter hid close by the place where he thumped. Jerry Muskrat will wait a while and then will come back on shore. I'll just hide close to that place the sounds came from. I've plenty of time and can afford to be patient on the chance of getting a Rabbit or a Muskrat dinner."

So Old Man Coyote trotted on swiftly. As he drew near the rushes on the shore he moved more and more slowly until he was just creeping. And all the time he was using his wonderful nose and his eyes and ears as only he can.

But Peter Rabbit was too smart for Old Man Coyote and scampered away to safety.

## Twenty-five Dollar Food-Producing Prizes Attract

REPORTS from local freight agents from over the system indicate that many Rock Island employees have taken advantage of the offer of D. C. Stephenson, city freight agent of the Rock Island Lines at Kansas City, Mo., whose announcement first appeared in this magazine in February. Mr. Stephenson has offered to pay twenty-five dollars in cash prizes to Rock Island employees who this year produce the greatest quantity of food products up to October 1, 1920. Reports of contestants are to be made to their local freight agents not later than October 10, 1920, showing the quantity of products on hand on October 1, for consumption later.

This is a meritorious contest and one in which all members of the family can enter with profit to all and aid in reducing the high cost of living, while at the same time getting a lot of pleasure out of their efforts.

Rock Island employees who have registered with their freight agent in the Stephenson food-producing contest, are requested to write the editor of the Rock Island Magazine, telling something of the progress of their work. Photographs are desired and will be published if clear in detail.

There is greater need this year than ever of producing food of all kinds. The war is over, but production is needed in all lines more than ever. So let your fellow employees know what you are doing along this line and inspire them to do likewise.

As a reminder, the details of Mr. Stephenson's offer are again printed. The food entered in the contest must be produced between May 1 and October 1, the contestants having registered their names and addresses with their local agents. The prizes offered are:

For the largest number of chickens or geese produced, five dollars.

For the largest number of ducks produced, five dollars.

For the greatest number of bushels of potatoes produced, five dollars.

For the greatest number of canned goods, all kinds, produced, five dollars.

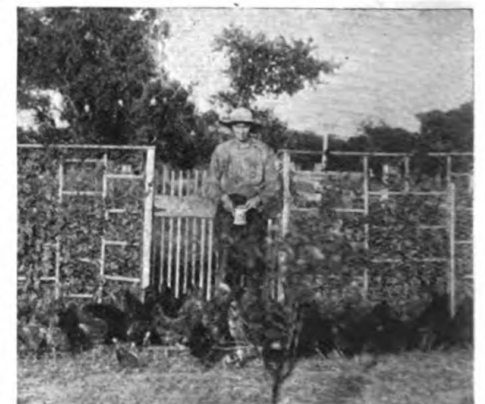
For the greatest number of preserves, giving name and size of jars, five dollars.

The prizes will be paid through the Rock Island Magazine. Photographs of the prize-winners and the history of how they produced the food will be published after the prizes are awarded. In the meantime, contestants are urged to write to the editor of the Rock Island Magazine, telling of the progress of their work.



Old Man Coyote Smiles.

ing Brook flows into it two faint sounds reached him. They were so faint that had you or I been in his place we wouldn't have heard them at all. That was because he was quite a distance away. One sound was a



L. O. Rhoden, clerk in office of Rock Island of Wichita, Kansas, feeding his "flock of reds." He writes that he also is raising Emden geese. Net profits for the last three years on his little flock were \$198 from an initial investment of \$10. "My work with the poultry has improved my health wonderfully and stimulated my interest in life and my work with the company," he says.

Rock Island Magazine for August, 1920.



## Tunnel in English Channel Considered

WITHIN the next few years it may be possible for one to board a railroad train at Glasgow, Scotland, and, without changing cars, go direct to Capetown, South Africa. This idea, which is quite feasible, is the result of engineering plans of British experts for the construction of a tunnel between Dover, England, and Sangatte, France, underneath the Strait of Dover, and a similar affair connecting Spain and Morocco at Gibraltar.

Great Britain long cherished her "priceless and most enviable insularity," but the war has done a great deal to change public opinion. Before August, 1914, the movement of freight annually between England and the continent was valued at \$750,000,000, and in a year 1,300,000 passengers crossed the strait. The known hazards in those waters were great, and this occasioned enormous insurance rates, to say nothing of time lost in delaying shipments due to storms.



Proposed Line to Cape Town.

It is planned to construct two tubular passages, burrowing at a maximum depth of about 400 feet below sea level. The question of ventilation has been settled to the satisfaction of experts, 45,000 cubic feet of air to be forced into each tube every minute. The trains will be operating by electric power. Just before the war it was estimated that the cost of the Dover tube would be \$80,000,000, but now, on account of advancing costs of raw material and labor, the cost would probably be approximately \$125,000,000. This great engineering undertaking will probably become a reality before many years.

The railway tunnel under Gibraltar, also being urged, would cover a distance of twenty miles. If several proposed African railroads are built, the trip by steamer from the British Isles to South America could be made in far shorter time than it takes now.

# To All Concerned

The Chicago, Rock Island and Pacific Railway Company.  
The Chicago, Rock Island and Gulf Railway Company.  
Office of the President.

To conserve our telegraph facilities to their proper use, avoid congestion and effect due economy in operation, the following instructions are issued:

1. Only urgent business to be handled by telegraph, and when the mail will not answer the purpose. Messages written late in the day, on Saturday afternoons, Sundays or Holidays, which cannot be acted upon at once and which will reach their destination by mail in ample time for action, **should be sent by mail.**

2. **Be brief.** Omit superfluous words; avoid unnecessary file numbers and references. Use Telegraph Code where it will effect a saving.

3. Each office shall designate a censor, whose name will be registered with the telegraph office manager, to scrutinize and correct (or return to writer for correction) superfluously worded or unnecessary telegrams, indicating approval by putting his initials in the lower left-hand corner. All telegrams not so initialed will be returned. This provision will not apply to telegrams bearing the written signature or initials of an officer nor to trainmen, yardmen or roundhousemen, or officers and employes whose duties make it necessary to use the telegraph when on line of road. A copy of these instructions shall be placed in the hands of each censor of telegrams.

4. Telegrams requiring answers should be replied to promptly, so that follow-up requests may be avoided.

5. Do not allow outgoing telegrams and mailgrams to accumulate. It is important that they be delivered to the telegraph office promptly when prepared.

6. Officers receiving telegrams which in their judgment are unnecessary or unnecessarily long should handle with the sender or his superior for correction.

7. Telegraph Department instructions relating to the use of symbols in telegrams must be carefully followed. Place an identification symbol on all messages requiring a reply. Quote symbol reference when making reply. This avoids lengthy reference to the subject matter.

8. The use of local and long distance railroad and commercial telephone circuits shall be limited to **necessary railroad communications**, and to the shortest time practicable.

9. The Superintendent of Telegraph will make a report to the head of the department of all violations of these regulations. Each violation so reported will be handled by the department for correction and improvement of the service.

J. E. GORMAN, President.

## Track Drainage Important in Maintaining Railroads By Roadmaster J. T. Loftus

THE most important and at the same time one of the most difficult to handle, in connection with the maintenance of a railroad, is the question of drainage. No other item entering into our maintenance requires a more careful study than that of how to best drain the road bed and the track, and upon the success of properly solving this problem hinges the condition of the track and the expense of maintaining same. No matter what ballast we have under the track or how well tied it is or how good rail, or other appliances, we might have, if we have not provided for proper drainage and are not maintaining our road bed properly drained, we will never be able to obtain satisfactory results or give the permanency and degree of perfection in surface and line necessary under present high speeds and heavy wheel loads. The importance of drainage has always been conceded, but

not until the last years has the subject begun to receive the attention it deserves. The large increase in wheel loads and the large increases in traffic have developed soft track at points where no trouble had previously been experienced and the cause for it all will be found in imperfect drainage. We must see that adequate ditches, with the proper slope, are provided along the track and that surface ditches and sub-drainage are provided where needed so as to carry the water away from the track as far, and as quickly as is possible, that wasted material is placed so that it will not wash back into the cuts, filling up the ditches; that necessary cross drains are constructed to carry away the water from the ditches in long cuts or from the side hills; that borrow pits are properly drained and cut a sufficient distance away from the embankment and the slopes subject to scour or

(Continued to page 58.)

# Veterans of the Rail

## Retired on Pension

At a meeting of the Board of Pensions, held June 2, 1920, the following applications for pensions were approved:

- No. 474.—Hans A. Brovold, section foreman, Dakota division, Hardy, Iowa. Age, July 4, 1919, 70 years; length of continuous service, 33 years 10 months; monthly pension, \$20.55; pension effective, April 1, 1920.
- No. 475.—Everett I. Lund, conductor, Iowa division, Silvis, Ill. Age, January 20, 1920, 65 years; length of continuous service, 21 years 7 months; monthly pension, \$25.45; pension effective, July 1, 1919.
- No. 476.—James Murphy, engineer, El Paso division, Pratt Kan. Age, December 18, 1919, 65 years; length of continuous service, 32 years 4 months; monthly pension, \$49.05; pension effective, March 1, 1920.
- No. 477.—Samuel C. Hanna, engineer, Missouri division, Trenton, Mo. Age, February 6, 1920, 67 years; length of continuous service, 42 years 2 months; monthly pension, \$79.80; pension effective, April 1, 1920.
- No. 478.—Charles T. Koch, towerman, Chicago terminal division, Chicago. Age, October 10, 1919, 66 years; length of continuous service, 34 years 11 months; monthly pension, \$25.30; pension effective, June 1, 1920.
- No. 479.—Clarence E. Brown, conductor, Des Moines Valley division, Des Moines, Iowa. Age, July 6, 1919, 59 years; length of continuous service, 29 years 6 months; monthly pension, \$37.95; pension effective, November 1, 1919.
- No. 480.—M. M. Shearwood, engineer, Missouri division, Trenton, Mo. Age, May 30, 1919, 66 years; length of continuous service, 41 years 5 months; monthly pension, \$87.75; pension effective, February 1, 1920.
- No. 481.—John Willy, joint train baggage and express manager, Chicago terminal division, Chicago. Age, April 20, 1920, 70 years; length of continuous service, 36 years 1 month; monthly pension (Rock Island prop.), \$30.77; pension effective, June 1, 1919.

### IN MEMORIAM.

- No. 78.—Nels Jacobson, crossing flagman, Iowa division, died April 18, 1920. Pension effective, January 6, 1910, \$20 per month; pension ceased, April 30, 1920; total pension received, \$2,460.
- No. 169.—Thos. Kerrigan, Sr., section laborer, Illinois division, died May 12, 1920. Pension effective, November 1, 1912, \$20 per month; pension ceased, May 31, 1920; total pension received, \$1,820.
- No. 172.—Thos. Bason, foreman tinner, Chicago, died March 28, 1920. Pension effective, March 1, 1913, \$22.55 per month; pension ceased, March 31, 1920; total pension received, \$1,916.75.
- No. 440.—J. J. Whelan, engineer, Illinois division, died May 7, 1920. Pension effective, February 1, 1919, \$47.10 per month; pension ceased, May 31, 1920; total pension received, \$753.60.

### FACTS ABOUT THE PENSION SYSTEM.

Amount paid to pensioners January 1, 1910, to July 1, 1920.....	\$792,450.27
Total employees pensioned January 1, 1910, to July 1, 1920.....	481
Total pensioned employees who have died.....	182
Total number of employees on pension roll as of July 1, 1920.....	299

Samuel C. Hanna, engineer, Missouri division, whose application for pension was approved by the pension Board on June 2, 1920, has a record of over 42 years' continuous service with the Rock Island Lines. He is a native of Salem, Ohio, and is 67 years old. While attending the public schools of Geneseo, Ill., as a boy, he first expressed his desire to enter railroad service and in 1872 he was employed as a fireman through Master Mechanic Twomley at Chicago, firing on a run between Chicago and Bureau, Ill. In 1880 he was advanced to engineer. In October, 1881, he was married to Miss Mary L. Darling of Moline, Ill. His married son, Howard, is now in the Rock Island service as electrician at Cedar Rapids, Iowa. In 1884 Engineer Hanna was transferred to the Missouri division and assigned as passenger engineer out of Trenton, Mo. In all his long service, he has never been seriously injured. He is a director in the Trenton Mining company, a stockholder in the Farmers' Exchange bank of Trenton and a prominent citizen and Mason of Trenton, Mo.

pension was approved by the Pension Board on June 2, 1920, was in continuous service on the Rock Island Lines for nearly 35 years. He retires at the age of 66 years. He was born in Germany and came to America in 1882, located in Chicago and began work for the Rock Island three years later. For the last twenty-four years he has served as towerman at Beverly Hills, Ill.

Thomas Wilson, cooper, Cedar Rapids division, whose application for pension was approved by the Pension Board on March 24, 1920, has been in Rock Island service for over 32 years, being retired at the age of 63 years. He was born in Ireland, County Down, in October, 1856, and came to America in 1880, locating at Fairbury, Neb. In 1887 he entered the service of the B. C. R. & N., as freight handler, later made check clerk and from 1914 until his retirement served in the re-coopering department of the Rock Island at Cedar Rapids, Iowa.

James Murphy, engineer, Mexico division, whose application for pension was approved by the Pension Board on

June 2, 1920, entered the service of the Rock Island as engineer on July 30, 1887, after an eventful career in railroad work throughout the West. He is a native of Ireland and came to the United States in 1873 and worked on a farm, the next year entering railroad work as section hand on the Toledo, Peoria & Western railway. Later he went to Indian Territory and finally landed in Leadville, Colo., in 1878, during the boom. He served through the troublous time between the Santa Fe and the D. & R. G., firing an engine on the latter line. Later he entered the service of the U. P., as engineer from which road he came to the Rock Island Lines. He is 65 years old.

John Willy, joint baggage and express messenger, whose application for pension was approved by the Pension Board on June 2, 1920, served 36 years with the Rock Island Lines. He entered the Rock Island service on March 12, 1884 as freight brakeman, later transferred to passenger brakeman and two years later to baggageman. He has experienced the unusual train hold-ups of the earlier railroad days. He was known for his courtesy during his years of service and often was called upon to administer to sick passengers who were brought into his car. He lives in Chicago and is 70 years old.

Everett I. Lund, conductor, Illinois division, whose application for pension was approved by the Pension Board on June 2, 1920, entered the service of the Rock Island Lines in November, 1897. Prior to his service on the Rock Island he served as conductor with several of the western roads. His first railroad work was of news agent at the age of 19 years, between Milwaukee and Rock Island. When the brakeman on the train was injured, Lund took his place and thus was begun his first actual train work, and six years later he was promoted to conductor. On August 7, 1916, he suffered a stroke of paralysis while taking up tickets between Newton and Grinnell, Iowa division. After a six weeks' layoff he returned to work, taking a run between Silvis and Cedar Rapids, but suffered a second attack on June 22, 1919, putting him out of service. He is a native of Rumney, New Hampshire, and is 65 years old.

Henry A. Hatfield, section laborer, Nebraska division, whose application for pension was approved by the Pension Board December 19, 1919, served on the Rock Island Lines for over 28 years and was retired at the age of 71. He was born in McLean, Ill., and went to Kansas when 6 years old with his parents at a time when the prairies were infested with Indians. He and his wife, formerly Adaliza Phelps, live at Belleville, Kas.

Ezra B. Latham, agent, Cedar Rapids division, whose application for pension was approved by the Pension Board on March 24, 1920, had been in the service of the Rock Island Lines for over 33 years. He retired at the age of 64 years. He was born in Northfield, Vt., and came to Illinois when a child. He was graduated from Rock River Seminary in 1875 and entered the service of the B. C. R. & N. in 1887 as night operator. In 1889 he was made station agent for the Rock Island at Wellsburg, Ia., and later transferred to Lincoln, Ia.

Charles T. Koch, towerman, Chicago terminal division, whose application for



# Rail Wage Increases Range From 18 to 27 Per Cent

**I**NCREASES in pay averaging from 18 to 27 per cent, retroactive to May 1, and involving an annual increase in the payrolls of the railroads of the nation of \$600,000,000, were granted by the United States Railroad Labor Board in Chicago on July 20.

The employees affected by the increases include clerical and station forces, maintenance of way and structures employees, shop employees, telegraphers, telephoners and agents, engine service employees, train service employees, stationary engine (steam) and boiler room employees, signal department employees, masters, mates, and pilots on railroad boats and ferries, and "supervisory forces and miscellaneous employees."

For clerical and station forces, the increases range from an additional 13 cents per hour over and above the present wage to storekeepers, assistants, chief clerks, etc., to an additional 8½ cents per hour for common laborers.

The increases in maintenance of way forces range from 15 cents additional per hour for foremen to 8½ cents addi-

tional per hour for mechanics' helpers and track laborers.

Shop employees' pay is increased by 13 cents an hour for supervisory forces, machinists, etc., and 5 cents an hour for car cleaners.

Telegraphers and telephone operators (except switchboard), agents, towermen, etc., get a 10-cent-an-hour increase, while agents at small non-telegraph stations get 5 cents an hour increase.

For the engine service employees, passenger engineers and firemen receive an increase of eight-tenths cents per hour or 80 cents per day; freight engineers and firemen, one and four-tenths cents per mile or \$1.04 per day; yard service engineers and firemen, 18 cents per hour. Pay of hostlers is fixed as follows: Outside, \$6.24; inside, \$5.60 per day; helpers, \$5.04 per day.

Train service employees' pay is increased as follows: Passenger conductors, collectors, baggagemen, flagmen and brakemen, six and seven-tenths cents per mile; \$1 per day or \$30 per month. Freight conductors, flagmen and brakemen, one

and four-tenths cents per mile or \$1.04 per day. Yard foremen will receive \$6.96 per day, helpers, \$6.48 per day and switch-tenders, \$5.04 per day.

Pay of stationary engineers, firemen and engine room oilers is increased by 13 cents per hour and boiler room water tenders and coal passers by 10 cents an hour.

Signal department employees—foremen and assistants—get 13 cents an hour increase and helpers 10 cents an hour.

Train dispatchers received 13 cents an hour increase and yard masters and assistants 15 cents an hour increase.

In explaining the increases, the Labor Board says:

"The increases in wages and the rates hereby established shall be effective as of May 1, 1920, and are to be paid according to the time served to all who were then in the carriers' service and remained therein, or who have since come into such service and remained therein.

"Each carrier will in payment to employees on and after August 1, 1920, include therein the increases in wages and the rates hereby established.

"The amounts due in back pay from May 1, 1920, to July 31, 1920, inclusive, in accordance with the provisions of this decision, will be computed and payment made to the employees separately from the regular monthly or semi-monthly payments, so that employees will know the exact amount of their back payments."



## The Railroads' "Cost of Living" Also High

Every person knows how his cost of living has risen within recent years, but the average man does not realize how the costs of the railroads they travel on have mounted in the same length of time. For instance:

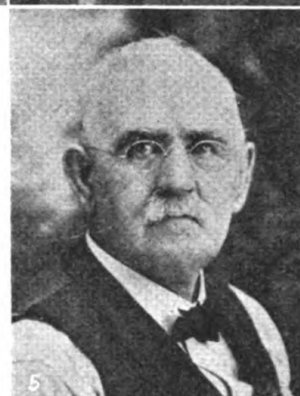
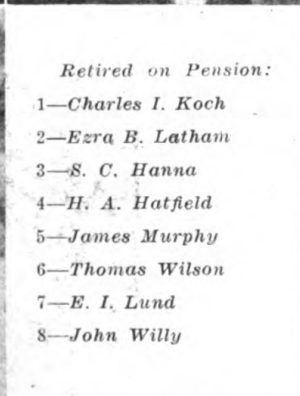
Locomotives, which the railroads paid \$27,876 for in 1914, are now \$75,750, or an advance of 171 per cent. In 1914, a railroad had to pay about 5 per cent interest charges on funds invested in locomotives. Today, the railroad must pay about 7½ per cent. A box car could be bought in 1914 for about \$1,000. Today, it costs nearly \$3,000, an increase of 200 per cent. The interest on the investment on the car in 1914 would have been about \$50 a year. Today it is \$225, an increase of 350 per cent.

In 1914 a 90-foot through girder bridge could be bought and installed, not including masonry, for \$6,427. It would now cost \$15,117, an increase of 135 per cent. In 1915, the railroads paid \$12,550 per mile for the materials which go into the construction of a track. Today, these materials cost \$26,234, an increase of 110 per cent.

Another item of increased "cost of living" of the railroads is due to the increased expenses incident to the loss and damage claims. A carload of apples in 1909 was worth \$900, while today it is worth \$2,300, an increase of 155 per cent. In 1909, the freight revenue on a carload of apples from Yakima, Wash., to St. Paul was \$225, while today it is \$319.50, an increase of only 50 per cent.



Folk who are always worrying about what the country is coming to would do well to remember that that depends quite a bit upon when it is coming to.—*Manila Bulletin*



Retired on Pension:

- 1—Charles I. Koch
- 2—Ezra B. Latham
- 3—S. C. Hanna
- 4—H. A. Hatfield
- 5—James Murphy
- 6—Thomas Wilson
- 7—E. I. Lund
- 8—John Willy

# WHAT THE WORLD IS DOING

The estate left by Ohio C. Barber, the late match manufacturer, was appraised at \$5,081,115 in an inventory filed in common pleas court at Akron, Ohio. Stock held by Mr. Barber totaled \$2,765,375, real estate \$1,888,974 and bonds were valued at \$753,777. Mr. Barber held real estate in Ohio, Virginia, California, Florida, Georgia and North Carolina.

The Democratic convention in San Francisco was the longest and costliest in the country's history. The estimated expenditures of the delegates, the party and the city of San Francisco were close to \$4,000,000.

John D. Rockefeller celebrated his eighty-first birthday on July 8, by playing golf and dining with a few of his intimate friends.

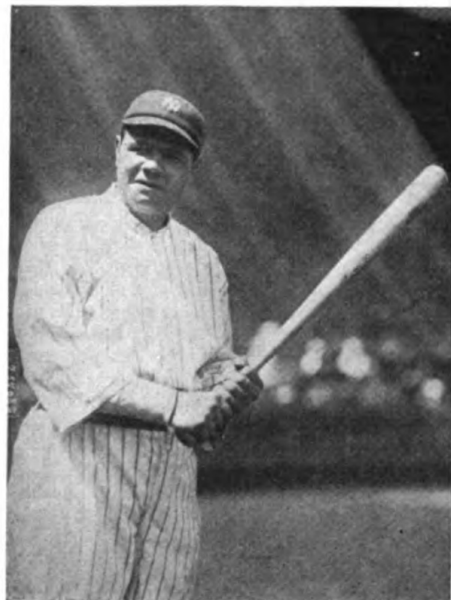
What is said to be the largest single road construction contract ever awarded in the United States, exceeding by \$500,000 the one recently awarded by Maricopa county, Arizona, was awarded in Texas to a Texas firm, according to word received from Ranger, Texas. The contract calls for construction of 150 miles of hard-surfaced roads and 50 miles of graded roads in Eastland county, under a bond issue of \$4,500,000.

The United States public debt totaled \$24,299,321,467 on June 30, 1920, a decrease of more than \$1,000,000,000 in the last fiscal year and a decrease of more than \$2,000,000,000 since Aug. 31, 1919, when the debt was at its peak with a total of \$26,596,701,648.

A new model of machine gun, operating by centrifugal force and using no explosive, is being secretly tested by army officials and other government experts at the U. S. Bureau of Standards. The weapon is said to have a capacity of 11,000 shots a minute against the 500 or 600 of the present types of explosive gun, but its muzzle velocity is only 1,210 feet per second, at 11,000 per minute, as com-

pared with 2,700 feet of the Browning gun. The great advantage of the centrifugal gun, army experts say, will be in its noiseless operation, which should make it difficult of location by an enemy.

London householders are willing to give up their homes to American visitors—at 500 per cent profit. Thousands are preparing to vacate their apartments. Furnished flats, which rented before the



—Underwood & Underwood Photo.  
"Babe" Ruth of the New York American League has made a new world's record for home runs. At the time of going to press he had 32 home runs to his credit. His banner day was on June 2, when he hit three home runs in a double-header.

war at ten or fifteen dollars a week, are now bringing \$50 and \$60 on short leases.

Edward P. Ripley, former president of the Atchison, Topeka & Santa Fe railroad, left a \$720,000 estate, of which \$600,000 was in personal property.

Mrs. Woodrow Wilson has presented to Mrs. Julian James and Mrs. Rose Gouverneur Hoes a handsome black velvet gown, which was in her trousseau and which will be included in the collection of historic costumes now in the National Museum. The two ladies originated the idea and brought the collection to its present state of importance. Miss Margaret Wilson has promised to give to the collection the brocade gown worn by her late mother at the first state dinner given in the White House by President Wilson.

The first train run in the state of New York has been placed on exhibition in the east gallery of the main concourse of the Grand Central Terminal, New York, by the New York Central Railroad Company. It consists of the "De Witt Clinton," the third locomotive built in America, its tender and three of the stage coach cars that accommodated passengers eighty-nine years ago.

The first bale of the new cotton crop was received in New Orleans, about July

12. It was shipped from Edinburg, Texas, weighed 570 pounds, and was sold at auction at the Cotton Exchange, bringing \$1,000 of which \$700 of the amount went to the Tulane University endowment fund and \$300 to the grower.

A jeweled baton will be presented by the Knights of Columbus to Marshal Ferdinand Foch at the Lafayette celebration to be held in Metz, Aug. 21. The baton is made of red copper bands, with gold sapphire and lapis lazuli overlaying. James A. Flaherty of Philadelphia, national head of the Knights of Columbus, will present the baton.

Borrowings by American railroad and industrial corporations during June totaled \$266,384 against \$322,058,000 in June, 1919. Since Jan. 1, output of new stocks, bonds and notes has been \$1,800,177,900, against \$1,182,892,800 for the same period a year ago.

Losses mounting into millions of dollars annually would follow a dissolution of the American Railway Express Co. into four units which comprise the present corporate structure, according to President Taylor of that company. In addition, there would be further loss of large amounts now saved through the present unification of service. Taking advantage of the Transportation Act, the company made application to the Interstate Commerce Commission for authority to maintain the consolidation of the Adams, American, Wells Fargo & Co. and Southern Express companies as now operated through the American Railway Express Co.

Asserting that car shortage is at the root of industrial difficulties other than labor and that everything possible must be done to enable the roads and the car and engine builders to rehabilitate and enlarge the supply of rolling stock, Alba B. Johnson of Philadelphia, president of the Railway Business Association, has issued to members and others an appeal for preference to railroads by manufacturers and merchants in allocating ma-



—Underwood & Underwood Photo.  
John Barton Payne, Secretary of the Interior, who succeeded Walker D. Hines as director general of railroads. Final government control of the railroads will cease on September 1. Rock Island Magazine for August, 1920.



—Underwood & Underwood Photo.  
Wm. H. Abbott, the recently elected Grand Exalted Ruler of the Elks.



terial of which the stock on hand is sufficient to fill both railroad and non-railroad orders.

\*

Miss Katherine Van Ness of Hutton Park, West Orange, New Jersey, driving her automobile at high speed from East Orange to Newark recently in an attempt to catch a train to New York to buy wedding clothes, died of heart disease within a block of the station. She shut off the power, turned the car into the curb, and, as it came to a stop, fell across the steering wheel.

\*

A "sport carnival," designed to rival in some aspects like affairs held annually in various parts of Canada, is being arranged by Colorado Springs for the second week of September. The event will be unique, it is explained, for the United States.

\*

Mennonites left their lands in the Swift Current district of Saskatchewan, Canada, in July, after making arrangements for the sale of the great tract of land which has been farmed on a community basis for many years. The sale involved \$5,000,000, including the crop. The Mennonites finished the purchase of 125,000 acres of land in Mississippi at \$18 an acre.

\*

Gaby Deslys's jewels were sold at auction in Paris recently, for 2,303,000 francs. Even at the present rate of exchange, this sum was said to represent nearly \$200,000. Except for the auctioneer's percentage the whole amount will go, according to the terms of the dancer's will, to the immediate relief of the poor of her native city of Marseilles, to which she left almost the whole of her fortune.

\*

During the first half of this year the Standard Oil group of companies distributed \$54,110,092 in dividends to stockholders. The first quarter disbursement was \$26,796,696, and in the second quarter the dividends amounted to \$27,313,396. Since the dissolution of the old Standard Oil Company of New Jersey in 1912, the Standard Oil companies have paid out in dividends \$747,754,366.

\*

Former President William H. Taft of the United States has been appointed to represent the Grand Trunk Railroad system on the board of arbitration that is to determine the amount to be paid by the Dominion Government for the stock of the corporation.

\*

Henry Ford and son Edsel have purchased the Detroit, Toledo & Ironton Railroad primarily to supply his plants with coal from southeastern bituminous fields, but through contemplated terminal extension it is expected other industries in Detroit and other Michigan areas will benefit. The name of the road will be changed and the interurban passenger service will use Ford's new gasoline locomotive.

\*

The United States exported more than 300,000 pounds of rice to Japan during the first three months of this year, according to figures of the Bureau of Markets, United States Department of Agriculture. In contrast, less than a thousand pounds of this commodity were exported to Japan during the entire year of 1919. The average rice exports of the United States to all countries during the period 1910-1914 were less than 20,000,000 pounds a year. Today the exports range from 30,000,000 to 60,000,000 pounds a month.

## A RECORD OF CURRENT EVENTS

Elihu Root, representing America at the conference at The Hague, seeking to draft a plan for a world court, has recommended that the Supreme Court of the United States be used as a model.

\*

United States Trade Commissioner Paul Page Whitman, after an investigation of over two years into transportation conditions in China at the instance of the

youngest son of the former emperor of Germany, killed himself at Potsdam on July 17, presumably because of financial difficulties. He had been spoken of prior to the war as a possible successor of his father. He recently was divorced. He was 30 years old.

\*

James C. Davis, formerly general solicitor of the Chicago & North Western,



Gov. James M. Cox of Ohio, who was nominated for President by the Democrats in convention at San Francisco on June 6.



—Underwood & Underwood Photo.  
Franklin D. Roosevelt, Assistant Secretary of the Navy, nominated as the Democratic candidate for Vice-President.

U. S. government, has returned with the statement that financing of transportation facilities in the Orient will open the way for an immense trade for American merchandise.

\*

Prince Joachim of Hohenzollern,



—Underwood & Underwood Photo.  
Senor Tylesias Calderon, who has been appointed Mexican High Commissioner to the United States, awaiting recognition by the U. S. Government.

has been appointed general counsel of the railroad administration, with office at Washington, D. C., succeeding E. M. Underwood, resigned.

\*

The Brotherhood of Locomotive Engineers' Cooperative National Bank of Cleveland, O., is the name of a banking institution approved by the Treasury Department. The capital is \$1,000,000. Application for a charter was presented by Warren S. Stone, chief officer of the Brotherhood of Locomotive Engineers.

\*

Operation of the railroads of the country "as a unit" as a means of relieving the present transportation difficulties was suggested by William B. Colver of the Federal Trade Commission, in an address before the Washington, D. C., Trade Club.

\*

The wedding of Miss Helen Taft, daughter of Former President and Mrs. William Howard Taft, and Frederick J. Manning, instructor in history at Yale, was celebrated July 16 at Murray Bay, Canada, where Mr. and Mrs. Taft are occupying their summer home.

\*

Official notification of U. S. Senator Warren Gamaliel Harding of Ohio of his nomination for President by the Republican convention in Chicago on June 12, occurred at Marion, Ohio, on July 22.

\*

Eight German ships which were interned during the war will be turned over to Uruguay to reward that country for her services in the Allied cause.

# Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

**F**OR either hot or cool days fresh corn is a refreshing and substantial dish, which can be served boiled, baked or in the form of a cool salad. When boiling corn on the cob do not strip off all the husks. A few left on will give added sweetness to the flavoring. Drop in boiling water and boil for not longer than five minutes, and it should be tender and luscious.

Corn can be combined with many other vegetables, but perhaps the most delicately flavored of all vegetable combinations is the fresh corn cooked with fresh lima beans in plenty of sweet butter and rich milk. This is a rich and substantial dish, and in flavor far superior to any of the more choice vegetables. Try succotash made this way and it will become the favorite among the vegetable dishes:

- 2 cupfuls of cooked corn
- 1 cupful of cooked fresh lima beans
- 1 tablespoonful of sweet butter
- 1 cupful of top milk
- Salt

Remove the cooked corn from the cob with a sharp knife and place in saucepan of melted butter. Add the cooked limas and milk and heat slowly and thoroughly, but do not let boil.

## STUFFED TOMATOES AND CORN.

- 1 cupful of cooked corn
- 4 large tomatoes
- 2 eggs
- 1 tablespoonful of butter
- 1 tablespoonful of flour
- $\frac{1}{2}$  tablespoonful of milk
- Seasoning

Scoop the pulp out of tomatoes. Beat eggs and mix with corn, add flour, butter, milk and seasoning, and fill tomato shell with the mixture. Bake for 20 minutes in a modern oven.

This can be served cold as a salad if preferred. In that case do not add the eggs. Simply mix the tender corn with the tomatoes and breadcrumbs instead of flour, adding a little mayonnaise if preferred. Place on lettuce leaves and serve well chilled.

## SCALLOPED CORN.

- 1 cupful of cooked corn
- $\frac{1}{2}$  cupful of tomatoes
- $\frac{1}{2}$  cupful of breadcrumbs
- 2 tablespoonfuls of melted butter
- $\frac{1}{2}$  teaspoonful of salt
- $\frac{1}{8}$  teaspoonful of paprika.

Toss the breadcrumbs in the melted butter. Place a layer of corn in a greased baking dish, then a layer of tomatoes and crumbs. The top layer should be crumbs. Bake until brown.

## CORN OMELETTE.

- 3 eggs
- 2 cupfuls of cooked corn
- 1 tablespoonful of cream
- 1 tablespoonful of butter
- $\frac{1}{4}$  teaspoonful of salt
- $\frac{1}{8}$  teaspoonful of pepper

Beat yolks and whites separately and add the corn, cream and seasoning to the yoke. Finally fold in the stiffly beaten whites and pour into omelette pan.

or saucepan in which butter has been melted and kept hot. Lightly tip under centre so as to cook the omelette well and when browned on one side fold over and serve.

## CORN CHOWDER.

- 6 ears of corn
- 4 potatoes
- 1 onion
- 2 tablespoonfuls of butter
- 2 tablespoonfuls of flour
- 2 cupfuls of milk
- 1 quart of water
- Salt pork, pepper

Brown the pork and onion in saucepan. Add the corn, potatoes and water, and boil until potatoes are tender. Rub butter, flour and milk together until smooth and add seasonings. Boil 10 minutes.

\*

## HERE ARE RECIPES FOR SOME NOURISHING WARM DAY DESSERTS.

Bavarian or Spanish cream is one of the most popular of summer desserts. Its basis is a combination of eggs or cream and gelatine, flavored, and it does not need freezing. It can therefore be made quickly and without too much trouble.

While this is a rather rich dessert it contains most wholesome ingredients, and is perfectly good for the small persons. In fact, a Bavarian cream dessert contains so much of high caloric value that the meal will need very little else that is substantial.

Bavarian cream is the gelatine and whipped cream combination. Spanish cream is gelatine and white of eggs.

## STRAWBERRY BAVARIAN CREAM.

- $\frac{1}{2}$  tablespoonfuls of gelatine
- $\frac{1}{2}$  cupful of cold water
- 1 cupful of crushed strawberries
- $\frac{1}{2}$  cupful of sugar
- 2 cupfuls of heavy cream

Soften the gelatine in cold water, then place in a pan of hot water until dissolved. Mix with strawberries and sugar and set aside to cool. When partly cold whip with an egg-beater or cream whip and add in the stiffly beaten sweet cream. Pour into a mould and set on ice to chill. Garnish with a few whole strawberries and a few strawberry leaves.

Other small fruits may be prepared in the same way. Crushed cherries, raspberries, peaches and bananas are delicious prepared in this way. If the fresh fruits are not available jam may be used instead, in which case no sugar need be added, or if the preserves are very sweet a few drops of lemon juice will remove the cloying sweetness.

## BAVARIAN FRUIT CREAM.

- 2 bananas
- 1 orange
- $\frac{1}{2}$  lemon
- 1 tablespoonful of gelatine
- $\frac{1}{3}$  cupful of sugar
- $\frac{1}{4}$  cupful of boiling water
- 1 cupful of whipped cream

Soften the gelatine in a little cold

water, then dissolve in hot water. Force the bananas through a sieve, add the juice of the orange and pulp, also the lemon juice, sugar and the gelatine. Set in a pan of ice water and stir until cool, then fold in the stiffly whipped cream, pour in a mould and place on ice to harden.

## SPANISH CREAM.

- 2 cupfuls of milk
- 1 cupful of sugar
- $\frac{1}{2}$  tablespoonfuls of gelatine
- 4 eggs
- 2 teaspoonfuls of vanilla

Soak the gelatine in a little cold water, then dissolve in the boiled milk, adding sugar and beaten egg yolks. Stir until thick, add flavoring, and continue boiling until the mixture separates. Remove from the fire, add the stiffly beaten egg whites and pour into a mould. Place on ice to set.

This is a basic recipe and may be used simply in this way. However, it may be transformed into a fruit cream by adding to it fruit flavoring instead of any of the extracts like vanilla, almond, rose, lemon; etc. Any of the crushed fresh fruits may be used or a cupful of preserved fruits. If preserved, they should be the jam variety—not the plain canned fruits, as these are too watery and will prevent the mixture from becoming hard. A spray of mint leaves set in the middle just before it gets stiff will make the dish very attractive.

\*

## HOW TO SOLVE THE BERRY-SAVING PROBLEM WITHOUT SUGAR.

One way to save the summer fruits in spite of the almost prohibitive price of sugar, is to pickle many of the small fruits instead of attempting to put them up as richly sweet preserves. Of course, they can't be used to the same purpose, but they will be keenly relished as accompaniments to the meat dishes of many a winter meal.

## PICKLED GOOSEBERRIES.

- 2 pints of nearly ripe gooseberries
- $\frac{3}{4}$  pound of raisins
- 3 onions
- 1 cupful of brown sugar
- $\frac{1}{2}$  teaspoonful of red pepper
- 3 tablespoonfuls each of salt, ginger and mustard
- 1 quart vinegar

Chop the gooseberries, the raisins and the onions and heat slowly with the sugar and spices. Simmer for 40 minutes with the vinegar, then strain and seal in small jars.

## PICKLED BLACKBERRIES.

- 1 quart of blackberries
- 3 tablespoonfuls of vinegar
- $\frac{1}{2}$  teaspoonful each of cloves, mace, cassia buds
- 1 cupful of sugar

Boil the sugar, the spices and the vinegar together for a few moments. Then add the blackberries and cook for 20 minutes over a slow fire. Seal while hot.

## PICKLED PEACHES.

Clean the peaches by rubbing them with a coarse cloth, but don't wash. Stick into each peach one whole clove and one small stick of cinnamon, and pack in a sterilized stone crock. Pour over them a syrup made of vinegar and sugar—allowing three-quarters pound of sugar for each quart of vinegar—and cloves, cinnamon and mace tied in a muslin bag. Boil for about five minutes, pour over the peaches and cover. Strain off the liquid and repeat on each of the two following days.

(Continued on page 57.)

Rock Island Magazine for August, 1920.



# Beauty Hints

By Lucrezia Bori

## The Famous Spanish Prima Dona

**M**ANY women as they pass from their teens to their twenties and from their twenties to their thirties feel that they are beyond the age of doing exercises. And if they grow rather fat and lose the girlish lines that were so charming, they console themselves with the fact that "it's natural."

Now all such acknowledgments should be foresworn. Getting fat is not only not natural, but is a menace to health and beauty, and frequently reveals the fact that laziness is the root of this evil. One of the first parts of the figure to show this unsightliness is the abdomen. Fat always adheres to those parts that show the least resistance.

The first thing to consider even before exercise is your food. Cut down your rations and avoid especially butter and bread. Do not drink liquids when you eat your meals. In the intervals between partaking of your repasts drink generously of pure water. Do not let yourself grow indolent. Do not sit or lie down at the least excuse. This is a big aid to corpulency. Keep active and take plenty of exercise. And the exercises you do should cause you to perspire freely.

The time you will spend on exercise must be determined by yourself, as, of course, you should never carry on exercises after you are fatigued. It is well to do your exercises about an hour before meals. And before you start, drink one or two glasses of hot water. Wear woolen clothes—a one-piece bathing suit of wool jersey is good.

If you are quite stout your ankles may be rather weak, so it is advisable to put on low-heeled shoes and lace them well above the ankles. In this way you will avoid any strain.

For the following exercises you should use an inexpensive and easily improvised apparatus. Fold a piece of cotton lengthwise—three feet long and one foot wide—until the width is reduced to three inches. Put a handle on each end of this "roller." If, however, it is not convenient for you to make this take a towel and fold it up in the same way.

In the first exercise you must stand erect with your arms above your head, holding this strip of cloth in both your hands and pulling them slightly apart. Now move from one side to the other in a see-saw motion. This will help reduce the muscles on the sides of your hips and in your lumbar region.

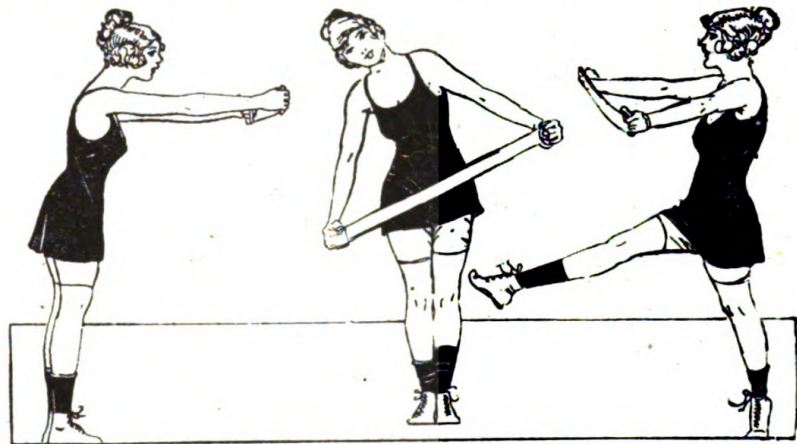
In the second exercise take the same position as you did in exercise one, except that you must hold your arms down in the front. Now lean slightly forward and move from one side to another. This contracts the muscles on the sides of your body, and will strengthen and make them firm.

Once again, in the third exercise you must stand erect and spread your arms to their full extent. Now bend at your hips and lowering your right arm try to touch your left toe. Then bend your left arm and try to touch your right toe. Keep alternating these movements for

several minutes, as this is a splendid exercise for contracting the whole of the front of your abdomen.

In the fourth exercise stand erect and holding your arms in front spread out your roller as far as you can. Now balance yourself with your arms and raise your legs alternately, kicking as hard as you can. Do this until you feel slightly weary, then rest for a few minutes and repeat.

Exercise five is rather different. Lie on the floor and spread your arms out at the back of your head. Bring them forward as you raise yourself to a sitting posture. Then putting one of your hands as far back as your arm will stretch, try to touch your feet with your



Try these movements with a "home-made" roller.

other hand. This will squeeze the fat on the front of your stomach. And you should reverse the movement so that the other hand and arm also come into play.

After doing these exercises—and you should do them regularly every day—walk about for a short time until you have ceased to perspire. Then remove all your clothes, and wetting a towel in cold water, rub down your whole body. Then take a coarse towel and rub yourself until you are dry. You will soon lose that surplus fat that has so vexed you and regain once more the slender lines in which the modern woman glories.

\*

### DO YOU CARE FOR YOUR TEETH IN THE TRUE BEAUTY WAYS?

Pearly white teeth are a big beauty asset to a pretty face, especially if the lips habitually part when smiling. An excellent way to insure their health and beauty is to have your teeth thoroughly looked over by a dentist every six months. But you can do much to retain their beauty right in your own home.

It is of the utmost importance that you keep your teeth strictly clean. Another essential is to be careful of the food you eat. Too much sugar and too much candies are harmful. Not that they injure the teeth when they touch them, but they frequently produce acidity, and this is injurious to your teeth. Then the average diet of today is made up of

a great many soft foods. They need little mastication, so that the teeth and gums do not get the vigorous use which they should. Crusts and hard resistant foods should not be overlooked if you would have good-looking teeth.

You should also be careful that you do not let your teeth get permanently discolored. Sometimes one has to take very strong medicines which will permanently discolor the teeth unless the medicine is taken through a glass tube.

If your teeth ache do not rush and have them removed, for that leaves a vacant place that does much to rob your face of its beauty. Have your teeth treated and filled. They will give you good service for many a day, besides helping you to retain the pleasing contour of your lips and cheeks.

Cleanliness is, of course, the first aid to beauty. When you arise in the morning you should wash your mouth thoroughly with tepid water. Then you should brush your teeth upwards, downwards in the front and on the inside. This will insure a thorough cleansing. But once-a-day brushing is not sufficient. After each meal you should brush your teeth and again at night.

Dental floss may be used, as it is good to remove any particles of food.

There are many excellent tooth pastes and powders which your dentist will recommend, but it is just as well not to be too lavish in their use. Once a day is sufficient to use them, as if these preparations are used too freely they are apt to thin the enamel of the teeth.

An excellent preparation for brushing the teeth is milk of magnesia. It leaves the mouth in sweet and wholesome condition, and is good to counteract any acidity. A good mouth wash is made by adding a few drops of tincture of myrrh to a glassful of water.

Other ways of keeping your teeth free from decay is to rub them with fine precipitated chalk just before you retire. Another excellent tooth powder is very fine charcoal. This is thoroughly antiseptic, and when properly prepared does not injure the enamel. Sometimes a brushing with good castile soap is very efficacious, this removes any secretions that may be about the teeth.

Should your teeth be yellow you will find that by using peroxide of hydrogen you can bleach them, while this is excellent for keeping your breath sweet. If after eating certain fruits your teeth are badly stained you should rub them with some very finely powdered pumice.

You should be careful to avoid extremes of heat or cold in the food that you eat.



# Of Interest To Women

THE foundation of many of the lovely dresses one sees at this season is the plain kimono model or a straight cut, loose and longwaisted body portion to which is added a round, flounced, plaited or gathered skirt. The length and style of the sleeves and the neck finish may be as one pleases.

Sashes, collars and cuffs of organdie are seen on frocks of serge and taffeta, foulard and voile. Gingham and calico is much favored for dresses, and gingham suits are new and attractive. Speaking of suits calls to mind that those of the present season display many novel and interesting details. They are varied in style and material and so fashioned as to be suitable for slender and mature figures.

Of course the season could not be without suits of shepherd checks and there are some lovely new patterns in two-toned effects. Stripes are represented in large bold effects in black and white combinations, grayish tones and tans and browns.

Cutaway styles are in evidence and jackets are longer, as if they tried to reach the hem of the shorter skirts.

Daytime dresses show some new features. There are many tiered effects, both long and short sleeves, peplums, plaits, extended hips and also the barrel-shaped skirt.

Surplice effects with sash ends tied in bows at the back are among the popular style features. Lengthened waistlines are also seen on many of the new designs.

Plaited skirts are very popular and are a style of which it may be said that its straight lines do not interfere with comfort.

Blouses worn on the outside of skirts are much favored. Some are of the draped bodice style, others are like smocks. Some tailored models have vests and short peplums usually circular in cut.

Combinations of materials are shown in gowns as well as blouses.

Flowered crepes, figured voiles, etamines and ratines are very popular for summer dresses.

A dress of navy blue taffeta is trimmed with frills of blue organdie.

A gown of gray satin looks smart embroidered in terra cotta.

Yellow and white checked gingham may be trimmed with white linen.

A dress of lavender and white checked gingham is trimmed with tiny ruffles of the material.

Beige serge and violet satin is a good combination.

Heather mixture in dark brown and green make a smart suit.

Peacock blue wool jersey for a blouse finished with a collar of white flannel and a belt of white suede leather with white flannel for the skirt makes a good sports suit.

White handkerchief linen combines effectively with blue and white dotted voile. The collar may be edged with plaited frills of blue or all free edges finished with blanket stitching in blue.

A very smart afternoon frock may be developed from black and gray foulard and gray satin. The cuffs of gray may be embroidered in black.

Printed tan and blue voile will combine well with plain blue organdie.

Pink and white checked gingham is smart with bias folds of pink linen and a vestee and collar of white organdie.

White linen embroidered in blue was used for a very attractive eton suit.

A frock of ecru linen is simply trimmed with veining.

A blouse of white linen may be finished

with a frill having a narrow binding of blue or tan.

A dress of dotted Swiss trimmed with ruffles of organdie is cool and youthful looking

Black satin embroidered in green is very striking and smart.

On a blouse of taupe crepe or linen a belt of old blue grosgrain ribbon is attractive.

Worsted embroidery is popular for dresses of taffeta.

Cotton etamine and linen crash combine well.

A frock of chambray for a miss of fourteen years may be embroidered with.

(Continued on page 46.)



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

Send 15 cents in silver or stamps for our up-to-date Fall and Winter 1920-1921 catalog, containing over 500 designs of ladies', misses' and children's patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various simple stitches), all valuable hints to the home dressmaker.

Original from

Rock Island Magazine for August, 1920.

UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN





assistant superintendent at Wellington, Kansas, has been appointed superintendent, with headquarters at San Marcial, N. M.

There is every likelihood of the formation in the early future of a broad national society which shall mobilize the engineers of the country in order that the engineering and allied technical professions may become a more active national force in economic, industrial and civic affairs.

C. T. Dike, assistant general manager of the Chicago & North Western lines west of the Missouri river, with headquarters at Omaha, Nebraska, has been appointed engineer of maintenance with headquarters at Chicago, succeeding W. J. Towne. D. Rounseville, assistant engineer, has been appointed assistant chief engineer, with headquarters at Chicago.

C. H. Calkins, superintendent of the Adirondack division of the New York Central Railroad, has been appointed superintendent of the Buffalo division, with headquarters at Buffalo, N. Y., succeeding L. S. Emery; G. D. Dager, trainmaster at Utica, N. Y., has been appointed superintendent of the Adirondack division, succeeding C. H. Calkins.

Frank P. Roesch, general supervisor of fuel conservation under the United States Railroad Administration, and formerly master mechanic of the El Paso & Southwestern, the Southern Railway, and the Chicago & Alton, has been appointed western manager of the Standard Stoker Company, with offices in Chicago.

Frank L. Myers, superintendent of the New Mexico division of the Atchison, Topeka & Santa Fe, with headquarters at Las Vegas, N. M., has been promoted to assistant general manager of the Southern district, with headquarters at Amarillo, Tex. The positions of general superintendent of the Northern and Southern districts at La Junta, Col., and Amarillo, Tex., respectively, have been abolished.

H. W. Nickel, joint agent of the Wichita Terminal Association, has been promoted to superintendent and joint agent, with headquarters at Wichita, Kan. The Wichita Terminal Association is owned by the Atchison, Topeka & Santa Fe, the Chicago, Rock Island & Pacific, the Missouri Pacific and the St. Louis-San Francisco. It operates about 30 miles of industrial tracks.

H. R. Safford, executive assistant for President Hale Holden of the Chicago, Burlington & Quincy Railroad, was signally honored by Purdue University at the commencement exercises on June 9, when the honorary degree of Doctor of Engineering (D. E.) was conferred upon him. Mr. Safford was presented by Dean Benjamin of the Engineering Schools and the degree was conferred by President Stone.

The Missouri, Kansas & Texas has let a contract for rearranging and extending the yards at Osage, Okla. The work includes about 70,000 cubic yards of grading, the construction of about five miles of track, concrete trestle under the main track and six additional tracks and some minor culvert work. The improvements also include installing a new 75-

# As It Was Told to Me

Marvin Hughitt, chairman of the Chicago & North Western board, soon will celebrate his fifty-year jubilee with the road, which he joined in 1872 as general superintendent. William H. Finley, the president, entered the engineering department in 1892.

The National Biscuit Co. has let contracts for immediate construction at Marseilles, Ill., of an eight-story warehouse and manufacturing building which, when completed, will represent an outlay of \$1,000,000.

Walter J. Towne, engineer of maintenance of the Chicago & North Western Railway, with headquarters at Chicago, has been appointed chief engineer, with the same headquarters, succeeding L. J. Putnam, deceased.

R. H. Dwyer, trainmaster on the Missouri Pacific, at Alexandria, La., has been appointed superintendent of safety, with headquarters at St. Louis, Mo., succeeding M. McKernan, assigned to other duties.

The Eagle Paper Co., of Joliet, Ill., J. E. Chalstrom, president, is building a new modern paper mill, to cost \$100,000. The plant is to be equipped with the latest types of machinery.

W. F. Canada, for six years advertising manager for the Great Northern Hippodrome, Chicago, has been appointed depot passenger agent of the Cleveland, Cincinnati, Chicago & St. Louis Railroad and the New York Central lines, in Chicago.

Indifference either directly or indirectly on the part of all concerned from shipper to carrier was assigned as a primary cause of a loss of \$104,000,000 in claims for lost or damaged goods in transit by freight claim experts at the annual convention of Section 7, American Railway Association.

Preference for railroads in distribution of materials used in building and rehabilitating rolling stock was asked of manufacturers and merchants in a letter which Alba B. Johnson of Philadelphia, president of the Railway Business association, send out to concerns selling materials or services to the railroads.

L. S. Emery, superintendent of the Buffalo division of the New York Central Railroad lines east, with headquarters at Buffalo, N. Y., has been appointed general manager of the Lake Erie & West

ern Railroad, with headquarters at Indianapolis, Ind., succeeding H. A. Boom-er, deceased.

The American Railway Express Company has filed with the Interstate Commerce Commission a petition requesting the commission to authorize certain changes in the official express classification, these changes being separate from and in addition to the increase in express rates asked for by the company.

O. J. Ogg, superintendent of the Atchison, Topeka & Santa Fe, at San Marcial, New Mexico, has been transferred to Amarillo, Texas, and B. A. West,

## The Young Lady Across the Way



The young lady across the way says her father said he'd take her down to the hotel and give her carte blanche if she wanted it, but she guessed she'd stick to the mode.



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Write—quick—for particulars of this extraordinary offer; an opportunity you will never forget if you take advantage of it. Ten lessons in effective public speaking absolutely FREE to those who act promptly, to introduce our course in localities where it is not already known.

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perfected and taught only by Prof. R. E. Pattison Kline, former dean of the Public Speaking Department of the Columbia College of Expression. Can be learned in 15 minutes a day. Prof. Kline is one of the foremost authorities in the country on public speaking and mental development. Do not let this chance escape you.

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ton track scale, which will be carried out by company forces.

Arrangements have been made between the Compagnie Generale Transatlantique and the Baltimore & Ohio Railroad to establish a regular freight service between Baltimore and ports in Germany. The agreement is understood to be similar to that which existed before the war between the railroad and North German Lloyd Steamship Company.

The first car of the 1920 wheat crop reached Chicago on July 14 from Missouri. It was graded as No. 4 and sold at \$2.87 per bushel; weight, 59 pounds to the bushel. This was the latest arrival of the new wheat crop for ten years. Last year the first car reached the Chicago market on July 7.

The St. Louis-San Francisco Railroad will erect a roundhouse addition at Af-ton, Mo., and another at Newburg, Mo., each to cost \$40,000. F. G. Jonah, St. Louis, is chief engineer. Other round-houses will be built at Monnett, Mo., and Oklahoma City, Okla.

E. H. Baker, trainmaster on the Illinois division of the Illinois Central Railroad, with headquarters at Champaign, Ill., has been appointed supervisor of passenger service employees, with headquarters at Chicago, and having jurisdiction over all station and passenger train employees.

Louis A. Bell has been appointed auditor of the Nickel Plate Lines succeeding H. J. Holden, resigned.

To allow further time for a financial settlement with the government the sale of the Chicago & Eastern Illinois has been postponed until October 19.

The following men have been appointed as foreign managers of the Westing-house Electric International Co.: F. M. Rodgers, of London, England, European manager; J. W. White, Royal Bank of Canada Building, Havana, Cuba, manager for Cuba; and L. T. Peck, Bartolome Mitre 754, Buenos Aires, manager for the Argentine.

Direct telegraphic communication between the United States and the Eastern shores of South America will be established in September, it has been announced by the Western Union Telegraph Company. The company, it is stated, is having a \$5,000,000 cable prepared for this purpose.



The Eldon, Mo., yard switch crew with engine 1818, known locally as "Min." The crew, left to right—C. A. Gump, foreman; Fireman R. H. Wood, Helper J. W. Lewis, Helper Clyde Bowden and Engineer W. H. Marvin of St. Louis division.

Rock Island Magazine for August, 1920.



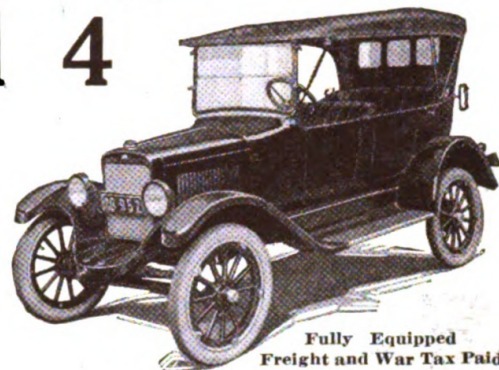
# Write Me Quick

## A 1920 Overland 4

## A 1920 Ford

WILL BE GIVEN AWAY

## October 30th



Fully Equipped  
Freight and War Tax Paid

WOULDN'T YOU like to see this very latest model Overland Four, or a shiny new Ford roll up to your door and the driver say, "This is Yours!" That is exactly what is going to happen to two people on October 30, for I am going to give these cars away on that day, free of all cost. Two people who send me their names and addresses now and are prompt and energetic in following my instructions will get this \$985 Overland and the \$650 Ford.

## Thousands of Dollars Will Be Given In Grand Prizes and Cash Rewards

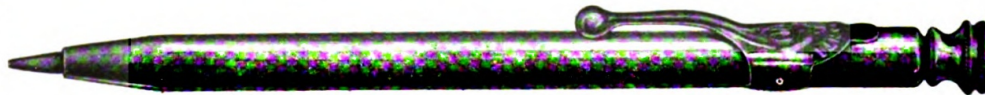
Besides these cars I will give away thousands of dollars in Cash Rewards and Minor Grand Prizes. These will include Bicycles, Gold Watches, Diamond Rings, Phonographs, Silverware, Cameras, Money Rewards, etc., etc. (Prizes duplicated in case of a tie).

Every one taking an active part in this contest will be well paid in cash, whether or not he wins a car or one of the other Grand Prizes. Just your name and address with five or more faces correctly

marked in the picture below, starts everything. Act quick. Mail me the coupon today sure.

### Free With Your First Order

With your first order of subscriptions I will send you this handsome Clutch Pencil, FREE. The pencil is five inches long and is highly polished and has adjustable lead. You will be proud of it. WRITE ME TODAY and I will tell you just what to do to get this fine pencil free.



—Cut out and mail coupon today—

### Find Five Faces—Get 1000 Votes

In the picture are a number of hidden faces. See how many you can find. Some are looking at the Aeroplane and some at you—you'll find them upside down and every way. Mark each face you find with a pencil; write your name and address plainly on the lines below; clip out this coupon and mail to me now. If you find as many as five of the hidden faces I will enter you in my contest with 1,000 votes to your credit.

D. W. BEACH, Contest Mgr., FARM LIFE,  
Dept. 648, Spencer, Ind.

Dear Sir: Here is my solution of the picture. If correct enter me in your Automobile Subscription Contest with a credit of 1,000 votes. I want one of these cars. Also tell me how to get the Clutch Pencil.

Name .....

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Exotic, Refreshing  
**DIVERSIONS**  
Everyday.

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line from San Diego



## Engineers Warned to Prevent Killing Stock

Gradual reduction in the number of live stock killed on the Iowa division of the Rock Island, with the exception of horses and mules, is shown in the report of E. J. Gibson, superintendent, covering the last four years. To urge further care, however, Superintendent Gibson has issued the following notice to engineers:

"It is very expensive to kill these animals and enginemen should be more careful than ever in watching for stock on the right-of-way and in the highways. Where there are several animals on or near the track, it is a good idea for the engineer to reduce speed until he is past the stock, or until he is sure that some of the animals will not attempt to cross over from one side to the other directly in front of the train. We have had a number of cases where stock has been grazing on the right-of-way and engineers, assuming they would stay on the one side, did not reduce speed and after the engine had gotten almost upon them, two or three have been known to start for the opposite side and were killed. Please keep this matter in mind and where it is possible to avoid killing the stock, it should be done."

## Tourists Help Put France on Her Feet

The prospect of a wheat crop exceeding even the most optimistic forecasts, the possibility of an advance payment of French reparation claims by Germany and the arrival of increased numbers of foreign tourists have combined to give France a monetary respite in the exchange crises through which she is passing, according to recent reports contained in the current issue of the foreign trade review of the Guaranty Trust Company of New York.

"The conversion of dollars and pounds sterling into francs by exchange operators, resulting from these factors," the bulletin says, "has placed considerable quantities of foreign currency at the command of France, and she is making the most of the condition by purchasing raw materials for the acceleration of production, wherein lies the foundation for the betterment of her exchange situation."

## Sherman County, Kansas, Crops to Be Bumpers

Reports from Sherman County, Kansas, are that all the small grain crops are practically assured and that recent rains have brought the prediction of bumper harvests this year. One estimate of the agricultural resources of Sherman County for this year, give the following:

Wheat, 891,660 bu., value.....	\$2,006,235
Barley, 594,780 bu., value.....	892,170
Oats and rye, value.....	28,380
Cream and butter.....	118,788
Poultry and eggs.....	64,943
Livestock sales to market.....	143,995

Total .....\$3,254,511

The above does not take into consideration 25,000 acres of corn, huge alfalfa and feed crops, and it figures approximately \$650 for every man, woman and child in the county.

*Rock Island Magazine for August, 1920.*

## CAN YOU USE \$50?



**Your spare time is worth \$10  
to \$50 to you each week**

Send your name on a postal card today for full details of this unusual, easy, money-getting proposition.

Hundreds of employes make big money during their spare time. You should occupy your spare time in building up your personal income and increasing your ability.

### Quick Returns. No Special Experience or Ability Required

Under our plan, you can easily go out and within less than one hour make yourself a ten dollar bill and by applying yourself steadily after your regular working hours, you can make as much or more than fifty dollars per week.

This is your opportunity to get a real start in life without any special training on salesmanship or technical work. It's the one chance for you and you cannot afford to pass it up.

Write today and get full details of our proposition, before someone else from your territory signs up with us. A postal with your name and address on it will bring full details.

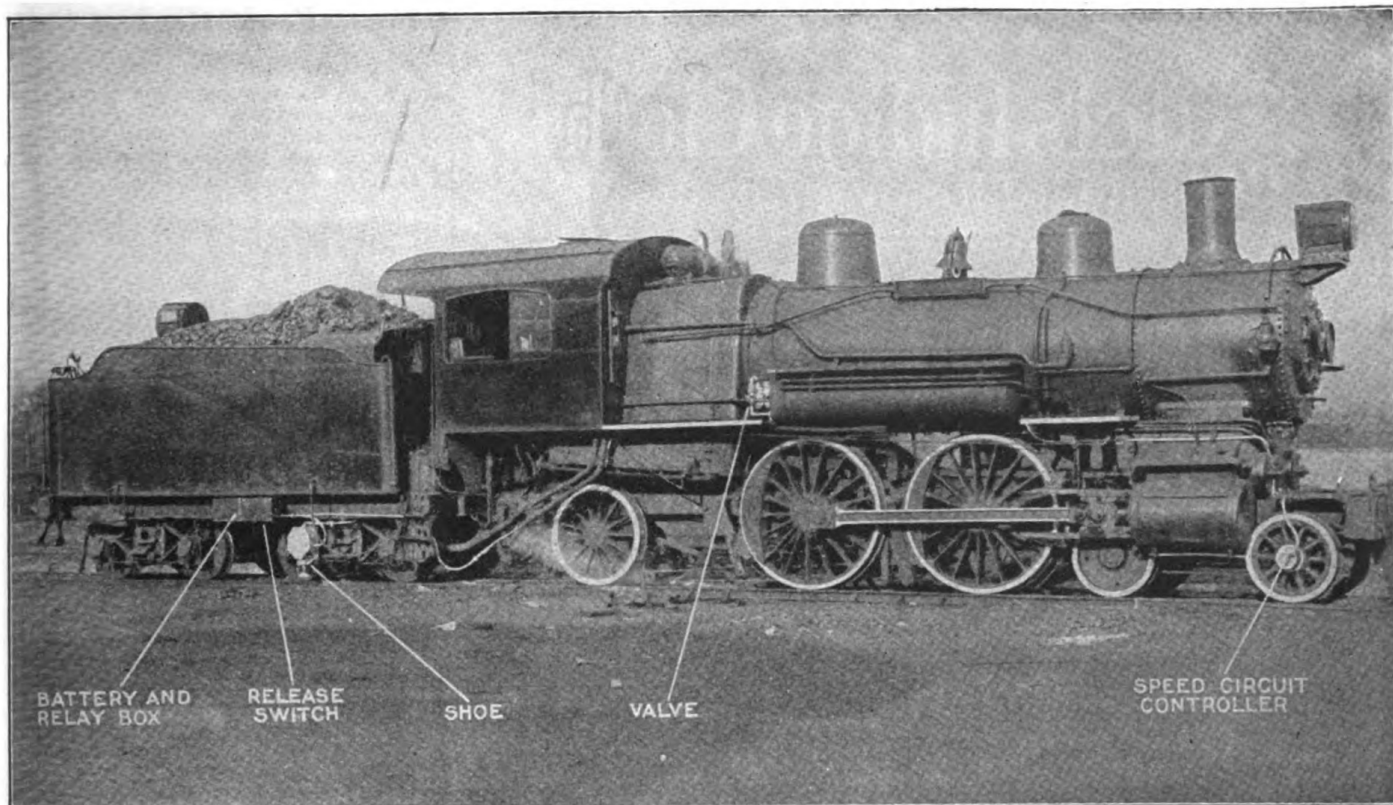
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**Locomotive Equipment, The Regan Safety Devices Co., Inc.  
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The devices that complied with all  
requisites of the automatic train con-  
trol committee of the United States  
Railroad Administration.

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

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JAMES B. REGAN, President

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Standard for over 75 years



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

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

## OVERALLS, COVERALLS, JUMPERS or UNIFORMS

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



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

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BOSTON	31 Bedford St.	ST. PAUL	238 Endicott Bldg.
CHICAGO	223 W. Jackson Blvd.	TORONTO	14 Manchester Bldg.
SAN FRANCISCO	Postal Telegraph Bldg.	WINNIPEG	400 Hammond Bldg.
ST. JOSEPH, MO.	Newton Bank Bldg.	MONTREAL	Room 508 Road Bldg.
		VANCOUVER	506 Marquette Bldg.

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## Pike's Peak Region Calls

(Continued from page 4.)

largely to the warmer months; the average wind velocity is seven miles per hour. Combined with a low relative humidity and an altitude of 6,036 feet, Colorado is a synonym for that which is desirable in summer weather. Its cool days and refreshing nights, its blue skies and its invigorating air call irresistibly to the out-



Ascending Pike's Peak by the Manitou and Pike's Peak Railway.

door life, and thousands in the sweltering East and South seek relief in its mountain breezes and days of sunshine.

Its climate during other seasons is just as attractive and even more enjoyable. A whole day of rain is a rare condition. The gravelly soil is so porous that half an hour after a rain the roads are dry. Mists and fogs are practically unknown. Such a thing as a week of bitter cold weather is most unusual. There may be two or three "snappy" days, which are welcome, then the sun continues its wonderful work of tempering. The mercury may drop low on a winter day, but the air is so void of humidity and the sunshine so warm that the cold is not felt as in lower altitudes. The same applies in summer. While the thermometer may occasionally register 80 or 90 degrees, humidity again is lacking, and it is the usual custom to sleep, even in July or August, under a blanket. The autumns are delightful. From September 1st until after Christmas there is an almost unbroken period of sparkling, delicious days. It is a common thing to play base ball, tennis, basket ball and other out door sports during the month of December and the call to outdoor life here even during winter months is irresistible.

The water comes from the mountain springs, cold as ice and pure as crystal. Some of the principal diseases of which those afflicted secure relief and cures in this climate: Bright's Disease, Bronchial Asthma, Catarrh, Hay Fever, Malaria, Heart Disease, Pellagra, Pneumonia, Rheumatism, Nervous Disorders and Tuberculosis.

Colorado Springs is the site of the following: Union Printers' Home, Modern Woodmen Sanatorium, Bethel Hospital, Cragmor Sanatorium, Glockner Sanatorium, Rock Island Magazine for August, 1920.





## My Guarantee

If a Santa Fe Special Watch fails to perform its duty properly through original defective material or workmanship it will be replaced by a watch of the same grade or be repaired by us without a cent of expense to the purchaser. This wonderful watch is not only guaranteed by the Santa Fe Watch Company and myself personally but by the great Illinois Watch Factory and will without a doubt last a lifetime and give satisfactory service and is within the reach of every working man.

No  
Better  
Watches  
Made

*Always Thomas*

**Jewels**  
21 Perfect Jewels  
Adjusted to Position  
Adjusted to Temperature  
Adjusted to Isochronism  
Adjusted to the Second  
Thin model—All Sizes  
Guaranteed for a Lifetime.

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

**3.50**  
A  
MONTH

The Standard Railroad Watch  
that is **GUARANTEED FOR A  
LIFETIME OF SATISFACTORY  
SERVICE.**

These watches are NOW in service on practically every Railroad in the United States and in every branch of the Army and Naval Service. Thousands of them are distributed around the world.

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

**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 and you get the **BEST** watch value on the market today. **WATCH SENT FOR YOU TO SEE WITHOUT ONE PENNY DOWN.**

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TOPEKA, KANSAS**

A letter, post card or this coupon will bring my beautiful Watch Book **FREE**

Santa Fe Watch Co., 8110 Thomas Building, Topeka, Kansas.  
Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

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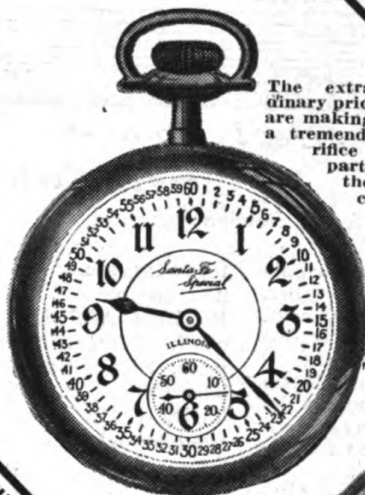
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**Hon. Champ. Clark**  
House of Representatives,  
Washington, D. C.

"I have carried a 'Santa Fe Special' for three or four years and find it to be an admirable timepiece."

CHAMP CLARK.



The extraordinary prices we are 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."



**TODAY!**  
**Buy a SANTA FE SPECIAL**

Thru the long period of constant price advancing I have made great sacrifices to hold down the price and to keep its value. Altho the dollar has shrunk more than half, my customers are still able to buy this watch without piling on more dollars. The proudest achievement of my business career has been that I have made the value of this watch on the market. And I am still holding down the price! The time is to buy this watch without piling on more dollars. The proudest achievement of my business career has been that I have made the value of this watch on the market. And I am still holding down the price! The time is to buy this watch without piling on more dollars.

## Coleman Boiler Appliance Company

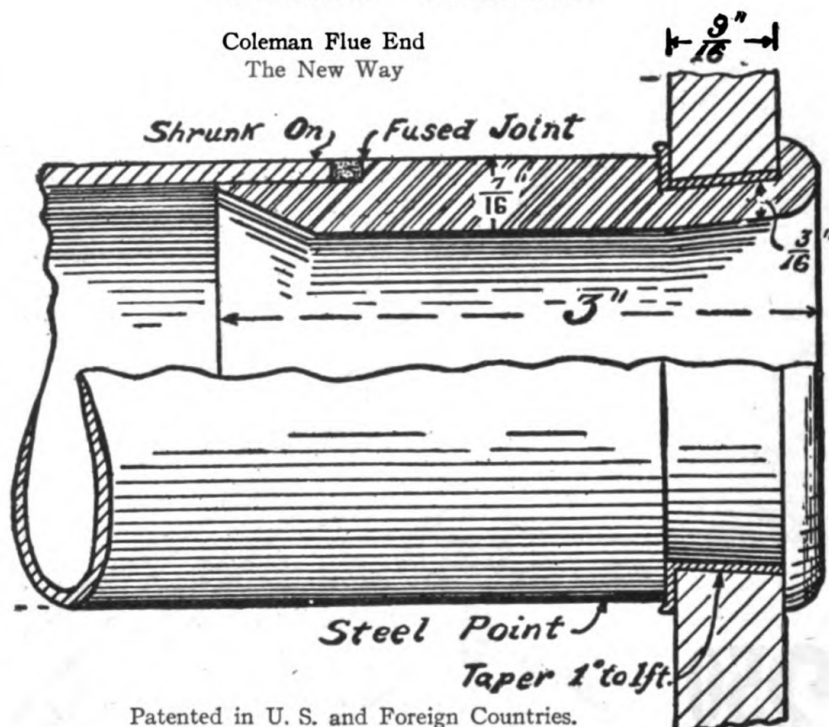
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### COLEMAN'S NO LEAK SAFE TUBE END

THE PERFECT FLUE  
NO LEAKS SAVES FUEL

Coleman Flue End  
The New Way



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

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

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

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

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Kansas City, Mo.

### THE INTER-STATE CATTLE LOAN COMPANY

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

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

**Careful Service and Absolute Safety.**

ium, Idlewild Sanatorium, Montcalm Sanatorium, Nob Hill Lodge, Star Ranch in the Pines, Sunnyrest Sanatorium, St. Francis Hospital and Observation Hospital.

#### HAS MINERAL SPRINGS.

The Manitou Mineral Springs are world famous for their medicinal properties. Congenial surroundings are to be found by the invalid in Colorado Springs, which is in itself a delightful and distinctive residence city.

The people who live here are of all sorts and descriptions. Every one can find friends, beautiful homes, schools and churches, parks, golf links, trails and roads, the opportunity for out-door life almost every day, and the scenic grandeur of both mountain and plain are all here for him.

When the health-seeker sets forth for Colorado Springs, he is not coming to a community of sadness and death, but to a city of sunshine and happiness and renewed hope and life. Even if he does not bring with him the determination to "get well," the bright sunshine, the beautiful scenery, and the association of those who have this spirit, will help him.

The Pike's Peak region is visited annually by 150,000 to 200,000 tourists, whose chief recreation is viewing the great variety of wonderful natural scenery, easy of access. Here is the most unique park system in America, valuation, \$2,000,000. Two splendid golf courses and fine automobile highways in every direction. A great variety of mountain trails. Children's supervised play grounds in the public parks. A fine municipal swimming pool. The finest theatre in the West. Weekly orchestra and frequent artists' concerts in winter. Daily open-air band concerts in summer and good fishing streams within a few hours by rail or auto.

Among the more noted points of interest in the vicinity of Colorado Springs and Manitou are:

Ancient cliff dwellings of the Mesa Verde ruins.

Broadmoor, a fashionable suburb, with a \$3,000,000 hotel and many beautiful mansions.

Canon City and the Royal Gorge, connected by splendid state highway.

Cascade Canon, and other pleasant resorts in Ute Pass.

Cave of the Winds, nature's geological miracle, reached by automobile road.

Cripple Creek Short Line trip, climbing the back-bone of the continent.

Crystal Park Automobile Road, unfolding comprehensive views.

Florissant, with its fossil beds and petrified trees.

Garden of the Gods, with its marvelous red and sand stone formations.

Glen Eyrie, where General Palmer made his home.

Hidden Inn, a unique rest home in the Garden of the Gods.

High Drive, a trip of splendid views of mountain and plain.

Monument Park, with its weird rock formations.

Monument Valley Park, a beautiful park within the city limits.

Mt. Manitou, whose summit is reached by the Scenic Incline Railway.

Mushroom Park, with the Balanced Rock and other curious formations.

North Cheyenne Canon, a part of the City's Park System.

Palmer Lake, with its rugged bluffs and splendid vistas.

Pike's Peak, 14,109 feet, whose summit is reached by the Cog railway, trail and automobile highway.



## FREE TO ASTHMA SUFFERERS

**A New Home Method That Anyone  
Can Use Without Discomfort  
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We have a new method that controls Asthma, and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as Hay Fever or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter what your age or occupation, if you are troubled with Asthma, our method should relieve you promptly.

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

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

### FREE TRIAL COUPON

FRONTIER ASTHMA CO., Room  
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Send free trial of your method to:

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## PILES DON'T BE CUT

Until You Try This  
Wonderful Treatment  
My internal method  
of treatment is the correct one, and  
is sanctioned by the best informed physicians and surgeons. Ointments, salves and other local applications give only temporary relief.

If you have piles in any form write for a FREE sample of *Page's Pile Tablets* and you will bless the day that you read this. Write today. E. R. Page, 387 Page Building, Marshall, Mich.

## Don't Endure PILES



Write me and I will send you on trial a Full Treatment of my mild, soothing, guaranteed remedy for all forms of Piles which has proven a blessing to thousands who are now free from this cruel, torturous disease. Send me a postcard today for Full Treatment. If results are satisfactory costs you \$2.00. If not, costs nothing.

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## PATENTS

Inventors Invited to Write for  
Information and Particulars

Highest References Best Results Promptness Assured

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Patent Lawyer

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Earn \$25 weekly, spare time, writing for newspapers, magazines. Experience unnecessary. Copyright book free. Press Syndicate, 537, St. Louis, Mo. (tf)

### INVENTIONS.

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

Pike national forest, with many interesting trails and recreation places.

Rainbow Falls, at the entrance of Ute Pass.

Seven Falls, the "Climax" to South Cheyenne Canon.

South Cheyenne Canon, a mighty cleft, lined with granite walls.

Stratton Park, with pavilion, play grounds, and picnic grounds.

Ute Pass, through which runs the Pike's Peak Ocean-to-Ocean Highway.

Ute Trail, used centuries ago by Indians in their journeys.

Wild Flower excursions on The Midland Terminal railway.

Williams Canon, whose limestone walls resemble castle ruins and innumerable roads, drives and trails, affording many interesting trips.

Colorado Springs and Manitou are well equipped with hotels and boarding accommodations. The hotels range from the finest in the land to the simplest. There is also a cottage city, nicely located, within the city limits. Also cottages and cabins located at Manitou, Stratton Park and up Ute Pass in the vicinity of Cascade, Woodland Park, and Green Mountain Falls. The region can entertain at any one time upwards of 15,000 visitors.

Colorado Springs has 17 public schools, with a total enrollment of 6,000; high school, 1,200; Colorado College, 700 students and faculty of 68 members. Four private schools for boys and girls, Y. M. C. A. and Y. W. C. A., two daily newspapers, fifty churches, five clubs, gold reduction mills treating ten million dollars in ore annually—over 150 industrial plants. The annual production of lignite is 310,000 tons. The Chamber of Commerce has 1,425 members. Colorado Springs is the financial market center for the Cripple Creek district and the metropolis of a large, rapidly-developing farming and dairy district, and last, but by no means least, it is a most loyal Rock Island town.

\*

"Out where the hand clasps a little stronger,

Out where the smile dwells a little longer,  
That's where the West begins;

Out where the sun is a little brighter,  
Where the snows that fall are a trifle whiter,

Where the bonds of home are a wee bit tighter,

That's where the West begins.

"Out where the skies are a trifle bluer,  
Out where friendship's a little truer,

That's where the West begins;  
Out where a fresher breeze is blowing,

Where there's laughter in every stream—  
let flowing,

Where there's more of reaping and less  
of sowing—

That's where the West begins.

"Out where the world is in the making,  
Where fewer hearts with despair are aching—

That's where the West begins;  
Where there's more of singing and less of sighing,

Where there's more of giving and less of buying,

And a man makes friends without half trying,

That's where the West begins."

\* \*

The United States has developed one of the biggest insurance companies in the world, with 4,631,993 policies, aggregating \$40,000,000,000. At least that is the amount the war risk insurance re-

I am paying  
**\$2.00 An Hour**  
for SPARE TIME

Here is a wonderful opportunity right at home for you to make big money without investing a penny. You can make \$50 a week or more

—you can do it as well as C. A. Rowe, of New

York, whose profits for one month were

\$503, or McCrary, of Georgia, who made

\$4,175 last year.

This is your chance to double your income.



FINE SAMPLE  
COAT FREE

**I  
WILL  
PAY YOU  
\$2500.00**

I need more men and women in your town who will spend part or all of their time taking orders for Comer raincoats, rain-capes and waterproof aprons. Tremendous values—latest styles—low prices—and big profits.

Ray Reed adds from \$20 to \$50 a week to his income. M. B. McDonald cleared \$81.00 in two days.

You don't need experience. You don't deliver—you don't collect. I tell you where to go, what to say and what to do. Your success is assured. No waiting—no delays. You get your profit in advance through the new, wonderful Comer plan.

## Beautiful Raincoat FREE

Your choice of 65 fine coats free. I furnish everything, including dozens of samples of the rich, handsome material used in these coats.

The time is ripe—today is your great opportunity. Don't wait. J. A. Wilson made \$112 in six days—you can do as well. I will pay you \$2,500 a year in addition to the big cash prizes if you will only take three average orders a day.

### MAIL THE COUPON

Just put your name and address on the coupon and mail it right now. We will send you all the details of this great offer, and tell you how you, too, can get started, just like hundreds of others are doing today.

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Dept. T-41, Dayton, Ohio

Gentlemen: Please give me full particulars about your Comer raincoat offer. Tell me how I can make \$2,500 to \$3,600 a year. Send me free circular so I can pick out my sample coat.

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UNIVERSITY OF ILLINOIS AT  
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RED BLOOD  
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EACH GENUINE NUXATED IRON  
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DO NOT ACCEPT SUBSTITUTES



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.

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Druggist for A-K  
Tablets

## News from the Divisions

### OF INTEREST TO ALL.

Several division and other points on the Rock Island are not represented in this department. If your division does not break into print, appoint yourself a committee of one to act as correspondent, or recommend a capable Rock Island man or woman for the job. The editor will be glad to listen to all such suggestions. Items for publication should reach the Rock Island Magazine, La Salle Station, Chicago, not later than the 15th of each month, typewritten if possible, as they must be in typewritten form before going to the composing room. If this is impossible, write clearly in your own handwriting, taking particular pains with names and initials.

Don't overdo the "funny stuff," but give us as many personal items about Rock Island employees as possible, including changes of position, weddings, deaths, births, fires and any unusual incidents or experiences affecting employees. Rock Island improvements make good items.

### COLORADO DIVISION.

By G. L. Zellers.

Agent Carlisle, of Colby, is taking a vacation for two or three months to look after some private business matters. J. Yocum, agent at Flagler, is relieving Mr. Carlisle in the meantime. Conductor Barsby is asking for a sixty-day leave of absence and is planning a trip to Los Angeles to visit a brother.

Cashier Sarvis of Norton is enjoying a vacation with friends in Missouri.

After a six-day leave of absence, R. M. Chandler, third trick operator at Stratton, returned from White Water, Mo., where he was married on May 19 to Miss Minnie A. Bartels, daughter of a prominent farmer near that city. We welcome this worthy young couple to our ranks and wish them long life and prosperity.

G. W. Manion, manager-wire chief, accompanied by his family, spent a few days in Belleville recently, to attend the wedding of his brother-in-law, George Faulkner.

Miss Rhoda Mapes, trainmaster's clerk, entertained her sister, Miss Bonnie Mapes, of Trenton, during the month of July.

Agent Osborne, of Limon, has been granted a thirty-day leave of absence.

Fred. A. Brown, second trick operator at Almena, has resigned in order to accept a position as assistant cashier in the Almena Bank.

D. R. Parrell has returned to service and is now second trick operator at Colby.

Jeff Carden is one of the new members of Labor Foreman L. F. Cooper's force.

Dispatcher Harry Hill and family have returned from a vacation trip to the Pacific Coast.

Night Roundhouse Foreman Davis L. Funk visited relatives at Logan, Kans., recently.

Bollermaker Dan McGuire made a trip to Denver visiting his father, E. W. McGuire.

Business Agent McLain of the Brotherhood of Railway Clerks, was a Goodland visitor on official business recently.

Bollermaker LeRoy Jennings and family have returned to Goodland after a ten days' visit with relatives in Oklahoma and Texas.

Second Trick Wire Chief C. M. Harding and family have returned after a two weeks' outing spent in the mountains of Colorado.

Fred Erickson, L. S. C. Runnells, H. K. Adams, Ed Newton and George Sanders attended a safety first meeting at Colorado Springs the other day.

Machinist Helper J. B. Snell and wife have returned from Little Rock, Ark., where they spent about four weeks visiting their daughter, Mrs. B. E. Byles.

Dispatcher Nolan is on his annual summer vacation trip through the west. He expects to go as far as San Francisco before returning.

Considerable interest is now being shown among the railroad baseball enthusiasts for a series of games with the Fairbury, Nebr., team.

Latest reports from Norton hospital advise that Jack Wonderling and Fred Vytas, local railroad employees confined in the hospital at that place on account of injuries received in recent accidents, are getting along very nicely.

Machinist Apprentice Lavern DeLong has returned from Fairbury, where he spent a few days visiting his parents. His father, Herbert DeLong, also a Rock Island employe, accompanied his son back to Goodland, where he visited friends.

Blacksmith Harold Copeland is off duty on a vacation of several weeks. A feature about the shopmen is that whenever a young single man takes a short vacation, a report immediately starts around that he is going to get married. There is a similar report about Mr. Copeland and from all indications the report is well founded.

A striking evidence showing the development of Northwestern Kansas is indicated in the heavy increase of business now being handled by the Rock Island freight trains. Recently the

local west from Phillipsburg had to be run in two sections. The total cars in both trains being: 15 local merchandise, 25 straight loads and 17 cars for points between Phillipsburg and Goodland.

### DAKOTA DIVISION.

A daughter was born to Conductor and Mrs. John Hackett Sunday, June 20. Claim Adjustor Hession and wife are also rejoicing over a new arrival at their home.

Brakeman and Mrs. Henry Fritz of Cedar Rapids were in Estherville for home-coming June 18.

Chief Timekeeper Arnett and wife spent their vacation at the lakes.

E. W. Weir is the new file clerk in the superintendent's office, Walter Gleason having accepted the position of assistant accountant.

Mrs. J. Orvis and daughters left the first of the month for Denver for a two months' sojourn. Dispatcher Orvis accompanied them as far as Des Moines and will go to Denver later to spend his vacation.

Mr. B. A. Wait is the assistant division engineer on the Dakota division, Mr. Ford having been transferred to Des Moines.

Conductor Geo. Walters has a passenger run out of Cedar Rapids and will move his family there in the near future.

Misses Anna Geinitz and Mildred Nuss, clerks at the roundhouse, spent the "Fourth" in Chicago.

Agent Clifford Hatch and wife took a few days' vacation recently. During their absence, Mr. Hatch's mother from Gruver had charge of the station.

L. L. Smith, storekeeper, spent the "Fourth" at Council Bluffs with his wife and baby.

Conductor L. R. Benton and daughter, Mrs. Compton are spending several weeks at the lakes.

K. V. Turner and family have returned from Spokane where they spent a month visiting.

A. L. Dewey, chief loss and damage inspector, spent the Fifth in Estherville.

Traveling Time Accountant O. H. Bruch was in Estherville recently going over timekeeping matters with the chief timekeeper.

Chief Clerk Miller attended a meeting in Des Moines July 15 in regard to handling of explosives.

J. W. Curran, R. F. E., visited friends in Estherville recently. Peoria must hold some attraction since this is the first he has made here for several months.

Trainsmaster Martin was confined to his home recently on account of illness, but was able to return to Chicago, after several days with the "folks."

Mrs. P. Linthicum, wife of Master Mechanic Linthicum, spent several days in Arkansas where she was called on account of the death of her mother.

Mrs. J. W. Petersen, wife of Roadmaster Petersen, is visiting relatives in Nebraska.

J. T. Scott, special officer, made his usual trip to West Liberty, attending a meeting at Des Moines for several days before returning to Estherville.

July 11th, a special train took a crowd of baseball enthusiasts to Buffalo Center.

E. W. Knight rides to work "in state" since he spent his vacation money on an automobile. No property has been damaged on Sixth street, but he has gone out of his way a block to avoid running into pedestrians and incidentally shifting gears. We hope in time he will be able to stop the boat and pick some of us up.

M. M. Knapp, division freight agent, made a business trip to Rochester recently.

Master Carpenter Kirk has purchased a new home in Estherville and will move his family there from Des Moines.

Arthur A. Kreger, agent at Toronto, was married July 11 at Watertown, S. D., to Miss Blossom Jeglum. This explains why Agent Kreger was so interested in getting electric lights in the station and cleaning up around the place.

### EAST IOWA DIVISION.

C. M. Beach, of West Liberty, as well as several of the Iowa City warehouse force spent a few days in Chicago recently.

Corey Reynolds, of West Liberty, is a husky man these days, working on his patch of Blue Ribbon potatoes.

Baggageman Hamilton is back on the job after having been operated on for tonsillitis.

"Rah for the Reds!" Wait a minute, don't shoot, we ain't a Bolshevik. We're merely rooting for the local crew—McGee and Moriarity.

A problem in mathematics: If V. S. Hayward plants a one-eighth acre tract of land with potatoes and an acre of land will produce 150 bushels, and assuming there are no crop failures, how many stalks is Hayward liable to get, taking into consideration that the local cabooses tie



up for eight dark hours of the night within fifty feet of his potato patch and the nearest policeman's beat is over two blocks away?

The right man in the right place at the right time—Ed Hay with his roller.

We have seen the "Human Fly," "Dainty, Daring, Death-defying Demons" and many other dare-devils, but we have yet to see such a reckless deed as was pulled off in front of the Wright street passenger station recently when Barney O'Leary Brandstatter tried out his new car.

## EL PASO DIVISION. LIBERAL, KANSAS, NOTES.

By G. Reese Plugg and Lewbry Kater.

John Voth and Loyd Orr of Liberal went to Dalhart on business some time back, and according to the way they tell it, they had a wonderful time.

Chas. Burr of Liberal says he feels like a moving van after having carried his belongings back and forth across town several times. Now that he is settled he hopes to "stay put," even though he does live near the suburbs of Tyrone.

Mrs. Geo. F. Sharkey of Liberal returned from Seattle, Wash., recently, where she has been visiting her daughter.

W. N. Warford's son, Levi, is recovering from a broken wrist, which he received in falling from a bicycle.

Chas. Cantrell and wife returned recently from visiting his relatives near Memphis, Tenn.

The 635 took a notion recently that she wanted to get down in the turn table pit and play with the frogs therein, so she did an "Annette Kellerman" and partly succeeded, thereby causing considerable grief to the carmen, machinists, hostlers, etc., not to mention the "sweat" caused to Messrs. Taylor and McLeod. Needless to say there were several of the citizens of Liberal who came "early to avoid the rush," when Mr. Flood operating the wrecker began to "raise her from the pit." There were many kodaks in evidence and quite a few pictures taken.

These days if you happen to see a bunch of men talking earnestly, it's a safe bet the topic is one of three things: Politics, crops or back pay.

D. D. Daniels, who left us some time ago to go to Oklahoma City, returned to the "old homestead" and says he is going to locate here permanently.

Much "oil talk" is floating round here nowadays. Some of the local investors are having beautiful dreams, but be "keerful" fellows, oil is pretty slippery.

June 25th the Odd Fellows and Rebekahs lodges gave a picnic at the Fair Grounds. Among those present were: Mrs. Chas. Brown, Mrs. Frank Grey, Mrs. Shumate, Mrs. S. A. Cox and Mrs. Mike Spooner. Also Frank Gray, Z. L. Smith, Mr. Shumate, S. A. Cox and Mr. Spooner. A big lunch was the opening of the festivities, which was composed of sandwiches, deviled eggs, salad, cake, coffee and lemonade. After everyone had eaten, games were played until midnight.

J. A. Tack has just returned from Wichita, where he has been visiting his wife and a recent addition to his family.

Some of the boys were in the notion of going into the harvest fields and trying their hand at the game, but John Voth, who has had some experience in that line, put a damper on their aspirations.

Fred and John Voth have acquired the ownership of the Buick which belonged to Boilermaker Cunningham, and have been looking the surrounding country over. They have been informally accepted into the "Millionaire Club," whose membership contains such well-known characters as Bill Sturdivant, Z. L. Smith, Ray Lloyd, R. E. Cline, C. L. Burt, and last, but not least, that sterling man of truth, J. Scott Bain.

W. T. Cannon, familiarly known as "Bill," left the service of the C., R. I. & P. after a term of four years' service. Bill was a boiler-maker's helper for quite a while, but on account of his health was forced to give it up, and was taken into the machinists' helpers. His fellow-workers were sorry to see him leave, and hope that he will strike it rich on that Oklahoma farm.

"Cutey" Jordan, who was a hostler helper at this point for some time, has succeeded in getting on the firemen's board, and made his first trip on the 9th of June. He is taking his regular turn and seems to be getting along all right.

Leo Willey, former oil house man, who was transferred to Dalhart, has returned to Liberal. The altitude at Dalhart was too much for his wife's health, he said.

Ed Sublette has returned from a visit to California. Ed says that the beaches at the seaside resorts were being liberally patronized, but that he was afraid to try them as he was not used to salt water.

Now that the Democratic and Republican conventions are over, wagers concerning the forthcoming election are now in order. Many hot arguments are in progress nearly every day at the "mad house," and the casual listener is no wiser after listening to them than he was before.

The Kansas and Oklahoma Railway is rushing the track-laying south of the "Rock Island" property. The track that has been laid from Forgan toward Liberal will soon be connected with the local line, and then we can expect any day to see the new road formally opened.

Henry J. Burch, boilermaker, who has been filling J. B. Cunningham's position on the third track, left for Springfield, Mo., where he will assume a day job.

J. B. Cunningham and family have been visiting relatives in Tennessee.

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### CENTRAL ELECTRIC COMPANY

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AUTOMOBILE ACCESSORIES and ELECTRIC APPLIANCES

George Sharkey has bought a car, and now is a member of the "Millionaire's Club."

On July 5th several Liberalites, including a few "rails" and their "better-halves," went to Dodge City to see the motorcycle races. After the races the Liberal ball team played the Chase County team and won the game. Everybody had a good time and intend going again when the opportunity offers.

Charles Brown's little daughter, Catherine, was given a birthday party by her parents on the 10th of July, in celebration of her sixth birthday. Ice cream and cake, together with candy and fruit were served as refreshments, after which the youngsters amused themselves with games. The guests were: Miss Jane and J. D. McLeod, Jr., Katherine, Bernice and Tom Symons, Marguerite Morrow, Ethel and Theodore Jensen, Albert Reid, Jr., Nellie Bergen, Mrs. J. B. Miller and son, Raymie. Mrs. Miller assisted in the preparations.

Miss Corda Buchanan of Liberal and "Bob" Smith were recently married. Miss Buchanan was a clerk in the store of Charles Summers and Sons for several years and has a host of friends both here and in the surrounding community. Mr. Buchanan is foreman of a steamfitter's gang, with headquarters at Topeka. He and his associates have been busily engaged in putting in extensive improvements at this point for some weeks past. The bride and groom went to Mr. Buchanan's home in Topeka, where they visited his parents during a short honeymoon.

Former Master Mechanic W. M. Wilson was here recently, no doubt to attend to business connected with his farm near here. He visited the roundhouse, and endeavored to explain, both by vocal and drawing exhibits, a new type of engine boiler firebox, which we understand he is engaged in selling. By means of many elaborate and weird designs, drawn on the floor of the roundhouse he conveyed the idea of what the aforementioned firebox was supposed to do. Many engineers and mechanics gave eye and ear to the demonstration. Among those interested was Andy Cure, who asked many questions regarding various points of the drawings. Perhaps if the "talk" had been mixed with a few "oil" terms now and then, Andy would have absorbed it better.

Miss Irma Tack returned to Wichita recently. She has been visiting relatives here for some time. She is a sister to J. A. Tack, machinist. Mr. and Mrs. Joe Tack, and their son, James Dean, age one month, returned from Wichita recently.

George Fountas, who is "horticulturally" inclined, having had so much success with his pepper plants, is now contemplating a new venture. He thinks he can cross an egg-plant with a South American bread-fruit, and by using ground ham-bones as a fertilizer, secure a perfect specimen of "Lunch-Fruit," which he aims to call the "Hamanegeanwich" plant.

Mr. and Mrs. Z. L. Smith's daughter, Millicent, is rapidly convalescing from an attack of small-pox.

Mark Rice, in attempting to spot an engine on the cinder pit, recently moved too far ahead. He then moved to the rear too far, then ahead too far! Each time "reversing" the "Johnson Bar" by "applying feet to the boiler." After two or three times, he became fatigued. Upon receiving another signal to reverse he yelled "As you were!" (He was in the U. S. Marines.)

One day recently, while perusing the "switch-list" at the "beanery," a "Burr-winder" saw mentioned among other delicacies—"Braised Ox Joints." On ordering same and after a futile attempt to make indentations thereon, he said "brazed is right—they should have added 'and case-hardened.'"

Mr. and Mrs. Evrat Grey left for Oklahoma July 4th for a visit with relatives.

DALHART, TEXAS, ITEMS.

By A. P.

H. Huneke, accountant, was called home to Burlington, Iowa, July 15th, on account of the death of his mother. The office force wish to extend their sincere sympathy to Mr. Huneke.

The cantaloupe movement is still very good on this division, having handled 6,335 cars out of Tucumcari up to the present time.

The dispatcher's force has been increased to six dispatchers during cantaloupe movement.

Lester McCain, employed in the engineering department, is spending two weeks' vacation in southwest Texas and at his home at Little Rock, Arkansas.

Miss Helen Turner, stenographer, from Pratt, Kansas, has accepted a position in the superintendent's office.

Mr. and Mrs. Arthur Johnson spent the Fourth with friends on a ranch near Conode, New Mexico.

Mrs. R. R. Bragg, wife of Division Engineer Bragg, and daughter, Ruth Ann, are visiting relatives in Greensfield, Indiana, this month.

Miss Margaret Phillips, former rate clerk at the local freight office, has accepted a position in the superintendent's office as assistant timekeeper.

Gee! Business must be picking up, the way the superintendent's office force has been working since July 1, from 7 a. m. to 7 p. m. They look so fatigued you can't make them smile, except Mr. Schultz, and it is just natural for him to smile.

Mrs. L. E. Adams, wife of the timekeeper, returned home last week from Hannibal, Missouri, where she has been visiting relatives and friends.

Relaying rail and ballasting track is quite a live subject on this division. Additional instrument man, C. T. Shing and rod man, H. Hutchinson, have been added to the engineering department in connection with this work.

If any division wants any information with reference to making good weed-cutting machines, Rock Island Magazine for August, 1920.



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## SEX KNOWLEDGE

- For young men and women.
- For young husbands and wives.
- For fathers and mothers.
- That parents should impart to their children.

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By J. L. Robertson, M. D.  
A book which will answer questions you would like and ought to know, but will not ask. Mailed postpaid in plain wrapper, \$1.00.

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Denver, Colorado

we have a section foremen on this division who are experts on making them.

Contractor Jim Mathews has started work on the swimming pool at this point, which is contemplated to be completed within the next few weeks, and no doubt there will be a big demand here for bathing suits, from children's sizes up to a "perfect 36." Wonder if some of the boys who have been so enthusiastic over tennis and golf of late, will not be spending the remaining summer months for rest and recreation out at the swimming pool.

Agent R. N. Childers and family left on the 10th for Los Angeles and San Francisco, Cal., for a 15-day vacation. H. W. Clutter is looking after the agent's work temporarily.

A. L. Phillips, former platform foreman, has accepted a position as rate clerk at the local freight office.

Acy Dillworth is at present platform foreman. Acy comes to this department highly recommended, having graduated from high school here with the highest honors and receiving three scholarships to the state college for his high grades.

Glen O. Latham is now trucker and seal clerk at the local freighthouse.

Cashier H. W. Clutter expects to take his vacation the middle of August and will attend a reunion of his family at Washington, Pa.

Fruit Inspector A. J. Denman and wife visited friends at Hooker and Liber the 10th and 11th.

A. D. Brawner, former agent here, was visiting old acquaintances in Dalhart the 12th. Mr. Brawner is at present agent at Hooker, Oklahoma, and this was the first trip back to Dalhart since the paving of the streets, erection of some of the large buildings and installing the white lights. Says we have some city now.

Miss Fern Ramp, former messenger girl, is again working here, relieving Miss Lena Bearden, who is taking a vacation. Fern is the same good-natured girl that she used to be and we are all glad to see her back to work again.

Car Inspector H. H. Ritchie expects to leave soon for Colorado with his family for a much-needed rest. He will visit California before returning to Dalhart and expects to visit S. A. Mondell, former car inspector here, who now resides in Oakland, and also D. C. Batis, former clerk here, who resides in Los Angeles.

Mrs. F. B. Gibbs, wife of the yard master, returned a few days ago from DeQueen, Ark., where she has been visiting the past two months with her parents and brother. Forrest surely was glad to see her as he has been keeping bachelor's hall at home. Says cooking is not the kind of a job you might think it to be.

R. A. Dunn, carman, has returned after an extended visit to Laredo, Texas.

Theo. B. Noack, general foreman, and wife have returned from Chicago where they attended the Elks' convention, to which Mr. Noack was a delegate.

Roland Mathews, machinist, has been granted 30 days' leave of absence.

Bollermaker Foreman Siler contemplates making a fishing trip to New Mexico in August.

A. Schott has been appointed storekeeper at this point in place of A. L. Haynes, who has been transferred on account of his health.

Paul Farris has accepted the position of material clerk in the master mechanic's office.

The "Rock Island Reds" baseball team continues to lead the Dalhart City league with six games won and three games lost, contrary to all predictions that they would go to the bottom.

I. C. LeGer, dispatcher, and family are spending two weeks' vacation with friends and relatives at Lawrence, Kansas, and Kansas City, Missouri.

Miss Edith Fox, stenographer from Middlewater, Texas, has accepted a position in the superintendent's office.

## ILLINOIS DIVISION.

By Al Smith (Moline).

Business is good. H. C. L. coming down. Vacation time here. Wage board figuring on giving us a raise. Reasons for the broad smile we are all wearing.

Joe Gattenbar traded his "Sensible-Six" for a "Foolish-Four" and will spend his vacation flitting around the tri-cities, while Carl Larson is contemplating spending his week at Lily Park.

Ira Goodell was up to see Moline play Evansville, Ind., recently.

Agent Hall is among our most enthusiastic baseball fans. After witnessing a game recently he was heard to say: "They have never arrested a ball player for breaking into a league, but they should have done so often. One who would know how Moline stands in the Three-I League, would have no trouble finding them decorating the cellar position."

A few pointers on marriage, given by one of our clerks of the feminine sex, may be of interest:

A lot of ex-doughboys became so accustomed to danger "over there" that they got married as soon as they returned.

A happily married man is one who can tell the difference between wedding chimes and an alarm clock.

Married women soon discover that husbands are the only styles that never change.

## INDIAN TERRITORY DIVISION.

Some days ago authority was granted for the construction of a hot water "fillup" system at the Shawnee shops. When completed and in operation this will greatly facilitate the turning of power both for the Indian Territory and Panhandle divisions at that location and should



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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.



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

**We Positively Cannot Sell Either Pair of Shoes Separately**

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

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We carry in stock lengths from 2 feet 6 inches to 3 feet 6 inches, progressing by  $\frac{1}{2}$  inch changes. Detailed literature upon request.

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augment the mileage made by locomotives considerably.

Harry G. Clark, assistant to President Gorman, accompanied by Mr. Mason, representing certain stockholders, passed over the division recently upon an inspection tour. The division superintendent, division engineer and other staff officials accompanied the party.

Authority has been given for the construction of a new passing track 3,300 feet long at Bilby, Oklahoma. This facility has been needed for a long time and after it is completed it will be the means of greatly facilitating the movement of trains and result in a large saving in over-time.

The correspondent is reliably informed that the Hailey-Ola coal company, with headquarters at Haileyville, intend to reopen Hailey-Ola No. 1 mine, which is located in the heart of Haileyville. This mine was temporarily closed about a year ago and the old inhabitants of Haileyville were lonesome without the activity of the property in operation. This mine was about the first opened by the senior Dr. D. M. Hailey and the senior Jim Elliott, who were pioneer coal operators in the McAlester vein field, and after the noise caused by the operation of the boilers, the blowing of the whistles, the raising and lowering of the cages, the dumping of the coal, the dropping of the cars into "the field," the older timers have never ceased to wish that the property be reopened.

Authority has been granted for an additional shed and platform at the freight house at McAlester. This added facility has been needed for some time, owing to the growth of both carload and less than carload business at McAlester. Also the addition is made more necessary due to the congestion at Oklahoma City, requiring certain transferring at McAlester heretofore not undertaken at that point.

The division officials have at last made a success of operating the weed burner over the Asher branch, making a clean sweep of the job. They started recently with the weed burner at Seminole, operating it over the main line eastbound, and it is anticipated that the same good results will be secured.

The Oklahoma School of Mines located at Wilburton has been converted into a School of Trades which education is offered anyone gratis with certain provisions as to public school education and adaptation to particular branches of the mechanical crafts. The Federal Board for Vocational Education has placed a number of government students in this school and are preparing a class for graduation from the mechanical department. This school is located near the Rock Island tracks upon an elevation that is very attractive. Prof. Meade S. Johnson, superintendent of the school, has secured authority from the governor and the mining board to make extensive repairs to the School of Mines instruction car, which involves a heavy expense as the car must be re-roofed, repainted both inside and outside, certain repairs made to the airbrake system and some modern instruction equipment installed therein.

An oil or gas well drilling outfit is operating day and night at a location southeast of Haileyville about two miles. They have now sunk the wells some 1,200 feet and it is rumored they have the money to continue down to a depth of 3,000 feet. If it is necessary, if no oil or gas is found before reaching that depth. The men backing this development are supposed to be Tulsa oil capitalists. Leases have been quietly secured on some 5,000 acres of land in and about Haileyville-Harts-horne and the Choctaw Portland Cement Company's plant.

### IOWA DIVISION.

By V. T. Schendhelm (Iowa City).

We have with us the following new members of the Iowa City freight house force: Philip Key, Chas. I. Diehl, Milton J. Katzmeyer and Paul Prybil.

At a recent B. of R. C. meeting Schindy entertained in honor of James Martin, one of the newly-initiated express members. Among the others present were Billie McCune and Sam Davis. Everybody reported a good time except Schindy, who assumed the expense of the party.

The world's record for the four-mile walk was smashed recently by Brakemen Stillson and McGee and Chauffeur Rogers. These three men started on a fishing trip, armed with fish hooks as big as pick-axes, and after capturing about twenty Iowa river sardines, they started for home in a flivver. Chauffeur Rogers, in attempting to apply the brakes on the way home, accidentally applied the gas also, with the result that "Lizzie" took a notion to wander over the fields and meadows, but was intercepted by a barbed wire fence. The car was put out of business, necessitating the three men walking four miles to town.

R. O. Bockenthien was confined to his home for a week recently on account of sickness. Some evil-minded persons suspected that the slump of the Cincinnati Reds had something to do with the case.

Spiritualism—what is it? Do the dead speak? Come around to the Iowa City local freight office and find out for yourself. Frank Lewis proves it.

Conductor Bledsoe is laying off on account of sickness. During his absence, Conductor Hibbard is handling 321 and 322.

Engineer McKerz, of the West Liberty switch engine, was called to Illinois by the illness of his father. Engineer W. B. Hunt is taking his place on the switch engine.

Operator Dewe of West Liberty is off on a Rock Island Magazine for August, 1920.



96 day leave of absence. Operator Hull is substituting for him on the third trick.

### KANSAS CITY TERMINAL DIVISION.

Charles Bull returned July 15th from a trip to California, where he spent his vacation and money. He returned full of oranges, figs, etc., and appeared to have had a wonderful time. Friday the 16th, Ben Boody, station accountant, packed up his other shirt and collar and with his family departed for that fair city of Edmond, Okla., where he will spend his vacation. We feel sure he intends visiting relatives and feeding up on home cooking for he had a hungry look on his face when he left.

John Plesko paid us a visit the latter part of June. He formerly worked on the bill desk and just dropped back to say "Howdy."

Our friend Schenke will soon connect himself up with the commercial office up town, where he can wear white collars and everything and get off at one o'clock on Saturday.

Wm. E. Rentfro is running for county clerk on the Kansas side. We should all give him our moral support and boost and those on the Kansas side, their vote. For, folks, he is a regular fellow and one of our own Rock Island boys.

Dale McVay left the local office and is now playing the violin in the orchestra at the Garden Theater. Dale draws a wicked bow.

Ray Dugan made a trip to Alex, Okla., July 4th, to look after oil interests. Such interests should interest anybody and are worth looking after.

Miss Rowlan has started on her vacation. She will motor to Denver, Colo., with her nephew and will also visit Salt Lake City. We trust she has a pleasant trip.

Steve Meade, our fisherman, now is champion swimmer. He claims he can beat any fish swimming in the Kaw river. Whenever he wants a mess of fish all he has to do is to put on his bathing suit and go out after them and run 'em down.

Miss Marie Clevidence of the superintendent's office spent the week-end in Denver a short time ago.

John Johnston is back on the job. He and wife were visiting relatives and friends during his vacation.

Ed. T. Moore, night chief clerk, has returned from a visit to Minneapolis. Our little friend "Happy" did the honors during his absence.

Miss Rotts, bill desk comptometer operator, left July 16th for California where she will spend her vacation.

D. C. Stephenson has gone to Salt Lake City on his vacation.

Jim McCaulley left the 17th for Minneapolis where he spent several days.

Slim Rasmussen and Norman Bentz are going to Arkansas on an outing trip and fish hunt and go hungry.

Harvey LaFrantz has had an assistant the last few days and is in a much better humor. Here's hoping he gets to keep him as we all hate to see the frown on such a pleasant face.

"Red" Robbins paid the office a visit Saturday the 17th. He formerly worked on the grain desk but is now a professional politician on the Kansas side. He was riding around in a big car. Once he rode in a Ford.

Mr. Spencer, one of our yard clerks, went out to the harvest fields on his vacation, but the fact that he had to sleep in a barn, added to the heat of the sun during the day, proved too much for him so he came back to mama in a few days.

Why is it they always pick on the "busy guy" to handle the undesirable work? But such is life. Now added to his editorial duties, I. W. Davis has been placed on the office Protective Committee. Anyone desiring protection will apply between the hours of 4:30 p. m. and 4:45 p. m., on Wednesdays. We know that there are several kinds of protection and feel sure that Mr. Davis can deliver any of them.

### MINNESOTA DIVISION.

Air Brake Instruction Car 1800, in charge of R. C. Earlywine, is covering the division and at the present time located at Manly.

G. M. Brum, formerly of the Cedar Rapids division, is the new instrument man in the division engineer's office.

We understand that two of the young men in the superintendent's office have joined a dancing club at Cedar Falls and that they were initiated into the mysteries on the night of July 1.

J. O. Woodyard has been appointed agent at Northwood, Iowa.

Chief Dispatcher H. W. Walter is the happy father of a baby girl, who arrived July 16.

Miss Vera Struke, formerly stenographer in the master mechanic's office, has returned from leave of absence and has been assigned as general foreman's clerk. We were all glad to see her back.

Doris B. Winters is the new disposition clerk at Minneapolis. Miss Winters was formerly employed in the superintendent's office at Manly.

Varghn Sears, general foreman's clerk at Manly, has resigned to accept services with another company.

Miss Edna Denby, recently of the accounting department, is the new personal record clerk in the superintendent's office.

Trainmaster U. S. Rea has returned to the division from Chicago, where he has been doing emergency work the past few weeks.

R. O. Staley, agent at Enterprise, has been suffering recently from a severe case of tonsillitis.

W. C. Westlake, dispatcher, has returned to work from sixty-day leave of absence. Division Accountant Z. L. Reynolds has been

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With a Rock Island Emblem  
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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.

## ROCK ISLAND MAGAZINE

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

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Triple Plated .....\$1.75

Name .....

Address .....

enjoying a visit from his sister, Miss Iva Reynolds, who is employed in the office of the auditor of disbursements, Santa Fe Railway, at Topeka, Kansas.

## ST. LOUIS DIVISION.

By B. L. Enloe.

W. F. Nanson, agent at Bowen, enjoyed a day of recreation at Sedalia, July 5., going with Windsor Lodge, A. F. & A. M., visiting the Masonic Temple at that place, degrees being conferred throughout the entire day. Lunch and supper was served in the Temple.

Ralph Smith, Section Foreman Bowen and family spent July 4th at Stover, Missouri.

Recent rains have greatly changed the looks of the late-planted corn; wheat and oats are about all in the shock. The prospects are wonderfully bright along the St. Louis division for a bumper crop.

While riding his motorcycle R. P. Branscum was struck by the Fire Chief's car, at the intersection of Twenty-third and Indiana avenue, Kansas City, Mo., and fatally injured. He was taken to a hospital, where he died, two hours later. "Bob," as he was known by many, had worked for the Rock Island about six years as operator, most of the entire time being spent at Carroll and Raytown. During this time he has made many friends who mourn his death.

J. J. Flint, Raytown agent, returned from his leave of absence July 15.

E. L. Foster, who has been relieve agent at Raytown for the past two months, has resigned and expects to return to South Dakota and take up a claim.

Plans are under way for a new three-thousand foot passing track and extended loading track at Rosebud, both being badly needed at that point.

Conductor O. B. Close is on the East End local, relieving on No. 23 and No. 24 and he is being relieved by Craver and Marr (B. & O.). They say it keeps one figuring to run that local.

Deacon Gunter was seen around Henley with some fish the Fourth. You can guess how he spent the day.

There must be a scarcity of agents and operators in this division. Agent Henley said he knew an agent that wanted off only a few days and they said no one to relieve him.

Plenty of rain lately makes it look like the part of the country around Henley will be blessed with a bumper corn crop. Good crops make lots of "biz" for the railroads. Requires more agents and operators and makes better times, and may be a means to help us to better pay.

Timekeeper Gregory spent Saturday morning at Eldon checking timekeeping at this point.

There have been quite a few changes in the superintendent's office force in the past few weeks due to several clerks leaving for other points.

O. D. Taylor spent Sunday and Monday, June 19 and 20, with his family at St. Louis.

Miss Lena Doty spent her vacation partly at Henley, fishing and boat riding.

Special Officer C. F. Artz was killed at Wichita, Kans., June 27. Mr. Artz was formerly of Eldon and his friends regret very much to learn of his death.

L. H. Gunter and wife spent June 27 at Warrensburg with relatives.

Station Helper G. P. Blondi has returned from his vacation spent in New York.

B. L. Enloe spent his vacation in Toronto, Canada.

R. A. Brockman, chief clerk to the agent at Eldon, Mo., has moved to Dalhart, Texas, for his health.

J. B. Young and A. Jones, both operators, are spending their vacations at Seattle, Wash. They write back that they both have the smallpox.

Superintendent H. E. Correll and Division Engineer G. A. Carroll attended a staff meeting at El Reno, June 26.

Noble Simpson, of the agent's office at Eldon, has resigned his position and moved to Colorado.

W. E. Jones, timekeeper, spent his vacation in Michigan, returning July 30.

Ray Cullumber has returned to the service of this company at Eldon, after a few months with other railroads.

A. W. Silvey and wife spent June 27 at Bowen, visiting the latter's relatives.

Misses Goldie Brockman and Ethel Phillips spent July fourth and fifth in Kansas City, visiting friends and relatives.

Russel Phillips spent July fifth in Kansas City visiting his sister-in-law who is in a hospital there.

We are glad to see the El Paso division "bust" into print but remember, El Paso division, that the correspondent got her start on the St. Louis division, which probably accounts for it.

If you are the engineer, has the fireman posted himself on your work better than you are posted?

The executive who loafs in the presence of his staff may expect it to loaf when his back is turned.

## Rock Island Emblems



Actual size of buttons.

SEND FOR ONE TO-DAY.

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Fine Russia Leather, (5 1/2 inches long,) without emblem .....35c  
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Screw back will be sent unless pin back is specified.

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NEW KENSINGTON

## Motor Car for Rails Has Been Invented

J. F. Kehrman, master mechanic of the Mississippi River & Bonne Terre Railway, at Bonne Terre, Mo., has built an automobile, or motor car, for use on railroads, which is said to be well suited for service as a private car on smaller lines. The car is described in Railway & Locomotive Engineering as follows:

"Cylinders, six, diameter 3 3/4 ins., by 5 ins. stroke. Total wheel-base, 10 ft. 8 ins., rigid, 3 ft. Swivel truck, 4 wheels, ball-bearing centre plate, no arch brace, truck built with studs. Air pump attached to crank shaft, and air brakes on all wheels. Equipped with whistle signal, horn, air sanders, and air drums attached to running board, 2 1/2 cu. ft. capacity. Also equipped with hand brake on front truck operated by steering wheel. Tires of open hearth steel flanges and taper—Master mechanics' specifications. The car operates on 60 deg. curves, and is rated at 40 miles per hour on 1.80 grades.

"The consumption of gasoline is about one gallon for 20 miles. In a trip of 63 miles over the Mississippi and Bonne Terre railway, which portion is on a 1.8 grade with 10 to 12 deg. curves, the motor carrying seven passengers, three gallons of gasoline were used. Weather tops are being applied to the cars already in service which adds greatly to their appearance."

## All Wealth Not Owned

(Continued from page 14.)  
her ashes, more work is the only true remedy for her recovery.

Will the world cut out the cancer unceremoniously and rise, or will she fall through false doctrine? The way seems clear.

### GOSPEL OF DISCONTENT.

Finally: When history tells us that in 650 years previous to the time of Augustus Caesar, Rome enjoyed only six years of tranquillity as against 644 years of warfare; when we read the philippics of Demosthenes and the orations of Cicero depicting the intrigues of the classes and the downtrodden condition of the masses; when we read the historic events down through the centuries since the Christian era began, of the unholy wars of conquest waged over personal quarrels of those of high estate, of millions upon millions of illy housed and illy fed serfs and vassals slaughtered in hand to hand conflicts; when the few were schooled, the poor neglected, the unfortunate uncared for and cast into dungeons, even up to the middle of the last century, our hearts ought to leap for joy that we live under the stars and stripes, with free schools open to all, religious freedom unrestrained, free asylums for the poor and unfortunate, comforts multiplied through the wonderful inventions of the past half century, even for the masses, far in excess of the comforts of the classes before that date.

If these are facts, and my own 76 years attest them from actual experience and observation, then are we not justified in saying that those who preach the gospel of discontent and who defy law and order and the right to work, commit a crime against society?

Will the strong arm of the Government protect us in, "life, liberty and the pursuit of happiness," or are we to be Rusticated? Can we exclaim, "Forgive them for they know not what they do?"

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All Night*

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Automatic Slack Take-up  
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Expander Rings

**Meritorious Service**

(Continued from page 11.)

Conductor J. O. Stitt, brakeman F. W. Groves, and Frank Whorton, Missouri division, awarded ten merit marks each for commendable services rendered in repairing door of car, thereby preventing loss to contents, damage or delay.

Conductor Fred Shive, and brakeman R. T. Lutz, Missouri division, awarded ten merit marks each for assistance in repairing broken deck frame of car, thereby preventing damage to car of autos.

Operator D. D. Underwood, Missouri division, awarded ten merit marks for promptness in reporting discovery of broken brake beam, thereby enabling crew to make necessary repairs.

Agent E. C. Flinton, Missouri division, awarded ten merit marks for promptness in reporting oil box missing from car, thereby eliminating probable accident.

Conductor J. L. Brushart, Engineer E. R. Shotwell, Fireman W. L. Davis, Brakemen E. B. Stokan, and H. A. Huckelberry, Missouri division, awarded ten merit marks each for extinguishing fire in roof of depot, thereby preventing further damage.

Brakemen J. F. Sperry and R. H. Holloway, Missouri division, awarded ten merit marks each for voluntarily firing engine, when regular fireman was taken ill, thereby preventing much delay.

Operator A. N. Consolver, Missouri division, awarded ten merit marks for promptness in reporting broken brake beam on car, thereby preventing danger of accident.

Arley R. Bonner, brakeman, Des Moines division, awarded 10 merit marks for firing engine when 16-hour law caught regular fireman.

Willie Dunn, Noel Gurwell, John B. Bedell, Robert Nye, Glenn Anthony, Harry Beddell and Kenneth Doud, helpers, Des Moines division, awarded ten merit marks each for assistance given in rerailling engine while passengers on the train.

Charles Saver, section laborer, Des Moines division, commended for interest taken in putting out fire at bridge.

Wm. T. Rich, conductor, Des Moines division, commended for interest shown in getting passengers to go over Rock Island lines.

Conductor W. T. Rich, Iowa division, highly commended for directing prospective patrons to Rock Island ticket office, resulting in sale of three tickets.

P. A. Keister, brakeman, Minnesota division, awarded ten merit marks for vigilance in discovery of auto tire lost from U. S. Mail car on right of way.

W. A. Fox, engineer, Oklahoma division, commended for manner of handling engine that failed.

J. T. Meadors, engineer, Oklahoma division, commended for firing engine while dead-heading and taking place of fireman who was sick; also for aiding engineer after breakdown.

F. E. Moore, brakeman, Mexico division, commended for aid given conductor in rebrassing coach while dead-heading.

Conductor P. Doyle and Engineer J. Verba, Minnesota division, commended for manner of handling train when wires were down with a minimum of delay.

A. Doerr, brakeman, Minnesota division, commended for discovering broken arch bar, thus preventing derailment.

O. C. Dayton, brakeman, Minnesota division, commended for discovery of broken

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en arch bar, thus preventing damage to car.

W. I. Athens, coach cleaner, Colorado division, commended for recovery of postal savings certificates.

S. G. Cowan, conductor, Indian Territory division, commended for closing derail when found open and lock missing.

C. F. Gould, brakeman, Mexico division, commended for firing engine when fireman was taken sick.

B. B. Spears, conductor, F. A. Miller, engineer, J. T. Brown, fireman, R. J. Wallace, brakeman, J. T. Smith, brakeman, Oklahoma division, commended for protecting company property when hull house burned.

J. L. Sullivan, conductor, and C. O. McGuire, brakeman, commended for locating a badly broken rail, leaving a flagman to protect trains and also informing train dispatcher.

E. Kegley, section foreman, Minnesota division, awarded ten merit marks for discovery of bad order car in train.

R. Westcott, engineer, Minnesota division, commended for care exercised to prevent striking live stock at crossing.

Gus. Wheatley, section foreman, Southern division, commended for discovering dragging brake beam.

Mike Matthews, fireman, Dakota division, commended for cleaning fire and fixing grate on engine and avoiding delay to train.

R. J. Gleason, conductor, Gale Powell, engineer, G. F. Thines, fireman, Paul Prichard and Walter Williams, brakemen, Indian Territory division, commended for aid in rerailing car and cleaning track after a derail accident.

Wesley Wood, fuel supervisor, Arkansas division, commended for advising passenger department of prospective business.

H. E. Dyer, switchman, El Paso division, commended for discovery of open switch point and spiking same, thus avoiding accident.

N. V. Benson, engineer, Mexico division, commended for making run with perishable freight after accident to engine.

Conductor Fred Quigley, Carpenter Wm. Starr and Yard Clerk Ray Hovt, Missouri division, given ten merit marks each for commendable service in extinguishing fire in car, preventing further loss to car and contents.

Brakeman F. L. Allman, Missouri division, was awarded ten merit marks for voluntary firing engine during illness of fireman.

Section Foreman M. A. Pittman, Missouri division, was awarded ten merit marks for promptness in reporting to crew that brake beam was down, thus preventing accident.

Brakemen W. H. Trout, and C. E. Sarver, Missouri division, awarded ten merit marks each for assistance given in firing engine, when fireman was taken ill, thereby preventing delay.

Conductor Oscar Williams, Engineer A. E. McCale, Brakemen R. L. Hibbert, and Richard Hosman, Missouri division, awarded ten merit marks each for assistance in firing engine, when stoker failed, thereby preventing serious delay to important fruit train.

Fireman W. H. Gilkerson, Missouri division, awarded ten merit marks for promptness in reporting that car billed as empty was loaded with lemons, thereby enabling same to be returned to proper destination.

Wm. Lester, section foreman, St. Louis division, commended for notifying train crew of broken brake beam.

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## Of Interest to Women

(Continued from page 26.)

cotton and finished with plaited neck and sleeve ruffles of linen.

A dress of cotton ratine is trimmed with bands of cretonne.

Printed organdie and plain organdie may be combined.

A coat suit of pongee is embroidered with floss in blue and green.

Narrow braid was used to edge and trim a coat dress of ratine.

Georgette crepe lends itself well to bead embroidery.

A blouse of striped taffeta has a short eton of plain taffeta.

Linen and taffeta are used together.

Ratine and chambray are combined in a dress for a girl of eight years.

Striped seersucker for the skirt and plain linen for the bodice makes a good school dress.

Taffeta, pongee and tricotine make serviceable coat suits and dresses for girls in their teens.

For tiny girls, unbleached muslin finished with stitching in a color makes good serviceable play dresses.

### ORDERS FOR PATTERNS.

Orders for any of the patterns shown on this page should be sent to the ROCK ISLAND MAGAZINE, La Salle Station, Chicago, with remittance in cash or stamps.

Send 15c in silver or stamps for our up-to-date Fall and Winter 1920-1921 catalogue, containing over 500 designs of ladies', misses' and children's patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various simple stitches) all valuable to the home dressmaker.

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

3297. Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size will require  $3\frac{7}{8}$  yards of 40-inch material. Price 10 cents.

3299. Junior Dress. Cut in 3 sizes: 12, 14 and 16 years. A fourteen-year size will require  $6\frac{3}{4}$  yards of 27-inch material for the dress with tunic, and  $4\frac{3}{4}$  yards without tunic. Price 10 cents.

3298. Girl's Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require  $4\frac{3}{4}$  yards of 27-inch material. Price 10 cents.

3305-3292. A Stylish Gown. Waist 3305 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3292 cut in 7 sizes: 22, 24, 26, 28, 30, 32, and 34 inches waist measure. For a medium size  $6\frac{7}{8}$  yards of 44-inch material will be required. The width of the skirt at lower edge is about  $1\frac{7}{8}$  yard. TWO separate patterns 10 cents FOR EACH pattern.

3287. A Pretty Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require  $2\frac{3}{8}$  yards of 27-inch material for the guimpe or underwaist, and  $5\frac{1}{2}$  yards for the dress. The width of the skirt at its lower edge is  $1\frac{5}{8}$  yard. Price 10 cents.

3307. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 20-year size will require  $7\frac{1}{4}$  yards of 27-inch material. The width of skirt at lower edge is  $1\frac{7}{8}$  yard. Price 10 cents.

3285. A Simple Set of Hat and Apron. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 1-year size will require  $2\frac{3}{8}$  yards of 27-inch material for the apron and 1 yard for the Hat. Price 10 cents.

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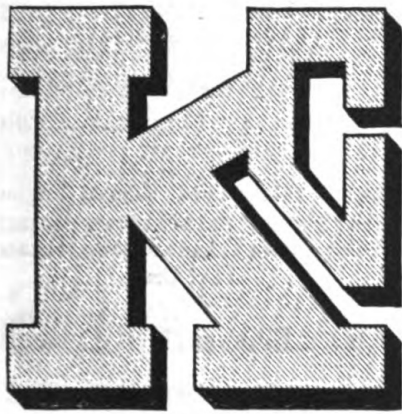
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3306. A Smart Dress. Cut in 7 sizes:  
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measure. A 38-inch size will require  
6 yards of 36-inch material. The width  
of the skirt at the lower edge is 2 yards  
with plaits extended. Price 10 cents.

3304. Two Popular Models. Cut in  
4 sizes: Small, 32-34; Medium, 36-38;  
Large, 40-42; and Extra Large, 44-46  
inches bust measure. A medium size re-  
quires 3 yards for No. 1, and 1½ yard  
for No. 2 of 30-inch material. Price 10  
cents.

3313. A Simple House Dress. Cut in  
7 sizes: 34, 36, 38, 40, 42, 44 and 46  
inches bust measure. A 38-inch size re-  
quires 6½ yards of 27-inch material.  
The width of the skirt at lower edge,  
with plaits extended is 2¼ yards. Price  
10 cents.

3296. "Cover All" 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 materi-  
al. Price 10 cents.

3316. Ladies' Waist. Cut in 6 sizes:  
34, 36, 38, 40, 42 and 44 inches bust  
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An idea a day will help to keep the  
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Don't be afraid of a small beginning:  
one grain of corn, if allowed to repro-  
duce unhindered, would in four years  
produce about three million bushels.

## Work

*From Wisconsin State Journal.*

In the Chicago railroad yards  
some I. W. W. wrote upon the side  
of a boxcar the inscription:

No beer, no work!

When the car reached Milwaukee,  
a brakeman wrote under the first  
inscription the following:

No work, no pay!

En route to Madison, another  
workman added this:

No pay, no eat!

In the Madison yards a mainte-  
nance man wrote the final chapter:

No eat, no live!

Politicians may screech, preachers  
may preach, economists may write,  
sociologists may slum and their com-  
bined output will add nothing to the  
dicta:

No beer, no work!

No work, no pay!

No pay, no eat!

No eat, no live!

Than work there is no other pana-  
cea. Work is man's natural state.  
Every normal, healthy man works,  
whether he has to or not. The  
world lives on production. Hence  
work must lend itself to production.  
The man who has an idea of a time  
when men shall live without work  
is on a par with the man who pro-  
poses to give everybody something  
without taking anything from any-  
body.

A photograph of the side of that  
old boxcar with its philosophic in-  
scriptions would become a national  
treasure if hung conspicuously  
within the commons of every Ameri-  
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## Must Modernize Plant

(Continued from page 6.)

equipment for immediate use in handling the traffic of the country presents a very serious problem at this time and one that should receive our careful consideration. Authorities estimate the shortage of equipment for present requirements at 262,000 freight cars, 5,000 locomotives and 5,500 passenger cars. These numbers will have to be added to very liberally during the next three to five years. As such tremendous quantities of railway equipment cannot be immediately produced, it becomes our duty to make every possible effort toward securing the utmost service from each unit now in existence. If the time locomotives and cars are held at terminals or in shops can be reduced the result is equivalent to that effected by the purchase of additional equipment; consequently, anything that can be done toward avoiding unnecessary delays and speeding up repair operations will be of extreme value during this crisis.

### FUEL SAVING NEEDED.

"Difficulty in financing the purchase of new power and the desire to obtain rapid deliveries may in some instances exert a tendency to eliminate fuel and labor-saving devices from locomotives recently ordered. As fuel represents the heaviest single item of material expense in the operation of railroads and as the indications are that this expense will continue to increase, I cannot see how it is possible to justify a policy of this kind. We should all be in a position to point out in a convincing manner the error of building locomotives today, in the construction of which we fail to incorporate those important devices of economy which have made the modern locomotive a machine of high efficiency as compared with locomotives of the older types.

"It is of equal importance that every effort be extended to maintain a suitable relation between the amount of power and other equipment provided for and the available facilities for repairing and handling this equipment if we are to operate with the desired degree of efficiency. Our car and locomotive repair shops, roundhouses and terminal facilities should be improved and enlarged coincident with, or prior to, the time additional equipment is secured. In view of present abnormal conditions there may be a tendency to delay these important improvements, awaiting possible lower labor and material costs. This tendency, however, should not be permitted to extend to such a point as to postpone the installation of facilities, the lack of which will cause a loss greater than the possible, but uncertain, saving anticipated at some later date.

"I desire particularly to mention the work of the Committee on Standard and Recommended Practice, and to call attention to the fact that Section-III of the American Railroad Association now has a manual containing the standard and recommended practices adopted by both the American Railway Master Mechanics' and Master Car Builders' Associations, which have been harmonized and brought up to date under the supervision of the above committees.

"Upon reading over the committee report on Modernization of Stationary Boiler Plants, it impressed me as being an exceedingly valuable addition to our knowledge upon this subject. In view of the ever-increasing cost of fuel, our stationary boiler plants will require

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MODERN METHODS  
LESS IMPURITIES

careful attention. The committee points out where to look for inefficient conditions and how to remedy these conditions when found, together with important information pertaining to boiler plant equipment and special methods of fuel combustion.

### PRAISES COMMITTEE REPORTS.

"The report on scheduling and routing systems for locomotive repair shops covers a subject of timely interest. A study of this report will enable us to understand the best systems now in use upon various railroads, and will also be of great service in the consideration of similar plans for the handling of locomotive repair operations in shops under our jurisdiction.

"I have advocated the establishment of a joint testing and research bureau. The committee appointed to study this matter has submitted a very instructive report and calls attention to the vast service such a bureau would be to the railroads.

"The Committee on Engine Terminals, Design and Operation, also the Committee on Repair Shop Layouts, have accumulated valuable information covering the general trend of terminal improvements. They have not, however, been able to submit definite recommendations, due to the fact that the various railroads express a wide difference of opinion on practically all matters pertaining to the above subjects. Many of the questions involved are governed largely by local conditions, so that it is difficult to formulate recommendations sufficiently broad to cover the entire situation. Judging by progress made I am confident that, if these committees are continued and given sufficient opportunity, it will be possible to harmonize the different ideas advanced by the various railroads and eventually secure valuable recommendations as to the best practice in the design and operation of terminal facilities.

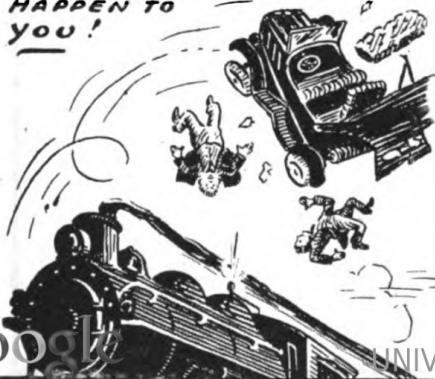
"In giving consideration to the various matters pertaining to railroad affairs, we should all realize that these problems are indirectly of vital importance to the entire nation."

NOTE: The address of Mr. Tollerton, delivered before the Mechanical section of the American Engineering Association held at Atlantic City recently, which contained an elaboration of the ideas in the above article, has been printed in pamphlet form and is being distributed among railroad officials throughout the United States.

tation circles.

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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.

## Little Help for the Railroads

The stream of credit, despite a great conservation effort, has been greatly delayed in reaching the railroads. The drouth in that quarter may be measured by a summary of the railroad borrowing for six months ended with June. The *Journal of Commerce* places the total of bonds, notes and stocks issued at \$278,258,000, or \$28,300,000 less than in the first half of 1919. In the same time industrial corporations have issued securities of more than \$1,521,900,000, an increase of \$645,600,000.

By comparison with our recent industrial expansion that of the railroads thus appears trivial. The safe policy on which America has builded for the last sixty years has been to follow railroad building with other industry. It was on this plan that the Western States were added to the Union. Experience has been disregarded in the persistent neglect of railroad needs. We have already suffered severely in the failure to distribute last year's crops and this year's coal, coke and many finished products of the factories.

Railroad needs of expansion have not arisen in a few months. They have been accumulating for nearly ten years. We had several years of public hostility before Federal ownership. In that time rates were held down to the starvation point. Investors thus were discouraged. Under government ownership there was no improvement. Even the replacement of cars and rails on existing lines was neglected last year. Capital continued to seek other channels. It is not surprising that it did.

We have starved the old horse and loaded the wagon high. No wonder he moves slowly. A meagre supply of materials, badly needed for replacement, is promised in the \$300,000,000 government loan. It has not yet reached the rails. It must be slow in effect. While neglecting railroads we also starved the car-building industry. Held down to the needs of a 1910 railroad system the car industry can not overnight jump like Jack's magic beanstalk into 1920 maturity. In fact there are no orders yet large enough to justify such a growth.

Railroad executives of long experience estimate that a billion a year for material is needed by the roads for the next five years. At this time only half the \$300,000,000 government loan has been provided. We have a menacing situation in vast industries that have outgrown the means of transportation. It has been weakly handled in this small and insufficient provision. The need would justify a special session of Congress had not the present body already dealt so timidly with a condition of such gravity.—*Financial America.*

## Iowa Has Everything

It is an exceptional town that can make such a showing as that of Orange Township, Blackhawk County, Iowa. Of the 142 farm homes in the township, all have newspapers and magazines; 125 have libraries, with an average of 100 volumes; 132 have telephones; 80 have pianos; 79 have automobiles; 76 have vacuum cleaners; 72 have furnace heat; 68 have power washers; 63 have electric light; 57 have running water; 47 have bathtubs.

*Rock Island Magazine for August, 1920.*



## Rock Island Asks Loan of \$21,500,000 from U.S.

The Rock Island System has applied to the Interstate Commerce Commission for \$21,500,000. In its application, the corporation requested \$8,000,000 for improvements, \$5,000,000 for equipment and \$8,000,000 to take care of maturing obligations.

Speaking of the application, L. C. Fritch, vice president in charge of construction and equipment, said:

"We have held our application down to the minimum. The amount asked for equipment will pay the entire cost of new cars and engines we expect to buy. The amount desired for refunding is asked of the government to enable us to escape the high outside interest charges.

"Our budget for equipment includes 35 locomotives, 500 coal cars, 85 steel passenger cars and 50 cabooses. Freight cars that sold for \$800 before the war now cost about \$3,300 and locomotives that ran around \$25,000 to \$30,000 previous to 1917 now cost \$65,000 to \$70,000."

## Anyway, Thirteen Million Is Some Little Increase

The population of Continental United States is estimated at 105,000,000 by J. A. Hill, chief statistician of the Census Bureau. His calculation is based on the combined population of 1,406 cities and towns for which statistics have been announced.

The increase over 1910 is placed at about 13,000,000, showing the growth of the country has not kept pace with that of the previous decade. Almost complete cessation of immigration during the war is the chief reason assigned for the falling off in growth. Other suggestions were the two influenza epidemics, return of aliens to their native lands and death of soldiers abroad and at home during the war.

### FROM BABEL'S NIGHT.

The great dark cave of steel  
Where, all day long, feet clattered to the trains

Is almost silent now;  
All but the last train of the night has gone.

Upon the waiting platform  
A little knot of people sit or stand,  
Incurious, unalert,  
Waiting for time to fall.

A lover and his girl  
Look in each other's eyes;  
Women with dancing slippers tap the stone,  
A helpless drunkard in a corner snores.

A weary laborer nods upon a bench;  
A girl with painted lips  
Leers sidewise at a man;  
A cat walks slowly over the littered floor.

Here are the wrecks, the lost,  
Who pass out, drugged with weariness,  
From dark illusion's shrine  
To suburbs in the night.

And what they take away  
From Babel, none of them has strength  
to tell,  
Their eyes are filmed with sleep,  
Their slackened hands grasp nothing—  
ness.

JOHN COULD FLETCHER

## A PLAYGROUND FOR ALL THE PEOPLE



The Picnic Ground at Ideal Park, Endicott, N. Y., is very popular in Summer. In addition to the picnic ground every known form of outdoor amusement is to be found here.

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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.

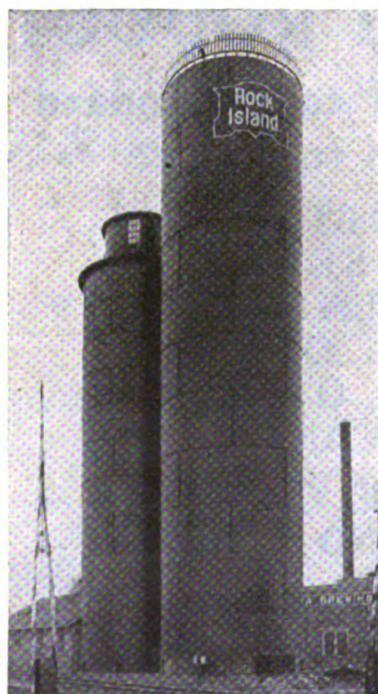
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Railroad Dept.,  
Steger Bldg., Chicago

## GRAVER Corporation

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## Take Out of Politics

(Continued from page 13.)

law and to use all means at the government's disposal to visit upon dishonorable practices condign punishment."

"But," adds Mr. Kahn, "the people themselves and their chosen representatives cannot, in fairness, be entirely absolved from responsibility for the regrettable excesses which were engendered by the period of vast national development from the close of the Civil War to the first years of the present century."

Mr. Kahn arraigns the inadequacy of the law under which the Interstate Commerce Commission works, insisting that to his knowledge there is no parallel in any other country to the enactment which places our greatest industry, down to its minutest details, under the almost absolute power of seven men owing defined accountability to no one, selected for relatively short terms and according to no particular standard of training or qualifications.

"The Interstate Commerce Commission being at the same time prosecutor, judge and jury, may assuredly be termed a negation of the root principle from which the American system of government springs."

Speaking of the relative advantages and dangers of privately-owned and government-owned railroads, Mr. Kahn says, "The two things, i. e., private management and permanent government guarantee of earnings are simply not reconcilable. The railroads cannot eat their cake and have it." Practically all railroad men recognize that thorough public regulation is here to stay. It is the faultiness and inadequacy of the law under which the Interstate Commerce Commission works and the multiplicity of masters under whom the railroads have to serve, that constitutes their main grievances and that cries for reform. On this commission, which has greater power concerning the industrial life of the Nation than is exercised by probably any other tribunal anywhere in the world, there has never yet been appointed a man who came to it qualified by first rate experience in railway operation, or by broad business experience, or any considerable experience in financial matters."

"The program in support of which I believe public opinion is crystallizing more and more is: Let the Government exercise strong and comprehensive control, but fair and constructive, not primitive or strangling. Without eliminating state commissions, let their functions be so adjusted as to avoid conflict with the federal commission in matters of rate-making and security issues. Let railroad-ing then be thrown open to private initiative and enterprise and competition in service: make it an attractive field for capital, and above all, for men of ability and vision.

"Personally," adds Mr. Kahn, "I am wholly opposed to the timid opportunism which would barter away the reality of private initiative and enterprise for a permanent governmental guarantee of earnings."

Through the merging of the Grand Trunk and the Canadian Northern Railways, the business of the two former systems will be transacted by a single organization at Montreal, Toronto, Ottawa, Hamilton, Ontario, Quebec, New York City, Boston and Buffalo.

Rock Island Magazine for August, 1920.



## Ask More Intensive Use of Railway Equipment

Attention of agents and others concerned is called to the following resolution adopted recently by the Association of Railway Executives:

WHEREAS, It is apparent that under existing conditions transportation facilities of the railroads in the United States, with particular reference to the cars and locomotives, are inadequate to handle the unusually large volume of business offered for movement in the country as a whole at the present time; and

WHEREAS, It will be impossible to overcome immediately this deficiency by increasing the number of cars and locomotives, and it is clear that conditions require the most intensive use of the existing facilities; and

WHEREAS, It is recognized that upon release of the carriers from Federal control, not only were the cars and locomotives in the country as a whole inadequate and in an impaired condition, but the distribution of cars as to ownership was such as to prevent the greatest efficiency in their use, and that since the termination of Federal control constant interruptions due to disturbed labor conditions, which it is hoped will cease with the announcement of the wage award, have seriously interfered with the movement of the traffic and relocation of cars.

THEREFORE BE IT RESOLVED, By this Association, that all members thereof and all other common carriers, be urged to devote forthwith their utmost energy to the more intensive use of the existing equipment, and that, as a program to be followed in this connection, they should undertake with the co-operation of the public to secure for the country as a whole:

- (1) An average daily minimum movement of freight cars of not less than 30 miles per day.
- (2) An average loading of 30 tons per car.
- (3) Reduction of bad order cars to a maximum of 4 per cent of total owned.
- (4) An early and substantial reduction in the number of locomotives now unfit for service; and
- (5) Should make more effective efforts to bring about the return of cars to the owner roads.

RESOLVED, That all railroad companies shall forward to the Advisory Committee or such agency as the latter may designate, reports that will enable a check to be kept currently of performance under this resolution, and the Advisory Committee shall arrange for comparative compilation of such reports and make distribution to the individual companies.

RESOLVED, That the Advisory Committee be instructed to acquaint the Interstate Commerce Commission with this action.

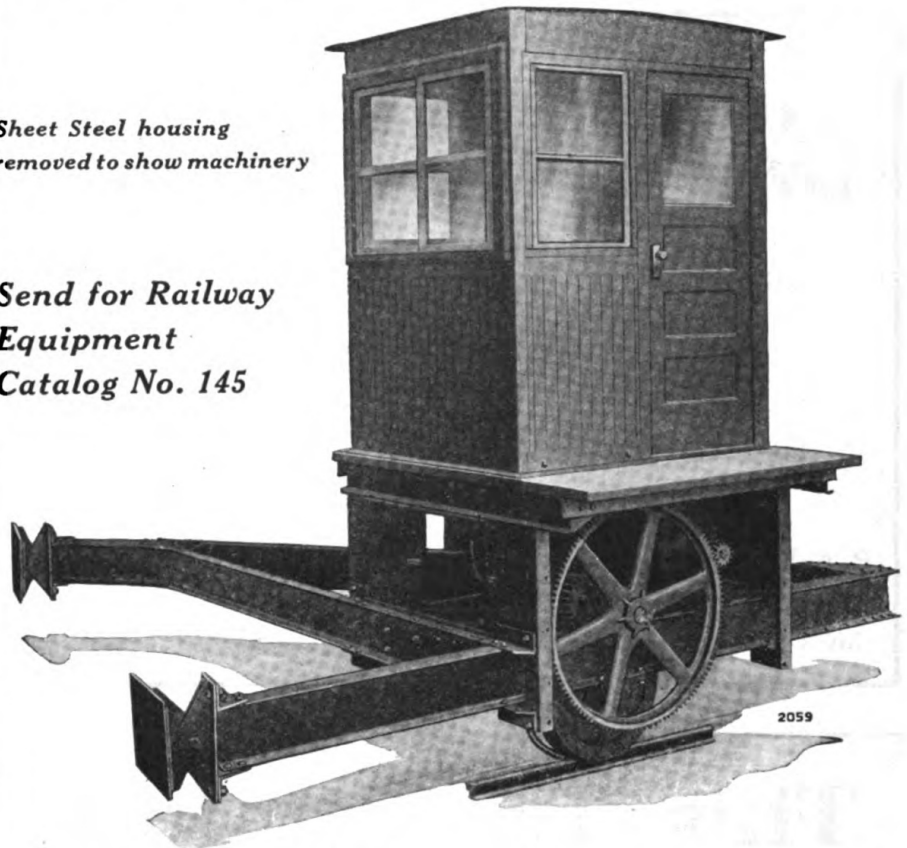
NOTE: While the car performance proposed has never before been attained, it is believed that such a performance is not impossible of attainment if the full co-operation of the public can be secured.

A new record for non-stop flight has been set by an all-metal monoplane, flying from Omaha, Nebr., to a point near Philadelphia, Pa., a distance of 1,200 miles, before landing. The machine was piloted by Bert Acosta and carried two passengers.

## New Turntable Tractor

Sheet Steel housing  
removed to show machinery

Send for Railway  
Equipment  
Catalog No. 145



A simple rugged design, built to stand up under most severe service. Made for turntables of any capacity and pit rail radius.

All machinery is located underneath cab floor and enclosed on all sides in sheet steel housing. Send for specifications.

**WHITING FOUNDRY EQUIPMENT CO.**

HARVEY, (Chicago Suburb), ILL.

**WHITING**  
CRANES OF ALL TYPES / FOUNDRIES EQUIPPED COMPLETE

## NATHAN MANUFACTURING COMPANY

New York, N. Y.

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

Injectors, Boiler Checks, Main Steam Valves, Gauge Cocks, Reverse Gear Throttle Valves for Standardized Government Engines.

The trade-mark, **NATHAN**, is the mark of quality, efficiency and high standard for high grade locomotive accessories.

UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN



# RAIL ANTI-CREEPERS



**THE P. & M. CO.**

P. & M. CO. LTD.  
CORISTINE BLDG.  
MONTREAL, P. Q.

CHICAGO  
NEW YORK

THE P. & M. CO. (ENGLAND) LTD.  
31 BUDGE ROW  
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## This Trade Mark

**Track Tools**



**Nut Locks**

on your track tools  
means a satisfied work-  
man and better work.

Let us prove the  
economy of their use.

Forty-four years of  
quality building goes  
into every tool with  
our trade mark on it.

**VERONA TOOL WORKS**

CHICAGO

PITTSBURGH

## The Buckeye Steel Castings Co.

COLUMBUS, OHIO



Bolsters

Yokes

Frames

Major and M. C. B.

"D" Couplers

NEW YORK OFFICE  
50 Church St.

ST. PAUL OFFICE  
87 Merchant Bank Bldg.

CHICAGO OFFICE  
619 Railway Exchange

## Director General Urges Early Rail Settlement

Director General Payne of the Railroad Administration recently addressed a letter to the railroads urging the importance of reaching final settlements between the Railroad Administration and the companies at the earliest possible date.

"It will be my purpose," he said, "to deal as liberally as may be to the end that all proper assistance may be given the roads, but action in this regard will be in aid of final settlements, it being the definite policy to wind up the affairs of the Railroad Administration at the earliest moment possible. By final settlement is meant compensation, maintenance and claims of all kinds pro and con. If genuine co-operation is given by the roads it is hoped that final settlements may be made with reasonable promptness."

## By the Way, Speaking of Mud-Slinging Campaigns

The following comes from W. J. T. Millar of New York:

"Talking of meteorologic phenomena, did any of your readers ever get into a mudball storm? I witnessed one in western Kansas.

"We had had a heavy wind for about three days, and the air was full of sand and dust, very high up. A severe rain came on and soon round balls of mud began to fall. Some of them weighed as much as one pound and over. Dogs and chickens were killed and even cows were knocked out. The storm was soon over, leaving mud all over the little town. This happened in Syracuse, Kan."

## More Tumbling Mill Devices Put on Market

Development of the tumbling mill for all classes of machine shops, with improvements dating up to within the last thirty days, is revealed in an illustrated catalog just issued by the Whiting Foundry Equipment company of Harvey, Ill. Three standard types of tumbling mills have been developed by this company and recently placed upon the market. The company also announces it is prepared to furnish dust-collecting systems for use with two of its types of mills, which also can be equipped with a ratchet door-lifting device enabling the operator of the mill to remove the heavy doors without assistance in less than one minute. The booklet known as "Catalog No. 153," will be furnished free on request. It is handsomely illustrated with photographs and detail cuts.

## Build Own Cars

The scarcity of coal cars and the great need of getting a full supply of fuel without interruption has caused the Illinois Steel company to authorize the immediate construction of coal cars of its own. Work has begun on 500 cars in the company's own shops and it is not unlikely that 3,500 cars will be built before the construction plan is completed. Other steel companies are doing likewise.



## 81 Gobs Pass Test for Annapolis Entrance

Eighty-one enlisted men of the navy and marine corps, a record number, passed the recent examination for entrance to the naval academy.

The highest number prior to this year was fifty-three in 1918. Ten of the eighty-one who passed this year were marines and the remainder were in the navy service. There are more than 100,000 enlisted men in the navy and marine corps.

## Save the Forests

Depletion of the forests of the United States within 60 to 75 years with a resultant slump in all enterprise that depends wholly, or in part, on forest products, can be averted if action is taken without further delay, says the American Forestry Association of Washington, D. C.

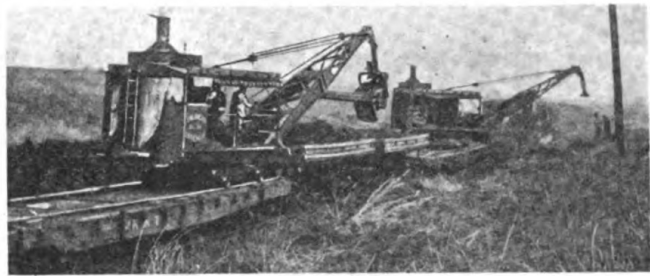
While at the present rate of cutting it is agreed that the forests of the United States are sufficient for only 60 to 75 years, it is pointed out by forestry experts that if private organizations adopt logging methods that will protect young growth and leave logged-off lands in condition for forest renewal, the young trees of today will be of merchantable size when needed.

Since it takes from 60 to 100 years to produce forest trees of commercial size, private owners of timber lands are not likely to be interested in forest reproduction as an investment, the American Forestry Association points out. The relationship of timbered areas to future needs; their incentive to tourist travel; the fact that they serve as water reservoirs, etc., make the public vitally interested in seeing them continued and for this reason state and national acquirement of logged-off areas and protection of such areas against fire is proposed as the solution of the continued timber supply problem.

## Fight Carelessness

The big fact with regard to public and industrial accidents is that nearly all of them can fairly be called preventable. During the year 1919, according to a life insurance company's report, accidents killed 53,544 persons in the United States. It is true that some of the accidents could not have been prevented by reasonable diligence and precaution. By far the greater part, however, are said to be traceable to some one's carelessness. Carelessness is the hardest obstacle in the way of all public safety movements. Laws cannot reach the careless worker who fails to make use of safety appliances provided for his protection. Laws are powerless in case of the careless auto driver or pedestrian, or the man who takes reckless chances. These must be reached by campaigns of education. Such campaigns, which are under way everywhere, are of the utmost practical value to the country. The loss of nearly 54,000 lives by accident in a year is a staggering thing to have to think about. Then we must take into account the accidents that were not fatal, but which maimed men, women and children for life or made them lost days, weeks and months of production effort. Such a state of affairs should make every one anxious to take part in the fight against carelessness, thus rendering them earnest disciples of Safety First.—Pacific Semaphore

"I loaded 10  
fifty-ton cars  
with coal on  
May 22nd, and  
spotted my own  
cars with the  
Ditcher."



That is what Mr. A. W. Hall, "AMERICAN" Ditcher Engineer for the Chicago, Rock Island & Pacific R. R. at Eldera, Mo., wrote us on May 23rd, 1912.

That was eight years ago and since that time the Rock Island Lines and many others have acquired and are using "AMERICAN" Railroad Ditchers for handling coal at coaling stations, storage piles and cleaning up scattered coal.

It is one of the surest and most economical methods of handling coal, besides being a Master at ditching.

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



# AMERICAN

## HOIST & DERRICK CO.



St. Paul, Minnesota

# GLOBE SEAMLESS STEEL TUBES

Boiler Tubes

Arch Tubes

Superheater Tubes

Safe Ends

Mechanical Tubing

## Globe Seamless Steel Tubes Co.

General Sales Offices:

Peoples Gas Building, Chicago

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30 Church Street, New York City

Book Building, Detroit

## Creco Brake Beam Support and Safety Device

prevents brake beams from coming down on the track, causing derailments.

The use of the Creco Brake Beam Support also means eliminating the immense waste due to brake shoes wearing unevenly.

Creco Brake Beam Supports decrease train resistance 10% or more

CHICAGO RAILWAY EQUIPMENT CO., McCormick Bldg., Chicago

# GROVELAND COAL

*"Not a Clinker  
in a Carload"*

## GROVELAND COAL

SOLD ONLY BY

**Bickett Coal & Coke Co.**

**McCormick Bldg., Chicago, Ill.**

Peoria, Ill., Office - - 339 Hippodrome Bldg.

## DOMESTIC and STEAM COAL

(Capacity 6000 Tons per Day)

**DAWSON  
COAL  
AND COKE**

## DOMESTIC and SMELTER COKE

(Capacity 1000 Tons per Day)

**DAWSON FUEL SALES COMPANY**

SOLE VENDORS

**DAWSON, NEW MEXICO**

## Answers to Our Monthly Quiz

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

1. Honolulu is situated on the island of Oahu in the Hawaiian group in the Pacific ocean.
2. Gainsay means to deny or contradict.
3. Levi P. Morton was Vice-President of the United States under Benjamin Harrison.
4. Earwigs are harmless beetlelike insects, once popularly supposed to creep into the human ear.
5. Vasco Da Gama was a celebrated Portuguese navigator who discovered the sea route to India by way of the Cape of Good Hope in 1498.
6. A loggia is an open-sided gallery or arcade.
7. Timothy Titcomb was the pen name of J. G. Holland, an American author and journalist. He died in 1881.
8. The age of Pericles, during which Athenian culture and arms were at their height, roughly corresponds with the life of the celebrated Athenian statesman and orator. He was born about 495 B. C. He died in 429.
9. The first director general of railroads during the period of government control was William G. McAdoo. The second and last was Walker D. Hines.
10. The father of William Shakespeare was a wool stapler.
11. Carter H. Glass is from Virginia.
12. The colors of the flag of Portugal are red and green with a device in gold.
13. Cleveland, Ohio, is the fifth city in population in the United States.
14. A gewgaw is a showy trifle. Both "g's" in the word have the hard sound as in "get." The "ew" is pronounced as the "ue" in hue.
15. The word german in the compound word cousin-german means pertaining to or related to. It has no connection with German, but comes from the Latin "germanus," meaning the same germ or stock.
16. The Hellespont, which is another name for the Dardanelles, is the body of water, swum, according to Greek legend, by Leander. It separates the peninsula of Gallipoli from Asia Minor.
17. The largest library in the world in the number of its volumes is the Bibliotheque Nationale in Paris.
18. The Parcae in Greek mythology were the three fates. Their names were Clotho, Lachesis and Atropos.
19. On the tapis literally means on the carpet. In its familiar figurative sense it means under consideration. The phrase originated in the tapis or cloth with which the table of the council chamber of the House of Commons was covered.
20. The first name of Venizelos, the distinguished Greek statesman, is Eleutherios.
21. Three secretaries of state have served under President Wilson. They are William Jennings Bryan, Robert Lansing and Bainbridge Colby.
22. The island of Haiti in the West Indies is divided between the republics of Haiti and San Domingo.



23. Fanny Elssler was a celebrated dancer of international reputation. She became themorganatic wife of Prince Adalbert of Prussia in 1848 and was ennobled by the king of Prussia as Countess von Barnim. Her dates are 1808-1878.
24. The constitution of the United States, as declared in force in 1789, did not permit the imposition of such a federal income tax, as the one now operative. The legality of that tax, however, is assured by the sixteenth amendment to the constitution, ratified in 1913.
25. It is estimated that one common housefly lays 20,000 eggs in the course of a season.
26. The two highest mountains on the American continent are Aconcagua, 23,290 feet, and Tupungato, 23,000 feet. They are both in the Andes in South America.
27. The first Atlantic cable was laid in 1866.
28. Germany signed the peace treaty on June 28, 1919.
29. Geodesy is the branch of mathematical learning dealing with the figure and area of the earth or large portions of it.
30. A presidio is a fort or garrison town. The word is Spanish

### \* \* \*

#### **Rock Island Receives 1,000 Grain Cars**

The Interstate Commerce Commission recently ordered the Southern Pacific to deliver to the Rock Island 1,000 freight cars for use in relieving the wheat congestion in Oklahoma and the Texas Panhandle. It was said at the time large quantities of Texas and Oklahoma grain from last year's crop is still lying on the ground, and that harvesting of the 1920 crop is about to begin.

### \* \* \*

#### **Kitchen Economics**

(Continued from page 24.)  
ing days, boil again, and pour over the peaches. Then cover tightly and keep in a cool place.

##### **BLUEBERRY CATSUP.**

- 8 quarts of blueberries
- 2 quarts of boiling water
- Sugar
- Pepper, cloves, mace, cinnamon,
- white mustard

Let the berries stand in the boiling water for 10 hours, then press through a sieve and measure. Allow one teaspoonful of each of the spices to each gallon of this juice. Simmer for an hour, strain, and add one-half pound of sugar for each quart. Boil together until the sugar is dissolved, then add the juice of several lemons to the tartness desired.

##### **RASPBERRY CATSUP.**

- 8 quarts of raspberries
- 1 quart of vinegar
- Mace, cinnamon, white mustard,
- pepper
- Sugar

Let the berries simmer in enough boiling water to cover for 10 minutes. Press out the juice, then add one-half pound of sugar for each quart of juice, and one-half teaspoonful each of the spices. Boil down to one-fourth the quantity, then add vinegar. Bottle and seal while hot.

## **RED ROCK COAL COMPANY**

**Shippers and Producers  
of the best burning domestic coal.**

**Mines located on the Chicago,  
Rock Island & Pacific Railroad,  
Melcher, Iowa.**

## **RED ROCK COAL COMPANY**

**Office 1220 Hippee Bldg.,  
Des Moines, Iowa**



### **PETTIBONE MULLIKEN Co.** 725 MARQUETTE BUILDING CHICAGO

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

**Manufacturers and Dealers in ICE—Made from Pure Distilled Water**

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

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



### **ZAPON LEATHER CLOTH CO.** Formerly Boston Artificial Leather Co. **LEATHER CLOTH of QUALITY**

**200 Fifth Ave., Cor. 23rd St.  
Fifth Avenue Building NEW YORK**

Original from



# Ball

OFFICIAL RAILROAD STANDARD

## Watches

### The Flagman Says:

"When we're out on our run and the train stops, the rear end becomes the real 'business end,' and that's when my real business is made easier by a dependable watch—A Ball Watch."

That's what they all say—"a dependable Watch—a Ball Watch," because it is dependable always and all ways.

Let your new watch be a Ball.



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



## Drainage Important

(Continued from page 19.)

erosion are protected with rip rap or otherwise. We must provide openings under the road bed sufficiently large to take care of the water from the drainage area as otherwise the water would be backed up, over-flowing or filtering into the fills. Culverts must be laid deep enough to carry off the water as it reaches the opening, but not deeper than necessary; as if made too deep, and without sufficient fall of the ditch above and below, the opening would soon fill up with sand or other sediment.

Practically all railroads have a system of drainage of their own. For the sake of drainage it is necessary that all ditches be kept clean and open at all times as otherwise the water will permeate the road bed, eventually causing soft spots or slides.

The fall of the ditch is as important as its cross section. Too much fall might cause washing, while if the fall is not steep enough the ditches will not keep self-cleaning or carry off the water fast enough. In long cuts it is quite often possible, at a small expense, to install cross drains under the track to dispose of the water instead of carrying it on one side of the cut the entire distance, to permeate portions of the road bed, which might otherwise be comparatively dry. Surface ditches, above a cut through sloping ground, will quite often divert a large volume of water, which would otherwise be discharged into the cut, not only overtaxing the capacity of the track ditch, but also softening up, washing, or seeping into the slope of the cut, eventually causing slides or filling up of the track ditch. Water discharged from cuts should never be permitted to flow on to the fill, as this would cause washes, but should always be diverted outside of the slope. In a majority of cases embankments are constructed on transversely sloping ground, and unless an intercepting ditch be built above the base of the fill, the surface water will saturate the base of the fill and the underlying material.

Depressions formed in the surface of the road bed will soon cause soft spots as the water will permeate the fill until a serious slide might occur. Such depressions must be immediately filled up with impervious material; where fills have washed they should be repaired without delay. In widening the road bed care must be taken to see that impervious material is not placed above the old grade so as to form a pocket that would hold water. A regular inspection of culverts and smaller openings should be made.

## Car Shortage Acute

"The situation with respect to the building of new freight cars," says the *Railway Age*, "is anything but satisfactory. There never was a time when the railways needed so much new equipment or needed it so acutely as they do now. The estimates of those who have made the most careful studies of the subject agree that in order to handle satisfactorily the traffic the country can offer the railways at the present time, the roads should have in service about a quarter of a million cars more than they have. In spite of the fact that this great shortage of cars exists, the number on order with the car manufacturing companies on June 1 has been ascertained to have been only 43,000, and most of the orders for these were placed in the immediately preceding



### GANSCHOW

"QUALITY"

### GEARS

WILLIAM GANSCHOW COMPANY  
CHICAGO ILLINOIS





# MOGUL

UNION MADE

# Overalls

The brass buttons on Mogul overalls are fastened securely. Workmen can depend upon them to "stay put."

*All Sizes at All Dealers*

WESTERN UNION MANUFACTURING COMPANY

Kansas City, Mo.

Dallas, Tex.

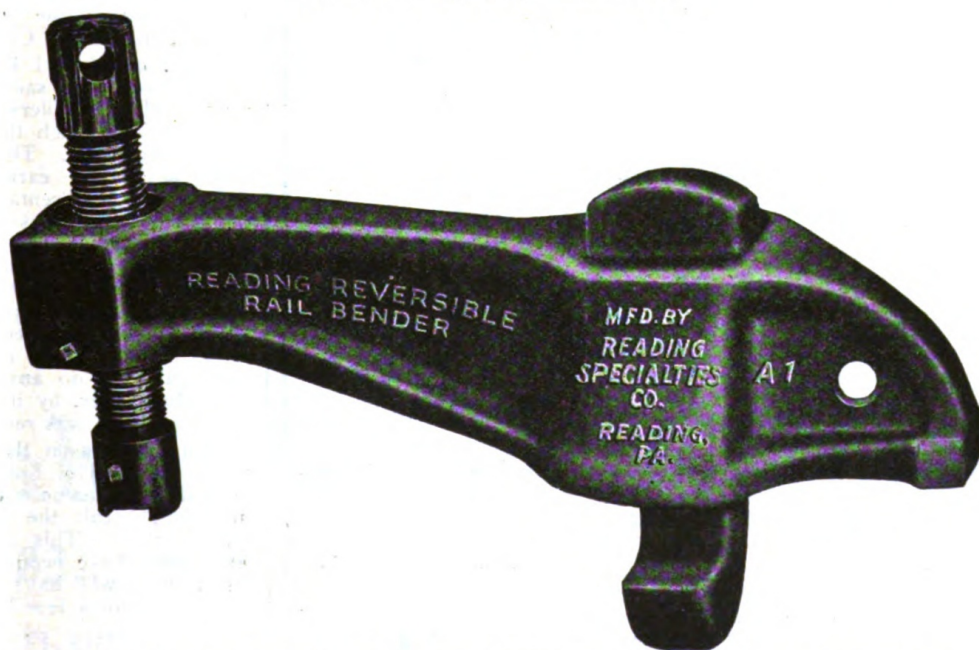
Sedalia, Mo.

San Francisco, Calif.

*More Wear For The Money*

## READING REVERSIBLE RAIL BENDER

A TWO-IN-ONE BENDER



It does the work of two benders of any other type

Manufactured and sold by

**READING SPECIALTIES COMPANY**

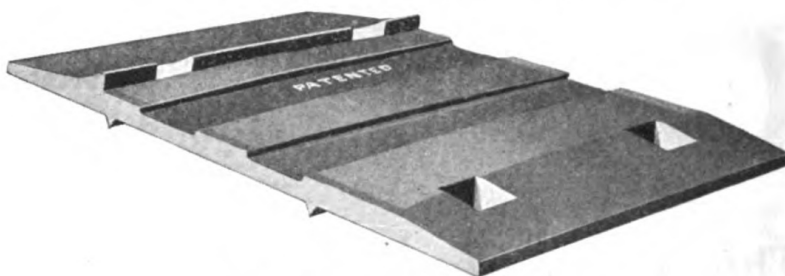
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READING, PENNA.

Original from  
UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN

The **RRS Cambered Top, Ribbed Bottom Tie**  
Plate shown below is standard on the  
**ROCK ISLAND LINES**



We also manufacture and sell

Chicago Derailers, Wigwag and other Highway  
Crossing Signals and Accessories

**THE RAILROAD SUPPLY COMPANY**  
Bedford Building, CHICAGO

## Quick Duplication

of form letters, office blanks, notices, instructions — anything handwritten or typewritten — by the Mimeograph! Takes little more than the time to write the stencil. No slow typesetting and distributing. Finished product ready within a few minutes. And the wonderful new dermatype stencil produces absolutely unmatched work—clear — accurate — exactly duplicating the original. You need a Mimeograph to save time and printers' bills—to improve the appearance of your form work.

**Investigate.**

## ST. LOUIS & O'FALLON COAL CO.

Producers of

### STANDARD COAL

Capacity of Mines 6,000 Tons Per Day

General Offices: 2925 South Broadway, St. Louis, Mo.

THOMAS M. JENKINS  
President

ADOLPHUS BUSCH, III.  
Vice-President

GEO. E. KAUFFMANN  
Sec'y-Treas.

weeks. This is less than one-half as many as are needed annually, not to increase the supply, but merely to replace those that must be scrapped. The number of orders became so small for a time that in the month of May the total number of cars built was only 2,700.

"When it is considered that the car manufacturers of this country have a capacity of about 27,000 cars a month, or 320,000 a year, and that they actually have built 240,000 cars for the railways of the United States in a single year, the significance of the figures given regarding the small number recently built and the small number now on order becomes apparent. If the railways get a prompt and favorable decision in the rate advance case there undoubtedly will be a large increase of orders within a short time, but it is too late now for many cars ordered in the future to be delivered in the year 1920. The delays in ordering cars have been largely due to the delay in returning the railways to private operation. This, of course, rendered it impracticable for the Interstate Commerce Commission to make advances in rates under the new law early in the year, and as long as the rate question is unsettled it is financially impossible for most roads to commit themselves to large expenditures for equipment or anything else. The sooner the Commission renders its decision and the more favorable it is to the railroads, the sooner the railways will become able to begin placing orders that will tend to make up the great shortage of transportation facilities. At present this shortage of facilities is rapidly growing greater every day."

\* \*

### Protest Against Idlers

Twelve million Indians, who have slaved for five cents a day for five years at a time to support 3,000,000 idlers, cry out for help to the newly formed National Agrarian party, according to Cristoforo Ibanez, who made the keynote speech at the party's organization meeting in Mexico City.

"Since childhood I have lived the life of the peasants," said Ibanez. "I know how much the toilers of the field have suffered, how much they need, and how much they merit. They have spent five years at a time earning the miserable daily wage of 10 centavos (5 cents tilling the earth with the sweat of their brow for other people's profit. In the beginning of our history as a people the Indians were reduced to worse than nothing by the Spanish agents, who, to enslave them, inculcated in them fanaticism for the Virgin of uadalupe, so as to be able to do anything they pleased with them later, by invoking this name; and the Indian was reduced to slavery."

"For this reason the Indian hates the white man. The Indians, who call the animal that roams the fields cuauhcoyote, simply call the white man coyote, that is thief. This because for a long time there have been in Mexico 12,000,000 Indians who have supported 3,000,000 idlers and not a few Europeans who also live off them."

\* \*

The International Association of Rotary Clubs, in convention at Atlantic City, created a "Rotary League of Nations" through changes in its constitution. The seventeen nationalities represented are divided into nine territorial divisions, each with its own district convention.



# **GOOD COAL —PEABODY—**

COAL mined by most modern methods.

COAL screened and picked with unusual care.

These are the reasons that the trade know that coal from Peabody is Good Coal.

Ask your dealer for Peabody Coal.

*Peabody Coal comes from 36 mines—  
all operated by us.*

## **Peabody Coal Company**

**332 South Michigan Avenue, CHICAGO**

**CINCINNATI, OHIO**

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**MINNEAPOLIS, MINN.**

**OMAHA, NEB.**

**PEORIA, ILLINOIS**

**PINEVILLE, KY.**

**ST. LOUIS, MO.**

**SHERIDAN, WYO.**

**SPOKANE, WASH.**

—"to the repair track for one column bolt and two nuts missing on truck."

This means train delay in cutting out the car.

It means a man's time when we have no men to spare.

It means money spent when we must conserve our resources.

It means a car out of service when shippers are begging for cars.

It never could have happened with the Bettendorf One-Piece Cast Steel Truck.

## THE BETTENDORF COMPANY

General Office and Works—Bettendorf, Iowa.

New York

Grand Central Terminal

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**Your name on a "Standard" policy**

**PROVIDES  
PROVED  
ROTECTION**

for those times when you are  
disabled by injury or sickness.

**Ask Any Agent of**

**THE STANDARD ACCIDENT INSURANCE COMPANY**

**of DETROIT, MICH.**

Railroad Dept.

H. C. CONLEY, Supt.

## Crops Present Problem

The railroads are facing a big problem this year in connection with the handling of the crops. The reports of the Department of Agriculture forecast a good crop this year, while considerably smaller than that of the last two years, but they also show that an unusually large percentage of the last year's crop was still on the farm on March 1. Railroad reports show considerable progress made during the last few weeks in reducing the accumulations in storage at the principal markets and a considerable increase in grain loading on the lines in the grain territory, but the roads are entering upon the season for handling the new crops without some of the preparations for it that were made last year. A year ago, following several months during which there was a heavy surplus of cars, approximately 27,000 grain cars were being held in storage in the Central Western region, 27,000 in the Southwestern region and 4,000 in the Northwestern region, awaiting the grain movement. This was made possible by the fact that the Eastern roads had been clogged with idle cars and were glad to have the Western lines take them off their hands. This year the unusual demand for cars of all kinds and the slowing up of movement incident to the strike and the general labor situation, has made it impossible to store cars in the west and it has been necessary to force box cars into the grain territory by arbitrary car relocation orders issued by the Interstate Commerce Commission and the Commission on Car Service ordering the movement of empty cars westward.

Service Order No. 3, issued by the Interstate Commerce Commission, directed the movement of approximately 20,000 serviceable empty box cars of western road ownership from eastern to western railroads during a period of 30 days beginning May 25. This order has been practically completed. On its expiration the Commission on Car Service issued additional similar orders for approximately 28,000 box cars on a 30-day schedule, or 935 cars a day, and recently it has placed additional orders covering 9,000 cars, or 300 cars a day, so that 1,235 box cars a day are now on their way to the Western grain loading roads. Particularly heavy movements have been ordered to the Union Pacific, Santa Fe, Rock Island, Great Northern and Northern Pacific.—Railway Age.

✻ ✻

## Oldest Passenger Agent

John Gilbert, the oldest of the passenger agents at the Chicago Union Station, has just celebrated his 77th birthday. He has been employed as passenger agent for the Chicago, Milwaukee & St. Paul railway for 55 years. He was on duty when the present Union depot was built and saw the big Chicago fire start in De Koven street, just a little way from the present site of the building. Later he had a chance to buy for \$4,500 the ground between Wells and Franklin streets, just south of Adams street, but didn't buy it. Mr. Gilbert was born in England and came to America at the age of 17.

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# 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



## W. E. Babb Is New Assistant Editor

W. E. Babb, railroad editor and assistant financial editor of the *Chicago Evening Post*, has been appointed assistant editor of THE ROCK ISLAND MAGAZINE. Mr. Babb has been engaged in newspaper work for a number of years and is well known in Chicago transportation circles.

## Airplanes Aid in Chase of Murderers

Airplanes were used by Wichita, Kas., police recently, in combing the countryside near there for three bandits who killed W. C. Reed, a special railroad officer. Three suspects were arrested and one of them confessed he fired the shot which killed the officer. The airplanes used were obtained from a Wichita aviation concern. Several machines went up, remaining in the air three hours or more. Meantime, a party of officers and citizens moved along the ground. The three suspects were found asleep three miles from the scene of the killing.

## Traffic Handled in June Was Highest Since 1918

The railways this year have had many things to contend with, including a series of strikes at their terminals, and as excessive number of bad order cars which are a heritage from government operation. Nevertheless, in the first six months of the year they moved more freight of all kinds than ever before in the first six months of any year except 1917 and 1918. In January, February and March the amount of freight moved broke all records for those three months, and probably the same thing would have been true in April, May and June if it had not been for the railroad strikes. When all the statistics are available the indications are they will show that even in May and June, in spite of the strikes, the roads handled within 10 per cent as much freight as the largest amount they ever moved in those two months.

The statistics of the United States Geological Survey regarding the movement of coal tell the same story. The number of tons of coal produced and moved by the railroads from January 1 to June 26, 1919, was 210,640,000, while in 1920 it was 251,953,000, an increase of 41,313,000 tons.

Why, in the face of these facts, are the industrial operations of the country being seriously interfered with and its financial stability threatened by insufficient transportation? There can be only one rational answer to that question. The present conditions are partly due to the strikes, but they are mainly due to the fact that for years the productive capacity of the country has been rapidly increasing while the facilities and capacity of the railroads have been increasing hardly at all.

Present conditions are principally chargeable to those who throughout the years from 1906 to 1917, by fighting to keep the rates and net earnings of the railways on the lowest possible level, did all they could in their respective ways to make it impossible for the carriers to handle the country's commerce.—*Railway Age*.

## FACTS WORTH KNOWING.

"The United States has only 6% of the population of the world, and only 7% of the land, and yet we produce:

- 60% of the world's supply of copper.
- 40% of the world's supply of lead.
- 50% of the world's supply of zinc.
- 60% of the world's supply of aluminum.
- 66% of the world's supply of oil.
- 75% of the world's supply of corn.
- 60% of the world's supply of cotton.
- 40% of the world's supply of silver.
- 52% of the world's supply of coal.
- 40% of the world's supply of iron and steel.
- 20% of the world's supply of gold.
- 25% of the world's supply of wheat.

"We refine 80% of the copper and operate 40% of the world's railroads.

"Before the war we were a debtor nation; that is, we owed to other nations FIVE BILLION DOLLARS. In 1919 we had not only paid this debt, but foreign nations OWED US TEN BILLION DOLLARS. We now own the largest gold reserves of any nation in the world."

## Starts New Publication

Louis Resnick, publicity director of the National Safety Council, has been appointed editor of the *National Safety News*, a new Chicago publication which is to take the place of the bulletins heretofore issued by the council. The *News* will be devoted to the interest of accident prevention and the health of industrial workers.

## The Meditations of Hambone

DEY'D BE A HEAP MO' FOLKS  
WILLIN' T' LET DEY CONSCIOUS  
BE DEY GUIDE. EF DEY  
FOOL CONSCIOUS WOULDN'  
USE SECH PO' JEDGMENT  
WEN DEYS EASY PICKIN'S  
IN SIGHT!



## "Lucky Thirteenth" Holds First Annual Reunion

"The Lucky Thirteenth," as they were known during the World War—the Thirteenth Railway Engineers, in which were enrolled many Rock Island men, held their first annual reunion in Chicago on July 13. It was an occasion long to be remembered and the gatherings will be continued each year, no doubt until tap are sounded for the last of them; for associations and friendships were formed during these trying times, from the day these men entered the Champagne sector until Meuse-Argonne drive at the finish that will be continued in private life.

Of all the celebrations incident to the return of the "boys from over there," that given the Thirteenth Railway Engineers was the greatest on the day they marched home down Michigan avenue in Chicago. They were the first regiment to leave for the war and among the last to return.

At the initial reunion in Chicago, a permanent organization was effected. Among the distinctions conferred upon this regiment is that it was the only regiment to receive the shoulder insignia, which came within five weeks of obtaining four gold stripes.

## Engineer Miliner Dies In Cab of Engine

W. W. Miliner, for forty-three years a locomotive engineer on the Union Pacific and Rock Island, died due to acute indigestion, May 6th, while his engine was pulling the Rock Island "Golden State Limited," near Logan, New Mexico.

Engineer Miliner was born in Hamburg, Pennsylvania, June 19, 1855, and came to Lawrence, Kansas, in his early boyhood days, where he became interested in the Bruce Lumber company and worked with this company until 1874, when he became interested in railroad work and started to work for the Union Pacific railway as a fireman. In 1879, he was promoted to engineer and worked with the company until 1900, when he started working for the Rock Island Railway Company, as an engineer on the Kansas division, out of Herrington. In 1901, he was transferred to the El Paso division, soon after the Rock Island was built through that part of the country, and for the past several years has had a run out of Dalhart, Texas, as engineer on the "Golden State Limited" between Dalhart and Tucumcari, New Mexico.

## Third Division Society Elects Beacom President

The Society of the Third Division, A. E. F., was organized in Chicago on July 16, following a three-days' meeting at the Sherman Hotel, with the election of Captain Harold Beacom, Chicago, son of General Manager T. H. Beacom of the Rock Island Lines, as president. Capt. Beacom was an officer in the Third Field Artillery. Other officers chosen were: Sergeant Fred Dickman, Brooklyn, vice-president; Lieutenant Robert C. Sanders, Little Rock, secretary-treasurer. Members of the executive committee are Colonel Fred H. Turner and Colonel S. P. Philpot, Little Rock and Chaplain John J. O'Leary, Great Bend, Pa., and Captain Frank Reid, Chicago.