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# Rock Island Magazine

*Edited by  
H. E. Remington*

v. 16  
1921



JANUARY

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# Don't Send a Penny



**\$2<sup>98</sup>**  
ON ARRIVAL

We snapped up the entire lot at a tremendous price cut—while they last you get these shoes at wholesale price. Extra heavy weight brown leather. Will far outwear ordinary work shoes. This is the shoe for extra hard service. Barnyard leather, retanned to be proof against acids in manure, milk, soil, etc. Soft and easy. Double solid leather soles—nailed and stitched. Heels reinforced—will not come off. Reinforced stitching throughout. Comfortable, broad last—plenty of toe room. Wide bellows tongues keep out dirt, snow and water. Leather insoles. Sizes 6 to 12. Wide widths.

Order by No. AX1826. Pay **\$2.98** and postage on arrival. Money back if not satisfied.

You will say that we have surely dropped the bottom out of shoe prices when you see these bargains. Even before the war these would have been amazing cut-price offerings—and now they are a positive sensation. No need to look elsewhere. No money to send—only the coupon. If not satisfied after examination, return the shoes and you are not out a cent.

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**Extra Heavy** Biggest work shoe bargain of the year. A manufacturer had these shoes made on a special export order. The order was cancelled.

A big manufacturer had to close out his stock of first grade Scout Style Work Shoes. By paying him the ready cash we got every pair at one of the biggest reductions ever made.



**\$3<sup>59</sup>**  
ON ARRIVAL

We have marked them accordingly. See if you can match this Scout Style Work Shoe at our price—and to give you the chance we send it on approval. Don't confuse this shoe with ordinary quality. This is first grade soft Chocolate Elk Scout Style sport or work shoe—guaranteed A1 quality. Made from selected leather. Tough, but easy on the feet. Strong leather soles. Low broad heels. Sizes 6 to 11. Wide widths.

Order by No. AX1807. Pay **\$3.59** and postage on arrival. Money back if not satisfied.

## Prices Cut on Dress Shoes



**\$3<sup>98</sup>**  
ON ARRIVAL

**Blucher Style** You might pay twice our price for this shoe and not get one a bit better or finer looking. Made of fine black gun metal veal leather on stylish Blucher last. Soft, durable, long wearing and takes a wonderful polish. Low, broad heels. New style medium round Broadway toe. Sizes 6 to 12. Wide widths. One of the greatest shoes for all-round wear we have ever offered. It is one of the best looking dress shoes you will see anywhere and made for wear also—a shoe that will give best kind of service. Order by No. AX1510. Pay only **\$3.98** and postage on arrival. Money back if not satisfied.

Never before have we **Ladies' Hi-Cuts** been able to offer such a bargain as this in ladies' Hi-Cuts—a stunning soft black kid finished, stylish lace boot. Circular vamp and heel foxing. Imitation stitched tip and medallion. Strong leather soles. New 1 3/4 inch walking heel. Very latest last. Sizes 2 1/2 to 8. Wide widths. Order by No. AX999. A regular \$5 value, but you pay only **\$3.98** and postage on arrival. Money back if not satisfied.

NOTE—This bargain possible because a manufacturer had to unload a lot of fine leather at a loss to meet pressing obligations—notes coming due—that made the chance. The maker of these shoes got this fine leather at a wonderful bargain and sold us the shoes at a price which enables us to give you a splendid saving. Don't let the opportunity pass. Send coupon.



**\$3<sup>98</sup>**  
On Arrival

## Send the Coupon

Send no money—only coupon. When shoes arrive pay only the low bargain price, \$2.98 or \$3.59 and postage for the Work Shoes, or \$3.98 and postage for the Dress Shoe or the Hi-Cuts. Compare with shoes that sell for twice our price elsewhere. If not satisfied, return shoes and we will refund your money. Supply is limited, so order quick.

**LEONARD-MORTON & CO.**

Dept. 8269

Chicago, Illinois

LEONARD-MORTON & CO., Dept. 8269 CHICAGO

Send at once the shoes which I have marked X in ☐ below. I will pay price and postage 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. AX1826  
\$2.98 and postage

☐ Hi-Cuts  
No. AX999, \$3.98 and postage

☐ Dress Shoes  
No. AX1510  
\$3.98 and postage

☐ No. AX1807  
\$3.59 and postage

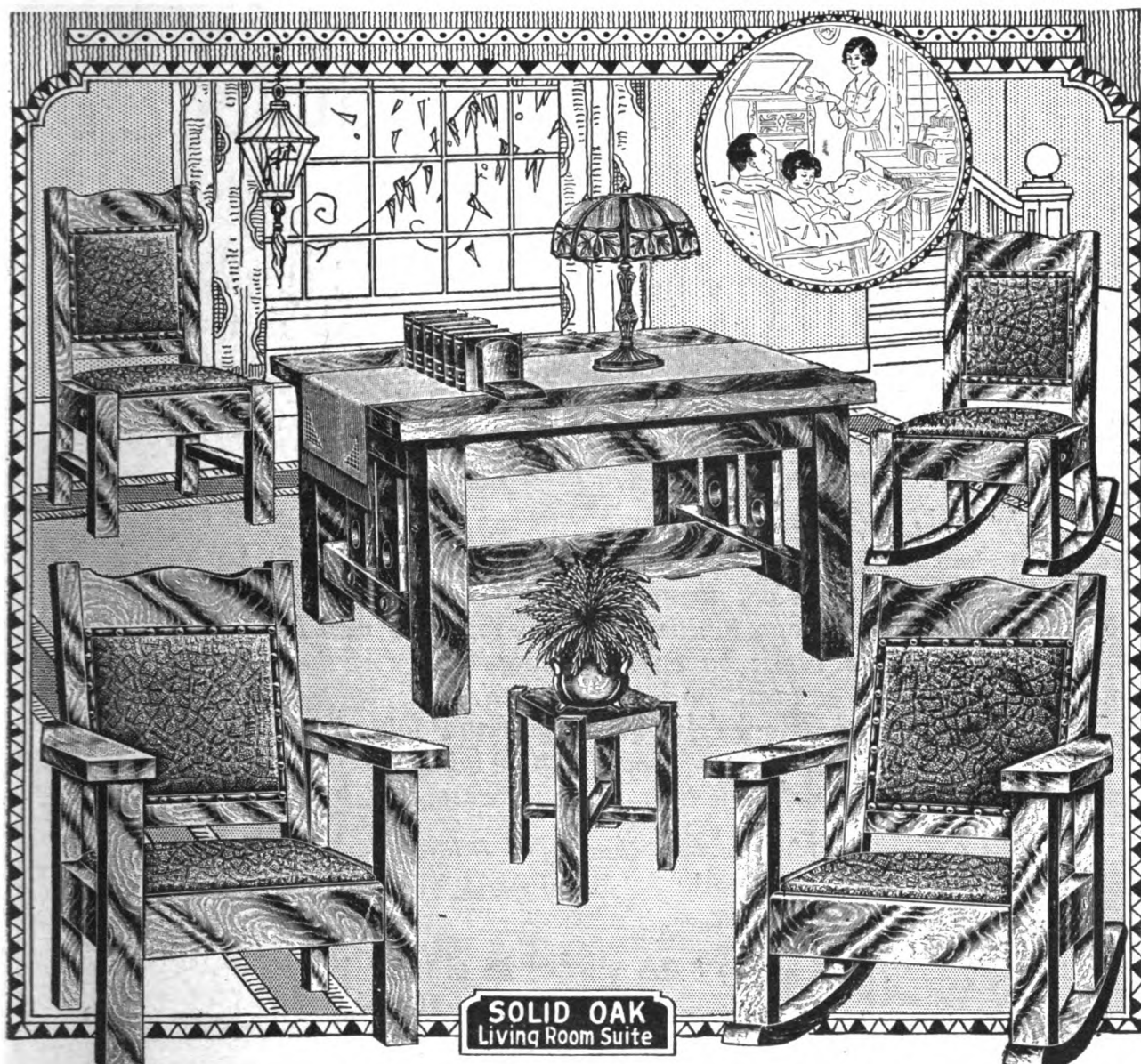
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## Brings HARTMAN'S Elegant 7-Piece Suite

**Richly Upholstered Backs and Seats, Beautiful New Design**

Here is Hartman's latest offering in Mission furniture. A new design in a 7-piece suite—elegant, massive, made on graceful tapered lines. Both chairs and rockers have upholstered seats and backs. Without doubt the greatest bargain in Mission furniture. Sent for only \$1 down and on 30 days' free trial. Then, if not satisfied, send it back and we will refund the \$1 and pay freight both ways. If you keep it, pay balance, only \$3 monthly—over a year to pay.

### Take Over a Full Year to Pay

This splendid suite consists of large Arm Rocker, Arm Chair, Sewing Rocker, Side Chair, Library Table, Tabourette and Book Blocks—all beautifully finished, fumed in a rich shade of brown, neatly waxed.

Very massive and well braced—very durable.

Rocker and chair seats and backs are richly uphol-

stered in imitation Spanish brown leather, well padded for comfort. Rears of backs are also upholstered with same material as front. Any way you look at them these chairs and rockers have a finished appearance. Chairs and table move easily because they are set on "domes of

silence." Rocker and Arm Chair about 36 inches high and have seats 19x19 inches. Backs 22 inches from seat. Sewing Rocker and Side Chair about 34 inches high, seats 16x16 inches, back 21 inches from seat.

**Extra Large Table** Extra large 24x36 in. Library Table stands 30 inches high; legs 2 inches square. Paneled ends and roomy bookshelf. Tabourette top 10x10 inches. Height 16 inches.

Book Blocks large and heavy. We can't say enough for this splendid set. Try it 30 days FREE. Shipped without delay (fully boxed, "knocked down" to save freight) from Chicago warehouse or factory in Indiana. Shipping weight about 180 lbs.

Order No. 110CMA15. Price \$39.95. Pay only \$1 down. Balance \$3.00 monthly.

**Upholstered Seats and Backs**



432  
Page  
Book  
FREE

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The great free 432-page Catalog offers you choicest styles and amazing bargains in furniture, rugs, linoleum, stoves, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines and cream separators, etc.—all on our easy monthly payment terms. 30 days' FREE trial on everything. Post card or letter brings it by return mail.

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Enclosed find \$1. Send the 7-Piece Living Room Suite No. 110CMA15 as described. I am to have 30 days' trial. If not satisfied will ship it back and you will refund my \$1 and pay freight both ways. If I keep it, I will pay \$3.00 per month until the price, \$39.95, is paid.

Name.....

Address.....

R. F. D..... Box No.....

Town..... State.....

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# New Year's Greetings To All Employees:

I wish you and your family happiness and all that is good for the year 1921. And to this wish let me add this little story:

*My grandson, now aged seven, said to me last night—*

*"Grandpa, I know about Christmas and Santa Claus, but how do you get a Happy New Year?"*

*My reply was—*

*"By keeping in mind I live in the United States of America, the land of human liberty and of better opportunities than are open to men in any other land; by enjoying the privilege of living in such a land, and never abusing it; by working for the Rock Island Railroad and doing that work the best I know how, and helping everyone else who works for it in any and every way I can."*

*As I paused to think of more to say, he interrupted to ask—*

*"Does that make a Happy New Year?"*

*I answered—*

*"It has worked fine for me up to now."*

*Then he said—*

*"When I grow up, I will do that, too."*

Now you who work for the Rock Island are already grown up, and, of course, you want the Rock Island to be a good and successful railroad. I am certain such a program as outlined above—which means doing our duty by our country, our employers and ourselves—will insure the successful operation of this property. I need and confidently ask the co-operation of each and every one of you to that end.

Faithfully yours,



President

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# 292817A ROCK ISLAND MAGAZINE

Vol. XVI.

JANUARY, 1921

No. 1

## KNOW YOUR RAILROAD

As an employe of the Rock Island, do you know your own railroad? Could you tell, in case someone asked you, what are the big things about the Rock Island and its service? Could you tell an outsider in a few punchy words why you are proud to be a Rock Island employe? What worth while things has the Rock Island organization that are not to be found on any other railroad? Do you read your magazine?

As an employe of the Rock Island lines, the copy of the *MAGAZINE* which you hold in your hand costs you nothing. It represents, however, a large amount of time, effort and money—expended that you, as an employe, may become better acquainted with the railroad with which you are identified. You cannot be a very enthusiastic employe if you don't know what there is in the Rock Island to be enthusiastic about. If you are an enthusiastic employe, you will be an efficient employe. And no employe wants to be dubbed inefficient.

So read your Magazine thoroughly. Don't think that because it costs you nothing, it is worth nothing to you. It is published to help you become better acquainted with the organization of which you are a part; to inform you of what your fellow employes are doing, that you may benefit from their experiences; to show you why you should be proud to be a Rock Island employe; to help you to gain in efficiency in your work; to remind you that your employers are your friends and that your opportunity for betterment and advancement lies always within your reach if you will but take advantage of that opportunity.

READ YOUR MAGAZINE.

## THE MAN IN THE CAB

The Des Moines Capital in a recent editorial paid a high tribute to Engineer John Van Liew, of the Rock Island, who has just been retired on pension. In doing so, there was paid a tribute to the locomotive engineer as a class. The editorial follows:

"Traveling Americans speed across, and up and down, the United States by the millions. Giant steam locomotives have made near neighbors of New York and San Francisco. Today we travel from town to town with as little trouble and thought as we formerly traveled from one house to another in the same town. In the unfolding of the miracle of modern railway travel there has always been one man who shouldered the responsibility of protecting the lives of the passengers who

desired to get to their destination quickly and safely. Uncounted millions of lives have been in the hands of the man at the throttle since the beginning of the steam railway.

"America owes a great debt to her railroad engineers. Their task has been an exacting one. They must be mentally and physically alert constantly. Many men in other walks of life could not stand this intense strain on the nerves. Our railroad engineers have been mindful of the great responsibility. Their heroic alertness deserves a greater reward than they receive.

"The Capital is proud of the record of John Van Liew, who, after nearly a half century of service, has retired from active duty as an engineer on the Rock Island. He now will receive a well-earned pension. All Des Moines should be proud of that record. In forty-five years and seven months, Mr. Van Liew has traveled more than two million miles. As an engineer his run was between Des Moines and Council Bluffs. Thousands of Des Moines residents have made that journey in comfort and safety because John Van Liew was in the cab. He gave all the energy of his mind and body to a work which makes heavy demands upon both. The next time we travel let us stop to think of how much we are depending upon the man

at the throttle. We ought to do more honor to Mr. Van Liew and his brother engineers."

The character of service which John Van Liew has rendered to the Rock Island and which occasions this editorial comment, means a great deal to the railway and is a credit to the profession.

It is within the power of the locomotive passenger engineer, although he rarely comes in contact with his passengers, to play a very important part in the comfort of the patrons of the road and to build for himself a most enviable reputation.

We frequently hear of the unpleasant experience of passengers being awakened during the night by the rough handling of trains or by the sometimes unnecessary use of the whistle or bell, but the man who does his work perfectly and handles his trains in such a manner as to assure rest for his passengers gets little credit expressed in words. His tribute comes in satisfied passengers and increased patronage.

The editorial quoted above, however, is an evidence that the work of such men is appreciated and recognized by the public, and that they occupy a warm place in the hearts of the people who know them only as "the man in the cab," who safely and comfortably takes them to their destination.

In the Des Moines editorial about John Van Liew, there is a sermon and it should serve as an incentive for all of our engineers to do their best to measure up to the reputation that John Van Liew has made for himself.

H. S. R.

## SOMEONE TO BELIEVE IN US

Where would most of us be without our friends? The example or encouragement of a friend has been the making of many a life. How many dull boys and girls have been saved from failure and unhappiness by discerning teachers or friends who saw in them possibilities that no one else could see, and of which they were themselves unconscious? Those who appreciate us, who help to build up instead of destroying our self-confidence, double our power of accomplishment. In their presence we feel strong, equal to almost any task that may confront us. The feeling that some of those around us, especially those among them who have achieved success, believe in us unreservedly—the consciousness that they think we have ability to work our way and to make ourselves felt in the world—is a wonderful tonic, a powerful stimulant to our successful endeavor.—New Success.

## Rock Island Magazine

Published Monthly

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

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# Their Ship Comes In But This Trenton Despatcher and His Wife Pulled the Oars Themselves. Another Thrift Story By Mrs. Rolla S. McCollom

## A STORY WORTH WHILE.

WE BELIEVE the Rock Island employees will be interested in reading this story of the trials and progress of a young married couple who are a part of the big Rock Island family. The problems which this young couple had to meet and solve are probably the same which have confronted many others, but the story, simply told without any attempt to dress up the narrative with useless words, carries with it an appeal which cannot be missed. It is the everyday problems of life that are the hardest to solve and Mrs. McCollom has written this story at the request of the Rock Island Magazine with the hope that it might help others similarly situated. Incidentally, Mrs. McCollom is president of the Mothers' Congress and the Parent-Teachers' Association of her home town, an active member of the Trenton Civic Club, a Missionary Society and church worker and is now taking a five-hour-per-week college course by extension and correspondence, in addition to doing all the sewing for her family and running her house expenses on a budget plan. She confided to us the other day that she "often had an inspiration while washing dishes." Read her story and see if you don't get an inspiration, too.—The Editor.

LAST week my neighbor said to me, "I hear you have bought a farm? Did you trade your home for the farm?"

"No," said I, "we bought the farm with money we had saved."

"Well, when did your ship come in?"

"It was not a ship," said I, "it was a train—the Rock Island pay train."

I then told her this story of how we had paid for a home and how we were now buying a small farm.

When Rolla and I were married fifteen years ago, he was an operator and I a school teacher. We were both quite young, and had nothing saved. Like most young men, he felt that as long as "he broke even" and had no debts, he was doing quite well.

I had less than a hundred dollars of my year's salary. He had, however, taken out an endowment insurance policy several years before this and we resolved to continue it.

He had been a good operator several years, but had for various reasons (like wanting to see the country), changed about from one railroad to another several times. The month after we were married, he had a chance to come to Trenton. This was a better office and gave more opportunity for advancement. We made up our minds to stay in Trenton for five years, no matter what happened. I believe that when a young man has a permanent place with a good company, he should make up his mind to stay with it. He begins to have a spirit of loyalty to the company and to take more interest in its growth and progress.

### HAD THE NIGHT TRICK.

Rolla worked as night operator several months. The hours in those days were long. It was very cold and discouraging, coming home early in the morning, but finally three men quit and



"When Rolla and I were married, fifteen years ago, he was an operator and I a school teacher."

he got a day job. He worked as operator two years and then was promoted to train dispatcher.

During the first five years in Trenton we tried various methods of living. Part of the time we boarded; then we did light housekeeping and for three years we kept house in a modern house, paying a good rent. We accumulated quite a store of good furniture, paid the premiums on the insurance policy, and when he was promoted to dispatcher, Robert took out another endowment policy, also a twenty pay life insurance policy and an accident and health policy.

If we have made any mistakes I feel that it was during these five years. We had no doctor bills, we took no expensive trips, and we bought no property, yet as I look back we must have spent too much for rent and little things that are not necessary, for we only had three hundred dollars saved besides the insurance and the furniture.

### SECOND FIVE YEARS.

Our oldest son, William, was born almost on our fifth anniversary. The next summer we bought our first home. It was a four-room house with a good foundation and well located on a large lot 50 by 200 on the best paved street in town. We paid \$1600 for it. As I said, we only had \$300 in cash, but we were able to borrow \$700 on the first insurance policy. This left \$600 to pay.

The Rock Island was then paying \$145 a month to dispatchers. We took an inventory of our clothing and resolved to save \$100 a month for six months. This required some good management and some denials, but we stuck to it. Groceries in those days were cheaper.

In looking over an old budget book I kept then, I found that our grocery bill was about twenty-five dollars a month. Of course, there were only two of us and the baby, but we did not have grape



"Two years ago, our twin boys were born John and Robert."



fruit for breakfast every morning. And I don't recall buying any silk stockings that year. The house was small and crowded after living in a seven-room house. I remember I was quite em-

business and his own job becomes more secure.

#### PAYS UP BILLS.

When we were settled in the new seven-room house, we found that we owed a

Mason and received his Scottish Rite degrees. I had my interests and pleasures in the intellectual and civic clubs of our town. And we both had the comforts and pleasures of the church. We had our joys and sorrows just as other people. When William was seven our second boy was born and stayed with us only a day. That year we adopted a little girl.

#### BUY LIBERTY BONDS.

The next year the war broke out and the Rock Island offered the wonderful opportunity to buy Government Bonds and pay for them out of our salary. Despite the increased cost of living and the unsettled conditions for the next three years, it seemed as if the company saw us through. Salaries were increased. Several times when affairs were getting very strenuous, a back pay check straightened out everything. So now we have \$1000 worth of Liberty bonds put away for use during our old age. We do not intend to spend them sooner.

Two years ago, our twin boys were born. They were frail little fellows and we lost much sleep. During the war, Rolla could not take any long vacations. We were all quite tired. So during the summer of 1920, the company gave us three months' leave of absence. We rented our house furnished, took a big hand full of passes the Rock Island gave us and went to California and Oregon for a rest. The babies got well, the older children had a summer that was both pleasant and educational, and we all felt better for the trip. And though it may sound like a fairy tale there was a back pay check on hand when we came home, big enough to pay our grocery bill until we got a regular payday.

#### GRAND VIEW APPEARS.

During all this time we have kept up the insurance policies. Last month the first one matured, and after deducting the \$700 that we borrowed when we bought the house, we received \$1000. We used this, together with what little money we had on hand, to buy two acres of good land adjoining the city park, paying \$750 an acre.

It is a splendid location on a hill overlooking the Grand river. We shall call it "Grand View." As it is only two blocks off the pavement and adjoining the lovely grounds of Moberly Park, it will

(Continued to page 53)



"Our oldest son, William, was born almost on our fifth wedding anniversary. When William was seven years old, we adopted a girl—Nellie."

barassed about having the preacher to dinner because I had to have two dresser bureaus in the dining room, but I think he was so busy eating chicken that he never noticed them. I notice on my budget that we always had down five dollars a month for the church. Perhaps that helped; anyway the best statesmen and business men of our country are not ashamed to admit that allegiance to the church is helpful.

At the end of six months we had the money saved and finished paying for the house.

#### BEGIN BUILDING MORE.

We rested three months, used our salary to stock up our wardrobe, took a visit to our parents and then started in to remodel and build us a modern home.

To do this we had to have some more ready cash. We figured that we could pay the carpenters and the bills that came up every month from our salary. Our credit was good with any merchant in town. So we borrowed a thousand dollars from a friend, giving him a deed of trust to the place. It is not hard to borrow money when you have that much of a start. It is saving the first thousand dollars that takes courage.

If every young person could just realize how easy it is after they save one thousand dollars, I am sure there would be less indebtedness and as a result fewer worried, inefficient workmen.

There is something about owning one's home that makes a man more efficient as a workman. Having a home he knows that with reasonable health his job with the company will keep his family in comfort. His mind is, therefore, relieved of worry and he is able to do his work better.

And in the second place owning his home gives him a feeling of citizenship. He takes an interest in the civic growth and progress of the community. Progressive communities attract trade and business.

The company profits from increased

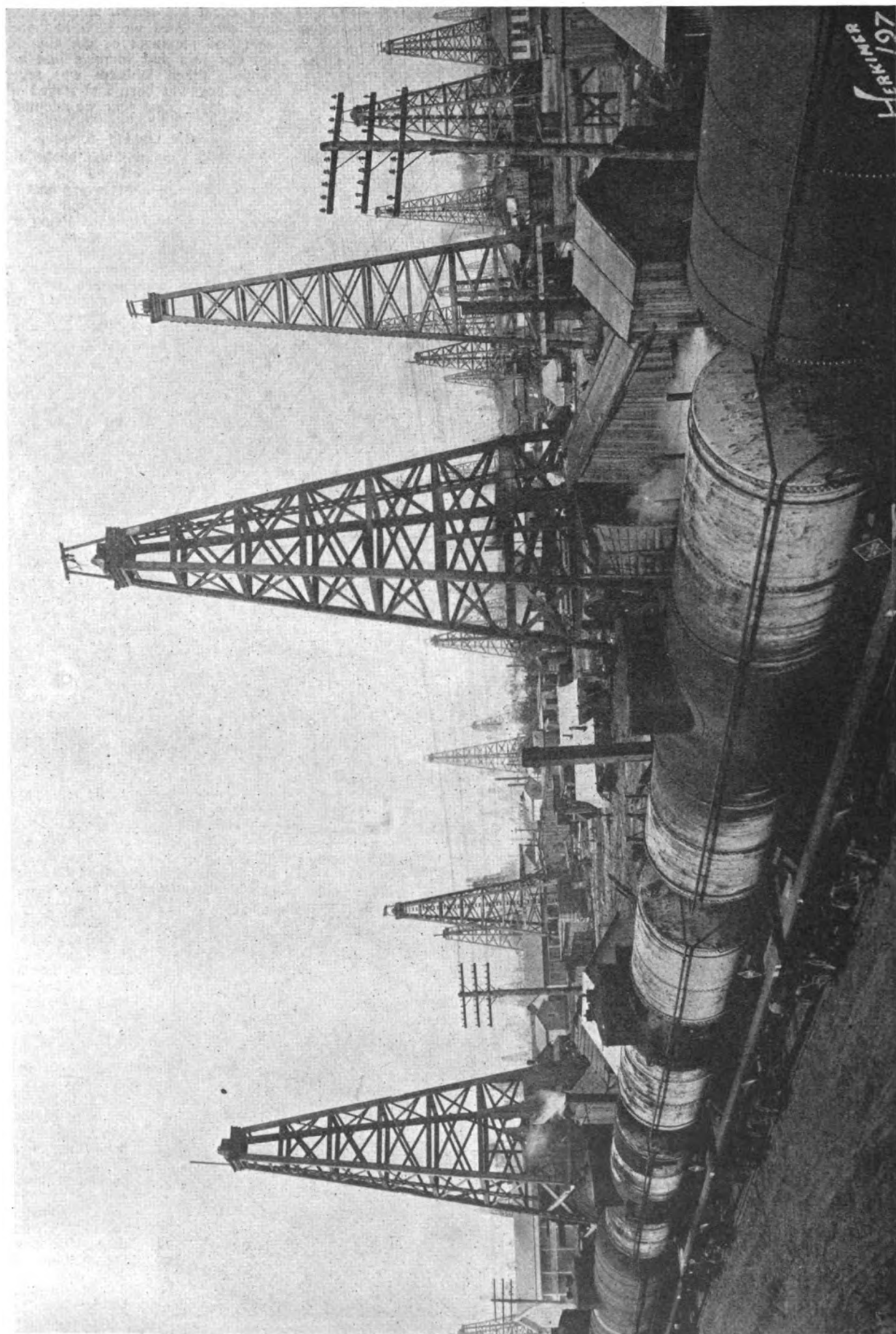
good many bills up-town for plumbing and all the extras of building a modern home. We rented out two bedrooms for three years, we managed the salary as carefully as we could and paid off all the bills up-town first. Then we began on the thousand dollar loan, each year we reduced it some. At the end of three years it was all paid.

During those three years we did not live like misers. We were careful, but we were able to enjoy many pleasures. When William was three we left him at his grandmother's and the Rock Island having provided us with passes, we took a fine trip to Detroit, Niagara Falls and Buffalo. Two years later we were again furnished passes and two weeks' vacation so that we were able to take a splendid trip to California. Robert was a



"We expect to sit on the porch of our new house on the farm called 'Grand View,' and see on the north slope the orchard, growing and bearing."





*Tank cars, like pipe lines, are indispensable in the oil fields. View at Burk Burnett, Texas. See story on opposite page.*

# Oil on the Rock Island

By E. E. Elliott

**T**HE Rock Island traverses the great Mid-continent oil fields in the states of Kansas, Oklahoma and Texas. Beginning at Peabody, on the north, this railroad skirts the Peabody field, runs through the Elbing pool, and strikes west of pools known as Eldorado, Towanda, Augusta, and others in Kansas. To the east lies the shallower fields of eastern Kansas, where oil is found at depths varying from 125 to 1,200 feet.

Striking Oklahoma, the Rock Island main line runs west of the Blackwell field, with a branch line to the Billings field, which field is owned exclusively by the Sinclair interests. The Garber field lies east of Enid; this is likewise a Sinclair property. The next oil structure on the main line in Oklahoma is thought to be near Chickasha, in Caddo County. Marlow and Duncan each have production both east and west from town. There are two fine fields of oil near Waurika, the Healdton field is to the east, and the Walters field to the west, in adjoining counties.

The late Jake Hamon, oil magnate of Ardmore, built the railroad line to the Healdton field. A field has been located at Hobart, but it is not known as a producer up to this writing.

The Choctaw line has small oil and gas fields near Holdenville, McAllister, Wilburton, and a promising field at Poteau.

The Choctaw fields are producing coal at present, but it is thought that oil is also to be found along this line. At Sayre there has been some prospecting, with a showing of oil, but the field has in no wise been proven. Comanche and Cotton Counties are among the most active of all oil producing regions in the Mid-continent field at the present time.

There is a promising field near Apache, on the Enid-Waurika line, known as the Cement field.

The Ardmore line serves the Healdton field, the Oil City field, and the Fox field in Carter County.

## HAS NEW OIL ROAD

The new line of the Rock Island into Grandfield is largely an oil railroad. Grandfield is at the Oklahoma end of the bridge spanning the Red River. Just over the river lies the world-renowned Burkburnett and Northwest Extension fields, properties valued at many millions of dollars. Railroad facilities in the Burkburnett field are badly congested. Grandfield provides a haven for oil from Burkburnett field. Refineries have sprung into existence. Giant pipe lines carry the oil from hundreds of wells on the Texas side to Grandfield. The Rock Island has



Mr. E. E. Elliott.

ample yards, and many oil loading tracks here. A train of tank cars is run under the racks, pipes are inserted and oil flows into the cars rapidly. Crews are held for oil loading like the loading of livestock elsewhere. Tank cars are at a premium in oil territory, especially at Grandfield. Oil concerns own or lease their tank cars, and provide huge storage yards adjacent to refineries and tank yards.

The territory round about Grandfield is one huge tank yard. Almost as far as the eye can reach in every direction there are huge storage tanks for oil, squatting

on the ground like a well organized battery of smooth, round, gigantic cobblestones. Each tank has a sort of breastworks thrown up around it, providing earthen storage in case of fire. The burning of one of these big oil tanks is a magnificent but costly spectacle. Storage tanks are a popular target for bolts of lightning. This is the process: The lightning strikes a tank, setting it on fire. The vigilant watchmen hasten to the tank, releasing the oil through a valve on the outside at the bottom. The oil runs into the earthen tank outside of the steel tank. The fire burning atop the oil, being confined, is gradually lowered inside the steel tank, and allowed to burn itself out. Most of the oil is often thus saved, and after the fire has gone out, the tank may be repaired and refilled with oil.

## IS SCIENTIFIC PROCESS

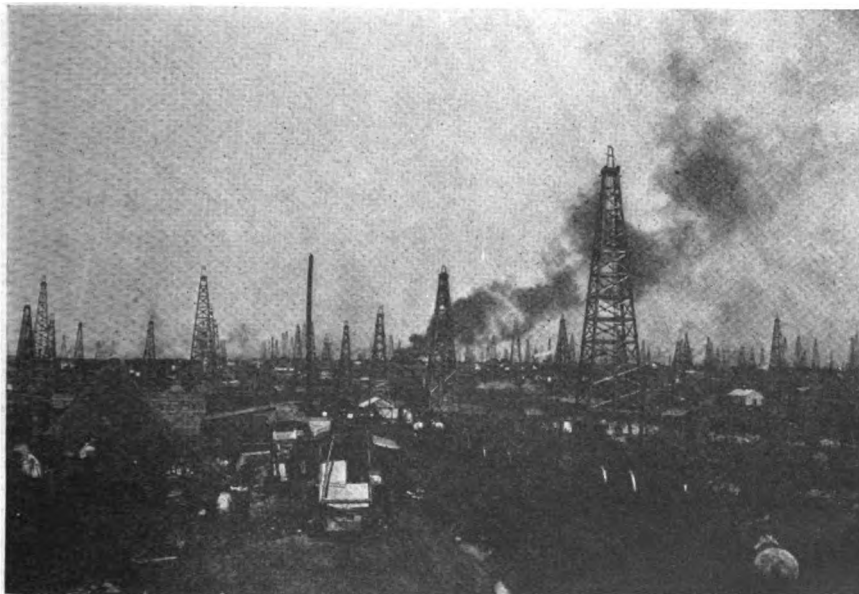
The development of an oil field is a scientific process. The theory is that oil is to be found in containers in the ground, which geologists denote as "structures." All structures do not contain oil, but there is only one way to find out, and that is to drill a well. There is no way of knowing what percentage of wells drilled produce oil, or what proportion are found to be dry. Geologists tell where you have a chance, and where you have no chance. Money is brought together, material is bought, drillers are employed, and a well is started.

In the Burkburnett field they drill with what is known as a "rotary" rig, because the field has been proven, and is therefore no longer experimental. Elsewhere, they drill with "standard" tools. Wells are started at from 15 to 24 inches in diameter, and are reduced as drilling proceeds. This allows a latitude for working purposes, collapsed casings, cavings, shutting out gas and water encountered, and still permits of a large enough hole to make economical production at a great depth. In the Midcontinent field the depth varies with the fields.

In Cotton County, Oklahoma, oil is found around 2,200 feet, while in the Ranger, Texas, field drilling to 3,500 ft. is not unusual. Twenty-five to fifty feet per day is the usual drilling speed with good going. In case of bad conditions, drilling is slower.

Oil fields are in no wise permanent. Wells are brought in which produce anywhere from 50 barrels to 2,000 barrels of oil per day for indefinite periods. Ultimately they settle down to the average of the field, and are expected some time to go dry.

Up to this time no field in Rock Island territory has gone dry, but pro-



Miles of derricks mislead the investor. Many of these wells have only small production while some of them are actually dry. (Another example of waste of competition in the oil fields.)



duction in many fields has been materially reduced. This is true of the Burkburnett field, and the Northwest Extension. It is thought that there is a deeper sand to be found there which may resurrect the field and bring it back to large production. This is only a guess, and will take time, money and energy to prove. The life of the Mil- continent oil field will depend upon the speed of development.

#### MUCH DRILLING AHEAD

Millions of acres of supposedly oil structures are yet to be drilled, much of it along the Rock Island Lines. Millions, yes, billions of dollars need to be poured into these enterprises. The large companies such as the Standard, Sinclair, Atlantic, Carter, and others, follow development as fast as men and materials may be moved. The big companies let the little fellows do the "wild-cattin'," and follow in their train. Pipe lines follow production closely. Refineries follow pipe lines. Railroad traffic in the oil fields is brisk with the development of a field, resulting in much congestion. Towns are established overnight. There is an avalanche of passenger traffic. Equipment for drilling wells, building houses, and food for man must be transported on the railroads. Even rail lines must often be built and put into operation. Oftentimes the oil companies do not wait for the railroads to act, but build their own railroads. Oklahoma and Texas have many such lines, now owned by some of the large railroad companies.

The Rock Island is one of the few large railroads having vision, foresight and enterprise sufficient to cause its officers to have faith in an oil line, such as the Grandfield line in Oklahoma.

### A Rock Island Woman Employee Owns Gas Well

El Dorado, Ark., within the last few months has become noted as a center of gas and oil activities. The presence of natural gas there in large quantity was first discovered in April, last, on land owned by Miss Blanche Parnell, a Rock Island employee in the office of Superintendent Bloom at El Dorado. The roar of the escaping gas attracted a large crowd to the well, about a mile out of the city limits. Some careless person struck a match, resulting in an explosion and the death of a half dozen people.

Since then the well was capped, but the pressure below caused gas "geysers" to form for a radius of a half mile, forcing mud and water to a height, in some cases, of three feet, bursting forth in unexpected places in the open fields.

A fifty-million

gasser was struck at El Dorado on December 5, at twenty-two hundred feet. When the well blew in at 3 a. m., it blew 325 feet of drill stem out through the top of the derrick. The drill stem



*Texas' Chief Wonder, Burkburnett, formerly gushed a thousand barrels a day.*

was found 200 feet to the south of the well where it had buried itself in the ground.

One man, who at the moment the well blew in, was on the ladder coming down the derrick, was killed. His body was found a short distance from the foot of the ladder.

The coming in of this gasser created great excitement in El Dorado which is now a proven gas field with an abundance of the product. No attempt will be made to drill this hole any deep-

er, but the company will begin at once operations on adjoining holdings and with the knowledge of the strata gained by the log of well number one they believe they will succeed in going through the gas and reaching the oil below. El Dorado hopes to be a proven oil field soon. It was thirty days since the well was spudded in.

The young man who lost his life was O. O. Hebert of Abbeyville, Louisiana. His mother, Mrs. C. M. Hebert, lives at Abbeyville.

The first gas well, Constantine No. 1, which blew in last April, was 60 million cubic feet. This well is still blowing with unabated power with about 20 barrels of oil a day. The company has not been able to stop the flow, due to the fact that there is a leak in the casing. When the well is capped, the gas breaks out, geysers scattered up and down the valley on the east and the west of the well. This gas has been piped to the city limits of El Dorado and is being used by the factories and the schools of the city. A franchise is being considered for domestic use also.

Of the 15 wells drilling and completed near El Dorado all have found gas in more or less quantities. Many other wells are going down in this vicinity and plans are now being laid by which the field will be developed on a big scale. If it proves only a gas field, factories may be opened. If an oil field and gas combined, El Dorado will grow rapidly.

### Change in Passes

Effective January 1, 1921, the following governs the use of free transportation on the Golden State Limited (Trains 3 and 4):

White annual passes, bearing autograph signature of Chairman of the Board of Directors or President, will be good on these trains over all territory. Exchange and employees' annual passes good over entire system will be stamped "Not Good on Trains 3 and 4, except Chicago to Kansas City, or reverse, in Sleeping Cars Only," and will be so honored. Trip, division and district annual passes will be stamped "Not Good on Trains 3 and 4." Superintendents, master mechanics, train masters, division engineers, road foremen and road masters will be permitted to ride these trains over their own divisions. Trip and annual transportation issued by the United States Railroad Administration, while not bearing any train restriction will not be honored on these trains west of Kansas City.

Exceptions will be made to the above rules in emergency cases on authority of the President.



*Millions of barrels of oil were wasted, because of inadequate tankage. State laws are now compelling the erection of tankage or pipe line connections before wells are drilled in.*

# Cut Freight Claims Fifty Per Cent During 1921

*By O. Maxey,*  
General Supervisor, Claim Prevention

ON September 1, 1920, the Rock Island perfected an Organization for the Prevention of Freight Claims, under the jurisdiction of the operating department, with Mr. T. H. Beacom, Vice-President and General Manager, at the head, and a supervisory force consisting of a General Supervisor Claim Prevention, two District, and seventeen Division Supervisors. It is the purpose of this organization to promote loyalty, efficiency and co-operation among "All Employees," and especially those whose duties in any way involve the handling of freight, in the application of instructions now in effect, or which may be issued later.

The Rock Island has taken the lead among the western lines in its new organization under the operating department and it is hoped good results will follow in the reduction of causes for freight claims.

The Vice-President and General Manager's Circular No. 11, SUGGESTIONS AS TO HOW TO PREVENT CLAIMS, dated August 25th, 1920, contains valuable information on how supervisory forces and inspectors can assist in this work, and his Circular No. 17, HOW YOU CAN HELP TO PREVENT CAUSES FOR CLAIMS, dated September 20th, 1920, shows the claim payments by "Commodities" and "Causes" for the year 1919, and under "Causes" relates some of the things that we failed to do, or permitted to be done, which resulted in claims having to be paid.

The railroads of the United States paid out \$106,000,000 in freight claims during the year 1919, and the Rock Island contributed to this enormous economic waste to the extent of \$2,402,205.77.

The American Railway Association held a freight claim prevention congress in Chicago, on November 15th and 16th, 1920, under the auspices of the Committee on Cause and Prevention of the Freight Claim Division, and out of all the resolutions passed the one that stood out prominently, in my estimation, was the resolution to reduce the freight claim payments 50 per cent for the year 1921. Each employe should take personal pride in helping to put the Rock Island in the ranks of the railroads which measure up to the standard fixed by the Claim Prevention Congress, and with the District, Division and Station Prevent Claim Organizations all working together to a common goal, with the outlook for decline in prices of commodities and improved conditions generally in railroad operation, the prospects are encouraging for accomplishing this result.

The Rock Island has enunciated to its employes through circulars of instructions, and particularly "Standard Practices," regulations which are intended to, and will, if followed, insure the proper receipt, transportation and delivery of freight, which are the three fundamental principles underlying the freight transportation service. What seem to be unimportant violations are detrimental to the

service by encouraging carelessness and incompetence, if allowed to pass unnoticed, and our success in removing causes for claims will be in proportion as we apply ourselves in a thorough and conscientious manner to the duties assigned us, to establish and maintain a standard of service that is above criticism.

Let's look upon our duties the same as if our dollars were invested and success depended upon our personal efforts, bearing in mind that honest, faithful and meritorious service receives its reward, and not overlook the fact either that our employers have the right to expect of us the fullest measure of service we are capable of giving, and that we can improve our efficiency only by close application and a desire to understand and faithfully perform our duties.

Suggestions for improving the service are solicited, and will be the subject of an article to be given to the Magazine each month.

The personnel of the Organization for the Prevention of Freight Claims is as follows:

O. Maxey, General Supervisor, Claim Prevention, Chicago; W. H. King, District Supervisor, Claim Prevention, First District, Des Moines, Ia.; A. L. Dewey, District Supervisor, Claim Prevention, Second District, El Reno, Okla.; Division Supervisors: H. H. Gray, Rock Island, Illinois; A. F. Cox, Des Moines, Iowa; W. McMurtrie, Trenton, Mo.; G. A. Gruver, Cedar Rapids, Iowa; O. H. Rea, Manly, Iowa; W. H. Sheehan, Colorado Springs, Colo.; R. Wells, Fairbury, Nebr.; W. C. Smith, Estherville, Iowa; J. S. Bateman, Des Moines, Iowa; H. E. Gunter, Eldon, Mo.; W. C. Jones, Herington, Kans.; J. P. Stevens, Pratt, Kan.; C. O. Dowell, El Reno, Okla.; E. M. Higgins, El Reno, Okla.; C. H. Noe, Haileyville, Okla.; L. E. Cato, Little Rock, Ark.; H. Norris, El Dorado, Ark.

## Freight Claim Payments Waste of Good Money

*By Supt. H. F. Reddig*

THE money which the Rock Island railroad is spending in freight claims (\$2,402,205.77 in 1919) is wasted and there is absolutely no return. It is greater by \$700,000 than the total assessed

personal property of the city of Trenton. In other words, in two years we are wasting the equivalent in value of a city as big as Trenton. Costly irregularities are happening every day on our own division which indicate clearly that a great portion of this waste is avoidable and should be eliminated, if everyone performed his duty.

For instance, at Lineville, Ia., a few days ago a steer was crippled and killed, due to rotten conditions of boards in loading dock of pens. And these pens had been inspected and partially repaired by a B & B gang just two weeks previously. The dock was neglected.

### NO RECEIPTS TAKEN.

At one of our smaller stations it was found that up to the 7th of the month every pound of freight received had been delivered, but not one receipt taken. How can we hope to avoid losses with such violation of instructions to secure proper check and receipt for delivery of freight?

At one of our smaller stations a shipment of 25 kegs of black powder was received and kept in the freight house for ten days on account of being refused. Think of the hazard which existed, and then read Rule 1433 of the Red Book on Explosives to see what should have been done.

At one of our larger stock-loading stations the loading of a mixed car of cattle and calves was permitted without any partition whatever, and a company or station representative was present. Re-

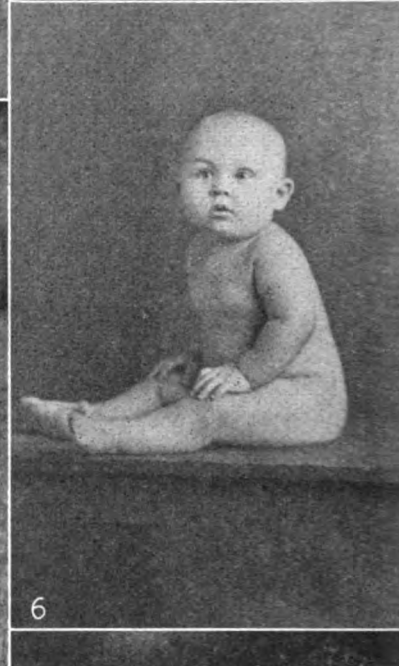
(Continued to page 34)



Mr. H. F. Reddig.

personal valuation of the city of Trenton, Mo. It is one-half as great as the total assessed valuation of real estate and per-





**Rock Island Babies:** 1—Ardath Williamson, Phillipsburg, Nebr. 2—Ora Walter, Phillipsburg. 3—Francis Bingham, Fairbury, Nebr. 4—Francis Foran, Jr., Estherville, Iowa. 5—Charlotta Cheyne, Webster City, Iowa. 6—Roy M. Faudion, El Reno, Okla. 7—Jack Coulter, Jr., Centerville, Iowa. 8—Children of Roadmaster Loftus, Sibley, Iowa. 9—C. M. Tiffany, Jr., Graham, Texas.

# Doing Thirty Miles Per Day

*By H. L. Reed,*  
General Superintendent, El Reno, Oklahoma

**T**HIRTY miles per day for each freight car is an achievement to be desired but one which many railroad transportation officers fail to accomplish. Much can be done, however, to bring about the desired result by a campaign of education among the officers and employees who have to do with the handling of railroad transportation matters. Shippers and the general public are also factors in the problem.

More road and switch engines, added roundhouse and yard facilities, double tracks, passing tracks, coal and water stations are desirable, but they cost large sums of money and just now money is scarce, and railroad managers are seeking the officer who can bring about an increased mileage of freight cars without a large expenditure of money for additional facilities.

It can be done and some railroads are doing it by the following methods:

Prompt loading and unloading of company material of all kinds. Every officer of the store, mechanical and maintenance of way departments should be notified daily of material consigned to them. If cars are not released promptly, the supervising officer should take the matter in hand. Company material for railroad contractors should not be loaded for shipment until it is needed, so that it may be unloaded promptly. Work train service for unloading company material should be furnished promptly when suitable road train service is not available. With the eight hour day for train and enginemen it is frequently more economical and quicker action can be obtained by using work train service than interfering with the regular road train service.

#### DAILY CHECKS NECESSARY.

The daily station car reports must be frequently checked by superintendents and trainmasters, in addition to the regular daily check made by the car distributor. This checking should be a close one and not the usual perfunctory glance sometimes given station car reports. An empty car, awaiting disposition or movement, even if only one day at a station, should be the occasion for an explanation as to why the local freight train did not move it. Cars unloading at stations for an unusual length of time, should be checked to ascertain the cause of delay and if the proper assessment of demurrage charges has been made. The car distributor should carefully check the records for reports from non-agency stations and industry tracks. These two locations are frequently the points where badly delayed cars are found. Absolutely correct car reports of every nature are necessary for the proper handling of cars.

Intensive education of agents and yardmasters relative to the prompt movement of cars must be the daily duty of superintendents, trainmasters and traveling car men. Frequent personal checking of large train yards and station yards by officers is necessary to keep the agents and yardmasters enthusiastic and interested in the movement of cars. Proper



Mr. H. L. Reed.

interchange reports as well as proper interchange of cars is important.

#### WATCH BAD ORDERS.

Bad-order cars in yards should be placed on repair tracks quickly. A bad-order car at an outside station should be repaired and moved at the earliest possible moment. Nothing interferes with freight train movement as much as a house or industry track blocked by a bad-order car. This, in itself, is a reason for moving the car, to say nothing of the loss of car mileage. Should there be an accumulation of bad-order cars at a

repair point when there is a shortage of labor or lack of proper facilities for the repairing of bad-order cars, the surplus bad-order cars that can be moved should be moved to a repair point which has the facilities and labor. Small repair points should not be filled up with heavy bad-order cars, interfering with the prompt repairs to loads and light repair cars.

Orders for cars for loading by shippers should not be overfilled, allowing empty cars to lie around stations and later be moved to some other point for loading.

The assistance of the freight traffic officers should be used to bring about close co-operation with the shippers and general public, to interest them in the prompt releasing of equipment. Diversions and reconsignments should be discouraged as much as possible as they frequently result in cars being set out and delayed, waiting for instructions. The present system of grain inspection at the large grain markets is causing serious delay to cars.

#### DON'T OVERLOAD GRAIN.

Close supervision by traveling car men to prevent overloading of grain cars will frequently save delay to loaded grain cars being held for the load to be reduced. This work is usually performed by elevators which cannot reduce the carload promptly and, consequently, results in a delay frequently of several days.

Small yards must not be allowed to fill up with "hold" cars, such as outfit and special service cars and cars loaded with company material. Cars of this nature should be held, as far as possible, at some convenient outside yard, when there is room for them. Small yards need their facilities for train operation.

The trainmaster, chief despatcher and trick despatchers must be alive to the fact that the secret of increased car mileage is the prompt movement of freight

(Continued to page 54)

## Southern Division Employees Open Reciprocal Campaign

**"I PATRONIZE YOU! RECIPROCATE.** By shipping your freight and buying your tickets via Rock Island, you help me."

That is the appeal being sent out to their merchants and friends by the Rock Island employees at Fort Worth, Texas, under the guidance of General Freight Agent T. H. Wilhelm and General Passenger Agent Jno. G. Farmer. In a circular letter to employees, these Southern Division officers say:

"We are now in full charge of our railroad again and we are sure that every employe feels good about this fact and we will all want to pull together in making the Rock Island one of the great lines in this country.

"The employees of the CRI&G have always exhibited a spirit of loyalty and co-operation which has been very gratifying and we are asking your co-operation in

securing a larger volume of freight and passenger traffic than we have enjoyed in the past.

"In order that we may do this systematically, we are enclosing a sample of 'Prospective Business' card, supply of which can be obtained by applying to the freight and passenger department. Whenever you find a party who has freight to ship or hear of passengers talking about making a trip, fill out one of these cards with all possible information, sign your name, and if it is in regard to freight shipment, hand it or mail it to the nearest freight representative, and if it is a passenger, to nearest passenger representative.

"We are also enclosing a yellow slip which is designed to be used by those who have checking accounts in paying their

(Continued to page 54)



# Relation of the Telegraph to Railroad Efficiency

*By F. Nelson,*  
Wire Chief, Topeka, Kansas

THE telegraph department of The Rock Island can be compared to the circulation of the blood through the human system. The trunk line wires between the various relay offices and division headquarters are the arteries and the way wires are the veins which distribute the life blood through to every part of the system. The messages we handle daily is the "blood" of the railroad system. In other words, the telegraph is the life of a modern railway. It has not been so very many years since there were no such a thing as a relay department and messages were handled from division to division entirely by the division forces. This method proved to be too slow and with modern inventions for long-distance telegraphy coming into use, it became more economical and efficient to have this done by a separate department and out of this we have our relay department of the present time.

Everyone will agree that a man cannot do efficient work if his blood does not flow properly through his arteries and veins. So it is with the railroad. If the trunk lines get clogged up, the way wires also do not function properly. It will, therefore, be seen that it is of first importance to keep the messages flowing quickly through the trunk lines, and second, it is just as important to keep the way wires clear and keep the messages moving on them as well as on the trunk lines.

Our officials have covered the ground pretty thoroughly regarding making all messages brief and not sending anything by wire that can go by mail.

## ALL MESSAGES IMPORTANT.

Take the agent at the one-man station who, perhaps, only has one or two messages a day. He may think that it does not matter much if he answers that message right now or hangs it on the hook for some more convenient time. He should realize that when he receives, someone is wanting that information for a purpose or perhaps a car is being delayed. If he waits until nearly closing time to send it, the car will no doubt lay over until the next day or longer. Nine times out of ten, if he looks the matter up at once and sends the message right back he can get it off before the relay operator leaves the wire and save himself time calling.

Do not think because you only handle one or two messages a day that they are not of much importance. You must remember there may be hundreds of such cases over the whole system in a single day and if each one delays an answer to a message an hour, it will amount to hundreds of hours and in case it were relative to movement or disposition of a car, it would mean quite a large sum in car miles in a year's time.

The next in line is the agent who does not handle the wires, but has operators to do the wire work. These agents are usually more experienced and realize the importance of prompt handling of mes-

sages, but he should know that after the message is hung on the operator's hook, it is being sent as promptly as it should be. Some will be surprised to know the amount of delay in the offices between filing time and sending time, if they will take the trouble to look through the business and add it up for a week. Do not stop at that, but find out why your business hangs and see if you cannot suggest a means of getting them off to the operator. Many a message failed in its mission because it hung at the original office too long.

## IS THERE LOST MOTION?

The next step is the agent at the larger station who does not have charge of the operators, but receives and sends a good many messages. Do you know that the party or parties you have authorized or assigned to handling your message work is keeping it up to the minute and if there is any lost motion between the writer's desk and the telegraph office?

This applies to yard offices as well. Agents and yardmasters know that they are being continually asked for information regarding the movement of cars. Are you receiving second requests because the clerk fails to file reports and messages promptly after being made out? Are the chief dispatchers, superintendents and his staff officers, and general officers using the wires to secure information

which has already been furnished and do they know whether they have received an answer to their inquiry before sending a second message?

I have in mind a case where an agent was asked three times for a certain piece of information. He answered each one in turn as received and received a reprimand for not answering messages promptly. Another case where an agent asked for disposition on a car, received same the following day and wired an "a-ll concerned," accordingly. In the next two or three days he received two messages asking if the car had been disposed of.

No doubt there are many such cases over the entire system and it does not take much figuring to see that a good many messages can be saved by proper handling in our offices, as well as at our stations.

The Graver Corporation of East Chicago, Indiana, manufacturers of steel tanks and general plate construction, oil refinery equipment, water softening and purifying equipment, announces the opening of branch offices in the following cities: New York City, 280 Broadway; Pittsburgh, Penna., 62 Conestoga Bldg.; Kansas City, Mo., 1001 Gloyd Bldg.; Cincinnati, Ohio, 220 Gwynne Bldg.; Toledo, Ohio, 314 Nicholas Bldg.; San Francisco, Calif., 312 Balboa Bldg.

## Population of the Rock Island States Official 1920 Census

(Compiled by Arthur W. Large)

State.	1920 Population.	Increase 1920 as Compared with 1910.	Per Cent of Increase 1920 as Compared with 1910.
Arkansas .....	1,750,995	176,546	11.2
Colorado .....	939,376	140,352	17.6
Illinois .....	6,485,098	846,507	15.0
Iowa .....	2,403,630	178,859	8.0
Kansas .....	1,769,257	78,308	4.6
Louisiana .....	1,797,798	141,410	8.5
Minnesota .....	2,386,371	310,663	15.0
Missouri .....	3,403,547	110,212	3.3
Nebraska .....	1,295,502	103,288	8.7
New Mexico .....	360,247	32,946	10.1
Oklahoma .....	2,027,564	370,409	22.4
South Dakota .....	635,839	51,951	8.9
Tennessee .....	2,337,459	152,670	7.0
Texas .....	4,661,027	764,485	19.6
Totals .....	32,253,710	3,458,606	
Net increase .....	3,458,606		
Per cent of increase for Rock Island states .....			12.0
Per cent of increase for entire United States .....			14.9
1920 population of United States exclusive of Alaska and island possessions .....			105,683,108
Per cent of total United States population located in Rock Island states .....			30.5

# The "Corner" Gets the Humane Side of Railroads

By G. Hiram Young

I'D been awake fer about fifteen min-nuts over in our Caboose and had put in fourteen 'uv them try'en to make up my mind whuther to git up er' git some more hay. The weather frum the inside looked purty favorable fer a good-sized bunch over on the Corner and fer that reason I couldent consentraite on sleep so I jist says to my-self—"Hiram lets git on up and go over and see if the last trip's dope on that new time card has been fully figgured out by the boys. We don't want no more sleep anyway."

And, sir, with that I slips out real easy and soft like so as to not wake my Buddy over on the other side er' the Conductor in the other end and walks over to the Corner where you git the latest dope on things in general, git bumped er' assigned to a regular car er' an engine. That is, if you can keep frum gitt'en run over by the students make'en fly'en switches, and the cinders out uv' you eyes cum'en frum' the making uv' fast runs with bad coal and so on and on. You know, over to the Combined Pool hall, Barber Shop and Lunch Room run by the individual that has your interest at heart as long as you go on and eat there and dont kick.

Shore 'nuf there wuz a gang in this PM. and when I steps up to git sum smoke'n I failed to git waited on right off the real and on look'en 'round I saw the whole k-boodle swarm-up 'round the second pool table frum the rear, with their cue's at rest and listen'en to Bob Freeman, who says, as I cum' back to see what the topic wuz about: "There cum's a man that can tell you about it, ask him," direct'en his talk to the man what runs the place and look'en at me.

"Cum-ere, Hiram," Bob says. "This man started to tell me that the humane side 'uv railroad'en wuz nix in big letters, and I had jist started in to tell him 'uv a little example that'll prove sich birds as him that he is plumb wrong. I mean that time it turned so cold so quick and Jack O'Brien have'n Sebe and Blondy do what they done. I've been tell'en him uv some other stunts that we Rails do, but you git him told about this one time and maybe he'll order up sum different ideas about hard boiled Railroad men, as he call's 'em."

"Well, everybody remembers the first real honest to goodness cold spell we had that winter," I says, and Sam Mill's butt's right in with, "I'll say we do, er' at least I do. I wuz caught in it wurs'er than September Morn," and with that he hands me a ten center, also a match, which after I fired up and got to go'en I added:

"I'll never fergit how humped, drawed and swiveled up I wuz and ever one we meet that trip, we wuz called fer about 7:00 pm with sixty rattlers go'en east, me an' Skinny Walker brak'in fer Blondy and Bob, there cum'in behind us in about thirty minutes er' an hour brake'in fer Sebe, with a rank Student fer a partner with Class A. It had cum two er three little cool snaps before, but that day it

wuz plumb hot and everybody wuzzent leek'en fer anything. The sun had gone down with red in his eye (we remembere'd that later), and I'll be switched if we hadent got twenty-five miles out uv town till the weather man turned his business all over to sum' raw recrutes and they first ordered a rain that wuz colder than the North Fridged Zone. That rain storm carried signals fer a Blizzard that follered closer'n any rules pervides fer anything to foller anything else.

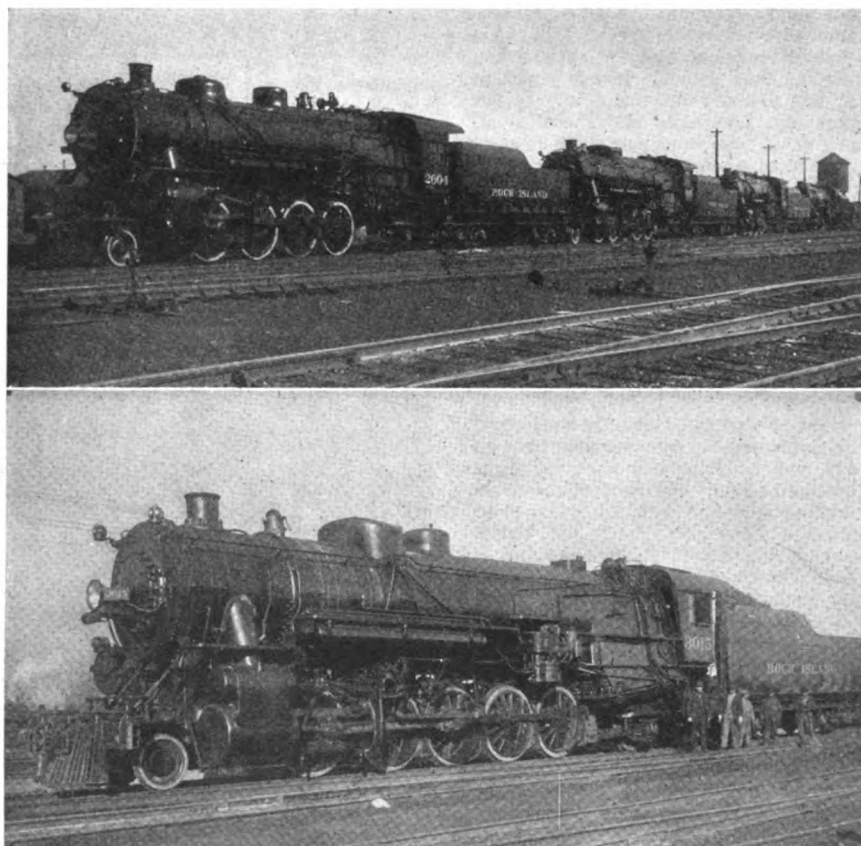
"We met a flock uv west-bound Extra's at HD and nearly swamped the hasher and cook-combined with our orders uv Ham an' fill'en out on hot Coffee so as to keep us frum plumb freez'en t'ill we could git in. We wuz cleared and ready all but eat'en and nearly done when the door flew open and in busted the operator make'in more noise than a brake-beam down on an Empty Oil car holler'in at Blondy that the Dispatcher wanted to talk to him on the phone 'OK' and Complete' wuz all that Blondy said, only he went on over to the office.

"Well, sir, it wuzent the train Dis-

patcher, it wuz Jack, the night Chief. 'Blondy,' Jack says, 'stop at all them blind side'in's all the way down tonight and pick up all the loose and stray pass-singers that happens to be wait'en fer 48, there's a Blizzard out west that has 48 sowed up, and if they ever git out ov El Reno. They'r there yit putting on Steam Hose and will be way late, and them folks will all freeze to death, if we don't do something, you understand' 'OK' wuz all that Blondy says and walks out and tells us on the head end. Shore 'nuf, after we got on 48's time, we began to pick em up, and they wuz plumb tickled too, cause it wuz gitt'en colder and colder. We couldent make as good runn'in time as 48 but on the inside of the Crummy wuz a good hot fire, which wuz welcum'er to them birds than reinforcements to a hemmed-in army, and believe me they all kindled up a warm place under their shirt towards our road.

"But the place whur Sebe cum's in—you see he had the same dope, Jack figure'in that we miss sum, be'in ahead uv 48 fer the first two er' three stops, and

(Continued to page 59)



More Power for the Rock Island. Upper figure—Some of the new Mikado type of locomotives recently purchased by the Rock Island and now in service. Below—Santa Fe type of locomotive. Altogether thirty-five new engines have been placed in service within the last few months.



# How to Become a Capitalist

*By Prof. Wm. Morse Cole of Harvard*

**Y**OU are a savings-bank depositor, or a holder of an insurance policy. That means that you have saved money. Did saving involve a sacrifice? Did you, in order to save, give up what you very much desired and even thought you had a right to buy? Did you ever give up something that you had hoped to buy for those who are dear to you in order that you might save the insurance money, or make a savings-bank deposit? Did the payment on a Liberty Loan bond or an insurance-premium, or on a savings-bank account ever come hard? If so, you know what saving means. If you have lent money to the government, if you have placed money in a savings-bank, if you have paid premiums on a life insurance policy, you are a capitalist—not a make-believe or imaginary capitalist, but an actual capitalist whose capital is furnishing a part of what is called "capitalism."

You know that more food can be produced, more clothes made, more houses built, with tools and machinery and the means of conveyance like wagons, trucks, and railroads, than without these assistances for labor. These things are capital, and if you are a capitalist you own some of them. Capital is nothing but the product of the past saved and devoted to the assistance and production of the present and future.

#### CAN SPEND OR SAVE.

You know very well that if you have saved a hundred dollars out of your earnings and have loaned or invested that saving, you have never had the satisfaction of spending that money. It was yours to spend; but you did not spend it. If the earnings that you have saved are to do you any good, you must put them to use; and you have a right to decide whether you shall now spend them and get the satisfaction you previously earned, or shall lend to someone else that power of getting satisfaction. If you choose to spend them, you may now enjoy the fruits of your past labor; and any interference with what right is robbing you of your wages, for wages that may not be spent are not real wages. If, on the other hand, you choose not to spend them, but to lend to someone else, any interference with your right to demand the return of them by the borrower is equally robbing you of your wages. It is true that capital is the product of labor—for no capital could exist unless someone consumed less than he produced. The fact that capital exists shows that the labor which produced it has not consumed what it earned. To possess such unconsumed earnings is to be a capitalist.

If all the capital in the world were destroyed today, men would work only with their bare hands upon the bare soil.

Have you ever tried to do any important work without tools or other mechanical assistance? If so, you know a little of what it means to work without capital.

#### CAPITAL OWNED BY ALL.

The capital of the country is not owned chiefly by a few rich men: it is owned chiefly by the common people. It is owned largely by those who hold savings-bank deposits and insurance policies, and by those who own a few shares of stock which they have purchased by means of saving, often hard and almost cruel, that you

*The author of this article is a worker and not a rich man, and it is as a worker that he desires to preserve the right of private capital. He has saved out of his hard-won earnings, but his savings have gone into home and land and books and education and insurance for his family. He believes that he has a better right than anyone else to determine what occupation on his part, what choice of residence, what care of the land about his home, what higher education for his children, what protection for the future, are best adapted to the ultimate welfare of his family. His right to the occupation, the residence, the land, the education, the protection, on the other hand, must lie in his having earned and saved them,—or might lie in another's having earned them voluntarily for him. He believes that if he should choose from now on to devote his savings to the accumulation of funds for assistance in manufacturing goods, or in distributing goods by sale, or in rendering public service, to forbid him so to save and so to use what he had saved, and to forbid him to allow someone else to use his savings, and to forbid him to demand and collect compensation from anyone so using his savings, would be a fundamental violation of his rights as a man.*

—W. M. C.

and others like you have made. Of all railroad stocks in the United States, about 92 per cent are owned by holders of few

shares only. The stock of one large railroad is held by more than one hundred thousand owners, and almost half of these are women. Of the stock of another, with twenty-seven thousand holders, and nearly one-half women, more than twelve thousand holders are owners of fewer than eleven shares each.

Sometimes it is said that though the capital of the country is owned by the people, the bulk of it is controlled by a comparatively few men. That is true. Why? Because skill in management is a rare faculty and is at the same time a necessity for producing wealth today. Neither the average capitalist nor the average laborer is able to manage wisely what he contributes to the production of wealth. Management of a business requires knowledge and judgment of markets, both for buying and for selling, knowledge and judgment of qualities of goods, judgment of economical processes of manufacture and distribution, knowledge and judgment of human nature, experience and judgment in getting along smoothly with people, knowledge of world conditions, and a great number of other things, such as a knack of foreseeing what is going to happen in the business world.

The skilful manager contributes more by his thoughtful management to the production of wealth than much direct labor and much capital, and that is why he is so highly paid. He is usually cheap at the price. Every large business house is looking for more men with good managerial knowledge and judgment, and will pay big salaries to them. Such men often become important capitalists because they earn much in salaries, save much, and

(Continued to page 61)



Office force of Car Foreman Edward J. Brittain, Forty-seventh Street Shops, Chicago. Front row, left to right—C. M. Hoffman, pipe fitter foreman; Charles Curov, assistant coach shop foreman; R. D. Crist, chief clerk; Mr. Brittain; Miss Anna Dykstra, stenographer; Dr. H. E. Walsh, company surgeon; Miss Ellen Peterson, time-keeper. Second row—W. Avery, cab foreman; Wm. Wobertson, pattern foreman; E. Smale, trimmer foreman; L. F. Hoffman, coach yard foreman; Frank Yalitts, car cleaner foreman; Joe Fflett, private car foreman; Harold Shedd, clerk. Back row—James Castle, machine shop foreman; O. Johnson, mill foreman; A. Eberler, assistant electrical foreman; Gus Lawson, assistant paint foreman; Henry Gillen, labor foreman; Wm. Nolan, special agent.

# Golden State Service Brings High Praises

**R**OCK Island passenger service has again demonstrated its excellence and has brought forth high commendation from a party of passengers who recently made a trip of more than 3,000 miles over the Rock Island Lines, via the Golden State Limited. To the train employes who played a part in this service, it was "all in the day's work", but it demonstrated that the traveling public appreciates the value of efficient service and courtesy and is gratifying to the officials as showing the maintenance of the "Rock Island Standard" throughout the Middle West.

The instance in question concerned the transportation of a party of four, headed by Mr. Thos. E. Wilson, president of Wilson & Company, packers, Chicago, who were traveling from Chicago to El Paso, Texas, and return. So highly pleased were they with the service and uniform courtesy received on this trip that Mr. Wilson on his return home wrote President Gorman a personal letter, praising highly not only the service of the train crew and of the dining car employes, but also the manner in which the engineer and fireman handled the train, which maintained its running time throughout, even arriving a few moments ahead of schedule at the Chicago terminal. Credit also is given passenger department employes who arranged the reservations for the party.

The letter of Mr. Wilson, praising Rock Island service, follows:

"Chicago, November 12, 1920.

"Dear Mr. Gorman:—I returned on Tuesday from a very pleasant hunting trip in New Mexico. To this pleasure you were unconsciously a contributor by the very excellent service our party had on your road, going out on the Golden State Limited and particularly on the return trip.

"The train service was good—everyone being extremely courteous to us. This was particularly apparent in the dining car. The dining car conductor was especially solicitous for our comfort and I was pleased to note that this extended to all of the passengers in the train. The waiters in the dining car were on their tiptoes all the time and showed the old-time disposition to give the very best possible service. You are especially fortunate in the chef in this car. The food served was equal to any I have had on any train or, in fact, anywhere for a long time.

"The train ran into Englewood on time—in fact, some of the folks figured that it was a few minutes ahead of time. To be in a position to render this kind of service, I am sure, must be a source of a great deal of satisfaction to you and it gives me pleasure to be in a position to commend it so highly. Very truly yours, Thos. E. Wilson."

This endorsement, coming from the head of the company whose advertising slogan is: "THE WILSON LABEL PROTECTS YOUR TABLE," is deserving of more than passing mention.

In order that the employes may know that their good service is appreciated, President Gorman has instructed that

copies of Mr. Wilson's letter be sent to all who had a part in handling the trains on which the Wilson party traveled.

The following letter to the Superintendent of the Rock Island at Chicago is further evidence that Rock Island service is taking the lead. It was written from Los Angeles:

"Having been routed over your road via Los Angeles to San Francisco, I want to say it was and is the best trip we ever made and I have traveled them all. The service and the way the train was handled, including the dining car service, were A1 and I shall recommend it most highly at all times and shall patronize none other in going east. Your agent at Chicago, Mr. A. C. Turpin, is most courteous and obliging. Respectfully, Mr. and Mrs. E. B. Butte."

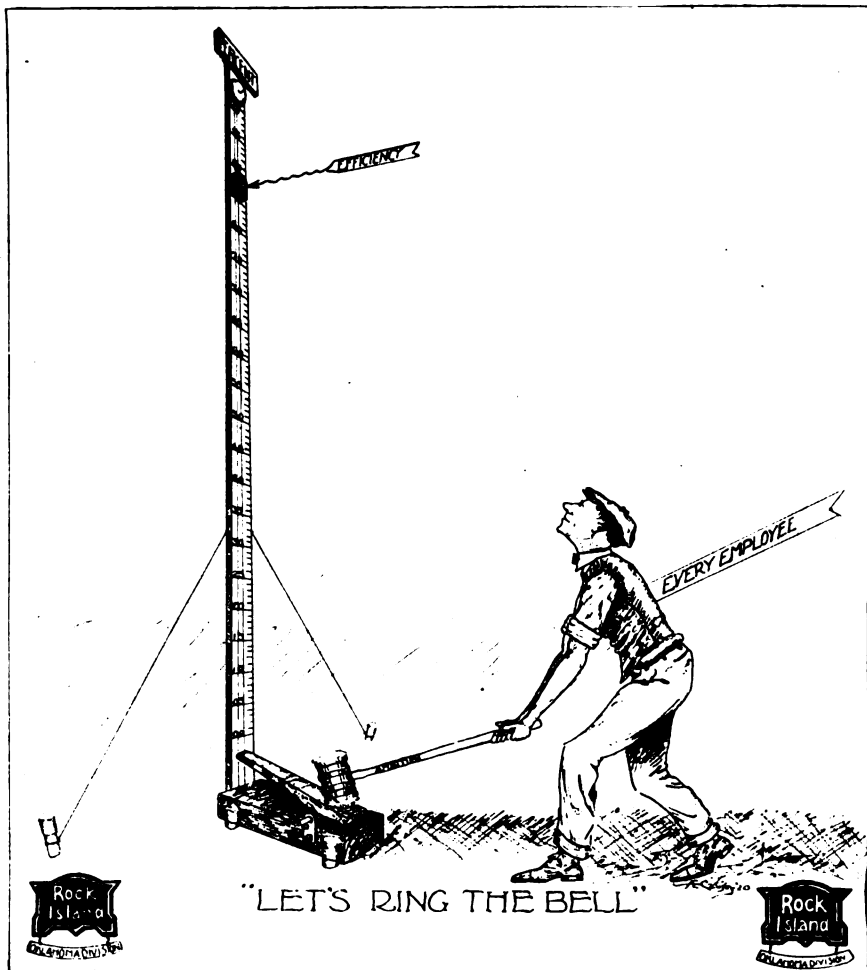
The following paragraph was taken from a letter of commendation from one of the Rock Island patrons of the service received recently on one of our dining cars, and is indicative of the service the

Rock Island is giving its patrons:

"I have traveled over many lines, in many states, covering many years, but never have I received at the hands of railroad representatives and employes such courteous treatment as I received on a recent trip. I specially wish to commend the dining car service on your train, and the painstaking method in which the needs of passengers are cared for by your steward and co-workers."

The largest clock in the world is in Jersey City, New Jersey. It is known as the Colgate clock. It weighs about 6 tons, the face is 38 feet in diameter and has an area of 1,134 square feet. The minute hand is nearly 20 feet long and weighs about a third of a ton.

Before things will flow our way we have to start things flowing the other fellow's way.



"The cartoon reflects the very laudable ambition of employes of the Oklahoma Division, indicating they are striving for 100 per cent," wrote Vice-President and General Manager Beacom, in commenting upon the above sketch by A. Causey, an employe at El Reno. "I am sure this will interest all employes and I want to compliment the Oklahoma Division who are striving to ring the bell of efficiency. The ambitious employe, in the picture, who has made the strike, is no doubt hoping to reach the 100 per cent mark, as his eyes are following the efficiency as it goes up."



# Our Right-of-Way Gardens

## Rock Island Employees Raise Bumper Crops and Reduce Living Costs

**D**ESPITE the cessation of war pressure, which created the war garden plan of food production, the St. Louis Division of the Rock Island Lines during 1920 showed an increase in the number of employees leasing company right-of-way garden plots and the amount of acreage so cultivated. According to the report of Superintendent H. E. Correll of the St. Louis Division, 136 employees along the line between St. Louis and Kansas City, Mo., cultivated a total of 260 acres last year, thus greatly adding to their winter stores of foodstuffs and reducing their cost of living.

The St. Louis Division leads all other divisions of the Rock Island, according to reports received from fifteen divisions out of a total of twenty-two. The number of employees on the St. Louis Division leasing garden plots from the company during 1919, was 101. In reporting on the activities of St. Louis division employees, Superintendent Correll says:

"On the St. Louis Division, we have leased to our various employees along the right-of-way, to agents, section foremen and roadmen, approximately two hundred and sixty acres of land, divided among one hundred and thirty-six leases.

"This land was put to excellent use and bumper crops of garden truck were raised. Many of the men have gone into hog and chicken raising and have obtained very satisfactory results. Mr. Ernest Ham, section foreman on our Raytown section, has had very good results with pig-raising and is but one example in many of the use and fine results obtained from these small tracts of land leased from the company by employees."

### MUCH PRODUCE RAISED.

While no data is obtainable as to the value of the products so raised, it ran into the thousands of dollars and for the whole system is roughly estimated at half a million. And this at very little cost and labor to the employees. A nominal fee of one dollar for executing the lease was charged employees.

Reports show that the Indian Territory Division was the next in activity in the use of the idle land along the right-of-way. On this division 225 acres were cultivated by 41 employees. On the Kansas division, a total of 187 acres was cultivated by 54 employees during 1920. Employees on the Arkansas division cultivated 90 acres; Minnesota, 75 acres; Iowa, 65 acres; Southern division, 57 acres; Cedar Rapids division, 43 acres. The reports show a total of 1,078 acres cultivated, equivalent to an area more than a mile and a quarter square. The average area cultivated by each of the employees obtaining leases was 2.65 acres.

All of this land was not devoted to vegetable raising, however, but in some instances corn, hay and other farm crops were raised to feed chickens, hogs and cattle owned by the employees. In some instances strawberries were planted.

### CITY EMPLOYEES ACTIVE.

That employees in the larger cities touched by the Rock Island Lines also took advantage of the free use of the company right-of-way where no other land was available, is shown in the report of

### Right-of-Way Gardens

The following shows the number of employees on each reported division and the number of acres cultivated by them for garden purposes along the right-of-way of the Rock Island Lines during 1920:

Division.	Leases.	Acres.
St. Louis.....	136	260
Indian Territory.....	41	225
Kansas.....	54	187
Missouri.....	46	127
Arkansas.....	13	90
Minnesota.....	12	75
Iowa.....	25	65
Southern.....	12	57
Cedar Rapids.....	18	43
El Paso.....	12	18
Illinois.....	10	16
Des Moines Valley....	3	8
Dakota.....	13	7
Chicago Terminal.....	2	1

Divisions not mentioned, either made no report or reported no activity.

Superintendent C. G. Ames, of the Chicago terminal Division, who reported:

"We have two places on the Chicago Terminal Division where the right-of-way was used for garden purposes. Our crossing flagman at 103rd Street had about 4,500 square feet and our section foreman at Washington Heights had a stretch between 99th and 103rd Street which covered about 3,000 square feet."

Superintendent D. Van Hecke of the Indian Territory Division reports:

"The number of agricultural leases to employees on this division was 41, with an acreage of 225. The total number of agricultural leases was 148, with an acreage of 731. The following crops are raised on leased property: Corn, strawberries, cotton, peaches, Irish potatoes, sweet potatoes, kaffir corn, grazing, apples, oats, alfalfa, prairie hay, garden truck and millet."

Superintendent A. E. Walker of the Arkansas Division says:

"Investigation develops that we have granted thirteen leases to employees on the Arkansas Division, or a total of approximately 90 acres. Of this acreage seventy-eight consisted of cotton, which brought a revenue of about \$1,600. The remaining acreage was planted with garden products, such as sweet potatoes, onions, turnips, etc., consumed by the families of the men holding the leases."

### SECTION FOREMEN BUSY.

Garden activities on the El Paso Division are reported by Superintendent H. P. Greenough as follows:

"It has been the practice for the past several years on this division to encourage all of the employees to plant gardens on the right-of-way, and almost all of the section foremen on the El Paso Division have had gardens on the right-of-way.

The section foreman at Durham, Kansas, planted a small patch of potatoes,

from which he harvested 20 bushels. The section foreman at McPherson, Kansas, sowed  $3\frac{1}{2}$  acres of right-of-way in oats, and gathered 119 bushels and sold the oats for \$92. The seed and labor cost him \$38, leaving him a profit of \$54. The section foreman at Groveland, Kansas, planted about two acres of alfalfa and kaffir corn, the crop estimated at \$50.

The section foreman at Arlington, Kansas, planted a garden over about  $\frac{1}{2}$  acre and raised about 10 bushels of onions and five bushels of tomatoes; value, about \$80. He also raised an abundance of radishes, lettuce, beans, peas, beets, etc., amounting to about \$20; expense for seed and labor, \$15.

The coal chute foreman at Arlington, Kansas, planted about  $\frac{3}{4}$  acre in alfalfa and received a profit of \$20 for his crop. A pumper at Arlington planted about  $\frac{1}{2}$  acre in corn, beans, tomatoes, etc., amounting to \$25.

### RAISED EVERYTHING.

The section foreman at Langdon had  $\frac{3}{4}$  of an acre planted in Soudan grass, which he has cut three times, cutting about 10 tons of hay from the three cuttings. He had about one acre which he used for pasture, and has had fine grass in it during the past seven months. He also planted about  $\frac{3}{4}$  of an acre in vegetables, raising more than his family could use, canned 50 quarts of tomatoes, 12 gallons of cucumbers and sold several dollars' worth of same. He also raised about two bushels of onions and two bushels of peanuts on this garden spot.

The section foreman at Turon planted a small garden at which he estimated for about \$40. The section foreman at Cullison planted about  $\frac{1}{2}$  of an acre in vegetables, raising about 12 bushels of potatoes, which he sold at 10c per pound. Also raised five or six bushels of onions. The section foreman at Bloom, Kansas, had three or four acres planted in Soudan grass, having cut this twice and harvested about four or five tons of hay at each cutting.

The section foreman at Mineola put in about one acre in garden, which was very successful. Another section foreman put in about  $\frac{1}{4}$  of an acre in garden; raising all the vegetables he could use and also raised five or six bushels of potatoes.

In commenting upon the benefits to the employees of the use of the right-of-way for garden purposes, Superintendent H. J. Sewell of Ft. Worth (Southern Division) says:

"I can say from personal observation that these garden spots were generally very productive and quite successful and have without question been the source of a comfortable saving for each employee who has cultivated same."

### IOWA MAKES SHOWING.

In estimating the value of the products raised by employees on the Iowa Division right-of-way at \$33,000, Superintendent E. J. Gibson reports:

"At Commerce, Iowa, our agent, Mr. L. P. Acheson, had an exceptionally good crop of potatoes and a small patch of sweet corn. One of our section laborers at Colfax raised a good crop of potatoes which netted him 85 bushels and one

of our operators at Stuart obtained 60 tons of hay from a piece of ground leased to him. Just west of Marne, a portion of our right-of-way, amounting to about eight acres, is under lease to our agent at Marne. On this piece of ground there was an exceptionally good crop of corn, which ran about 75 bushels to the acre. All other leases on the Division cover small tracts of ground for garden truck and the most of the gardens were very productive."

Superintendent E. D. Hungerford of Cedar Rapids says:

"We have one interesting report from a section foreman who claims to have made a revenue of \$94.65 from his garden patch. Another section foreman advises that he and two of his men had 20 acres of right-of-way and the following is a report of what they raised:

"Two carloads pumpkins; 300 bushels tomatoes; 85 bushels potatoes; 156 bushels navy beans; 180 bushels oats, 8 tons millet, besides keeping their tables supplied with peas, beans, radishes, onions, cucumbers, carrots, cabbage and beets."

Superintendent H. F. Reddig of the Missouri Division reports:

"A check of this division shows that there were 46 leases, covering approximately 127 acres of land, and from which the value of the products raised for the past year amounted to \$5,435, most of which was received from the production of garden truck and tobacco."

## Better Food at Low Cost

Everybody wants better food and more of it at a low cost. To be independent of high prices and to prevent the return of higher prices, grow your own food.

The National Home Gardeners' Association shows you how you can raise enough fruits and vegetables to supply your family throughout the year. The only way to permanently do away with the profiteer and the high cost of food is to produce your own. This you can do with a little honest sweat and much pleasure if you have the practical information and the right kind of guidance at your service when you need it.

For one dollar a year the Association furnishes you the services of four departments. Periodic leaflets give practical and timely information on the growing of fruits and vegetables. The Question and Answer Department answers any of your individual questions on gardening. The Landscape Department furnishes free plans on the laying out of your home grounds including the planting of vegetable garden, fruit trees, bush fruits, strawberry bed, shade trees, flowers, vines and shrubs. The Home Economics Department gives you the best practical methods on canning, preserving, drying and storing of food.

Pay one dollar to the Association and let them show you how you can save fifty dollars on your food bill. Send your dollar and name and address to the National Home Gardeners' Association, 306 South Wabash Avenue, Chicago.

The officers of the Association are: Arthur R. Reynolds, President; Thomas E. Donnelley, 1st Vice-President; Augustus S. Peabody, 2nd Vice-President; Charles L. Hutchinson, Treasurer; Lena M. McCauley, Secretary; David H. Stevenson, Managing Director.

Do not look at electric welding without using a shield over your eyes.

# HOW WATER MAY BE WASTED

## 1. Water may be lost in delivery through the following causes:

- Pump slippage.
- Breaks in mains.
- Leaks in pipe joints, due to defective calking or settlement.
- Leaks in mains due to small cracks and other imperfections.
- Blown-out and leaky hydrants and small leaks around valve stems.
- Worn-out or defective service pipes.
- Leaks around defective service and curb cocks.
- Service pipes abandoned without openings being properly closed.

## 2. Water lost on premises through general service:

- Leaking service pipes.
- Leaking plumbing, often due to careless or defective work.
- Leaking plumbing fixtures.
- Leaking faucets.
- Leaking water closets—defective ball and stop and improper operation automatic stop valve.
- Water closets running continuously, without control.
- Old fashioned hopper closet.
- Frozen service pipes or plumbing.
- The open faucet.
- Leaks in tanks of all kinds.
- Too frequent operation of automatic urinal flush.

## 3. Water lost through power house and round house facilities:

- Cinder pit hydrants and connections.
- Bubbling fountains, without automatic valves.
- Lavatories without automatic valves.
- Lavatory trough in which men wash in running stream.
- Leaking automatic valves in boiler washing systems.
- Overflow from boiler feed water heaters.
- Air compressor cooling lines.
- Internal combustion air cooling lines.
- Cooling vats in blacksmith's shops.
- Leaking coach yard hydrants.

## 4. Water lost through miscellaneous waste:

- Use of fire hydrants for drinking and washing purposes.
- Overflowing engine tenders.
- Unnecessary use of hose for sprinkling.
- Overflowing tanks.

OFFICE OF ENGINEER WATER SERVICE.

ROCK ISLAND LINES						
STOP LEAKS						
SIZE OF OPENING	AIR		STEAM		WATER	
	NUMBER OF CU. FT. WASTED PER MO. 100 LBS. PRESSURE	TOTAL COST OF WASTE PER MONTH PER CU. FT.	NUMBER OF POUNDS WASTED PER MO. 100 LBS. PRESSURE	TOTAL COST OF WASTE PER MONTH PER POUND	NUMBER OF GALLONS WASTED PER MO. 40 LBS. PRESSURE	TOTAL COST OF WASTE PER MONTH PER GALLON
1"	17,738,400	\$179.84	805,000	\$483.00	1231,000	\$192.00
3/8"	9,379,200	99.79	460,000	276.00	692,400	108.00
1/4"	4,443,600	44.49	203,000	121.80	307,700	48.00
1/8"	1,114,560	11.14	50,500	30.30	76,900	12.00
1/16"	278,640	2.78	12,750	7.65	19,200	3.00
1/32"	69,552	.69	3,175	1.91	4,800	.80
AIR, STEAM & WATER COST MONEY						
DONT WASTE THEM						
SHOVEL LESS COAL						
Chief Engineers' Office October 1928						



# Future of Feeder Lines

*By C. A. Morse,*  
Chief Engineer, Rock Island Lines

THE railroads in this country were originally constructed as private enterprises, and the majority of them started in a small way. Circumstances were in many cases responsible for their growth into large and important systems. Starting as they did, there were as many theories as to development as there were railroads. When we remember that less than one hundred years has seen the growth of the railroads of the United States, we realize that their development has been very rapid, especially when we recognize that they have been practically at a standstill for the past ten years.

In the early development there were no restrictions as to rates or capitalization, and business was developed by whatever means seemed best to the different managements. Being private enterprises, there was brisk competition and branch lines were constructed to get business which might otherwise go to a competitor. The same thing occurred in the construction of tracks to industries; the railroads assumed all of the expense, but they were able to reimburse themselves by rates charged on the business. Competition became so sharp that branch lines were often built into territory already served by other roads, and several roads would have tracks into one industry, each doing its own switching.

#### MOTOR SERVICE OPENS.

There are many branch lines less than fifty miles in length that were built to control the territory on either side of a main line. In some cases there is another trunk line 75 to 125 miles away, running practically parallel, and both railroads have built branch lines down to about half way to the other line, in many cases on an agreement for a division of territory. These were built, as a rule, in the days when there were ordinary dirt wagon roads and all teaming was done with animals. Today, with the advent of the automobile and motor truck have come the so-called "good roads." Some of these are gravel surfaced, some macadamized, while many are what are termed "hard surfaced" roads, with a surface of concrete. The result of these roads, where built, is that passenger automobiles can travel 25 to 50 miles per hour and motor trucks loaded with produce or goods can travel fifteen miles per hour, or practically at the same speed as branch line passenger and freight trains, and in all kinds of weather.

It can readily be seen that with the introduction of a class of locomotive that requires no rails and which can be operated by the public at large, that the use of the railroad, within the limits of the practical operation of a single unit of transportation, must become less and less as good roads are constructed. The public is paying for the improved roads, they own the automobiles and motor cars, and now, under the Transportation Act, they must pay for the maintenance and operation and also the interest on the value of the branch lines of railroads. In many localities the passenger travel on the railroads, especially on slow branch line



Mr. C. A. Morse.

trains, has been reduced 50 to 75 per cent, due to the automobile. If the public were required, as it should be, to pay a rate on the branch line that would meet the cost of upkeep, operation and interest on investment, it would pay as much in many cases as it costs to haul the freight to the main line by motor trucks.

#### PUBLIC PAYS THE BILL.

The public is going to be required to pay heavy taxes to cover the cost of construction and upkeep of improved roads. Why should it, in addition to this, be obliged to pay in railroad rates the cost of upkeep, operation and interest on the cost of a branch line of railroad which it does not need? With a good hard-surfaced road and no branch line of railroad some one would operate a motor bus for

passengers and motor express for less-than-truck-load freight.

With the constant increase in the weight of locomotives on main lines for the past 15 years, there are now no light engines to put on branch lines, and the result is that what are now perhaps light main-line engines, but are heavy for branch line service, are sent to the branches. This, and the rapid increase in the size and axle load of cars, has necessitated the strengthening of branch lines with heavier rail and stronger bridges; more ties to the rail; wider banks and cuts; ballast has had to be applied; with the result that the \$12,000 to \$15,000 branch now costs \$20,000 to \$30,000 per mile, with the increased interest charge on the investment and the increased tax on the public to be added to their taxes for good roads.

The costs per ton-mile for transporting freight and per passenger mile, on the short branch lines, are far more than the amount received by the railroads, the result being that the revenue from main-line business must be enough to pay for its cost, and in addition must be enough to cover the deficit on the operation of the branch lines.

#### COULD ABOLISH BRANCHES.

If many of these lines that are tributary to a territory within the limits of auto bus and auto truck service could be taken up and abandoned, it would mean a reduction in the cost of main line service. Every large railroad has many branches of this kind which are simply feeders, and do not reach any large towns or connect with any other railroad, which could be taken up with economy to the public.

Branch lines are a necessity, and it should not be understood that any attempt is being made to belittle their importance; but the transformation that is constantly going on in large cities in connection with the suburban train service, by which sta-

(Continued to page 60)



Master Mechanic P. J. Colligan and foremen and clerks in the locomotive department, Forty-seventh Street Shops, Chicago. Front row, left to right—Master Mechanic Colligan, J. J. Fitzgerald, general foreman; George Heyman, roundhouse foreman; T. E. McCune, boiler foreman; J. G. Eberler, electrician foreman; J. J. Herlihy, chief clerk; J. A. Lay, machine foreman; E. Briggs, pipe shop foreman; Wm. Cook, assistant boiler foreman; Wm. Rogers, erecting foreman; C. F. Smith, erecting foreman.

# Reminiscences

## Stories By Pensioned Employes

**C**HARLES H. DAVIS, a pensioned Rock Island engineer, tells the following strange experience he had while running an engine in Iowa. It is one of a number of reminiscences by pensioned employes, sent to D. C. Rees, secretary of the Rock Island Pension Board:

"The most remarkable thing that ever happened to an engine in my hands was the throwing of all four of the drivers of the 188, on the night of Feb. 10, 1883. It was about 9:45 in the evening, between Hiway and Iowa City. I was pulling No. 1 and we were running close to 60 miles an hour. Something smashed; I thought it was the side rod under me, and jumped down off the seat to the floor of the cab. The rear of the engine was sagging down till the ashpan was on the ground, its front end carried by the forward truck, and the train was crowding us along from the rear by its momentum, John Neiswanger, the fireman, yelling like a mad man to me to stop her.

"It was 1,120 feet from the first mark on the ground to the point where the engine stopped. Jim Rayner was conductor. He came up to see what was the matter. I told him a driver was gone on my side, and supposed that was all there was to it. Later I found that, except the wheels of the forward truck, there wasn't a wheel under her. Both drivers were gone on both sides!

"It all happened so quickly that I don't know which one went first, or the order in which they went, or whether they all went at once. The train held the track, and not a soul was hurt.

"We sent a messenger to Iowa City and the construction train came out, bringing with it a pair of pony trucks that they used about the roundhouse there. The rear end of the engine was jacked up, and this pony put under it, and the wheels were gathered up, and in this way the cripple was taken to the hospital. Drivers, eccentrics, links, all went in the wreck; the right cylinder head was knocked in, and the left main rod was broken in the center, but all these things were soon and easily mended, and the 188 had years of good service in her after that."

The following appeared in one of the Davenport papers and relates an interview had with Engineer Davis:

"In 1863 I was running the 'N. B. Judd,' with George B. Swan, for years yardmaster here and in Rock Island, now of Des Moines, for fireman," said Mr. Davis. "We had left Stockton—then Fulton—coming east. We were carrying a lot of green wood, but about the day before in LeClaire's pasture, but on the back end of the tender we had some dry wood that we carried to use when we had hills ahead of us. George was back after some of that dry wood, and down where he couldn't see me or the engine. I got down on the deck and stood, with one foot on the front end of the tender and the other on the sill of the engine deck, taking a look into the fire, when just at that instant the engine parted from the tender and shot away ahead.

"Of course, I went down between the engine and tender, clear to the ground between the rails. I didn't look—grabbed, and caught the safety chains at the front end of the tender. We were running only four or five miles an hour, but that was enough. I pulled myself up and climbed up into the tender, and just then George looked forward from the rear end over the pile of wood he had been heaving up.

"'What's the matter? Is she slipping?' he asked.

"'Yes, she's slipping,' I said. 'There she goes.'

"Her smoke was a mile ahead of us. She ran clear to 'The Irishman's farm,' a good seven miles, and there we found her, without fire, water or steam.

"After she was on the pit in the round-house here we put a plank across the pit in front of the tender and cut her loose from it, and there wasn't a man in the house that could start off that plank, holding to those chains, and climb up into the tender, and when I tried it myself, there in the house, I couldn't do it either.

"George Swan told that incident to a man the other day in Des Moines and the man turned his back and walked away without a word; but George and I both know that the thing happened."

1856. FALL ARRANGEMENT. 1857.

GREAT NATIONAL ROUTE TO KANSAS AND NEBRASKA

COMPOSED OF



CHICAGO AND ROCK ISLAND

AND

MISSISSIPPI AND MISSOURI RAIL ROADS.

Only one change between Chicago and Ft. Des Moines

THROUGH TO IOWA CITY IN 10 1/2 HOURS,

Without Change of Cars or Passage.

THE COMPLETION OF THE

MAMMOTH R. R. BRIDGE

At Rock Island enables the passenger via this route, to make the transit from Illinois to Iowa without encountering delays and dangers of ferrying the Mississippi River in Winter.

Passengers will Notice this Fact:

That the CHICAGO & ROCK ISLAND RAIL ROAD, and its connections, are 27 miles nearer Fort Des Moines than any other route, and only one change, making 12 hours time in favor of this route. No other route can take them within 90 miles of Iowa City by Rail Road.

This route offers superior advantages to passengers going to CENTRAL AND WESTERN IOWA, KANSAS AND NEBRASKA, it being the SHORTEST, CHEAPEST, QUICKEST AND SAFEST, MORE RAIL ROAD, AND LESS STAGING, THAN ANY OTHER.

Companies going to the Territories can purchase or hire teams at Iowa City at moderate prices; and those wishing to settle in Iowa will find the most valuable lands in the vicinity of this, the Great Overland Route to the West, better timbered and watered than any other part of the State, and offered at moderate prices and easy payments.

THREE TRAINS LEAVE CHICAGO DAILY, AS FOLLOWS:

9 10 A. M. DAY EXPRESS, for La Salle, Peoria, Rock Island, Iowa City and Muscatine.

2 30 P. M. MAIL ACCOMMODATION, for Rock Island.

11 00 P. M. NIGHT EXPRESS, for Peoria, Rock Island, Iowa City and Muscatine.

ALSO TWO DAILY TRAINS FOR ST. LOUIS.

DAILY LINES OF STAGES LEAVE IOWA CITY FOR ALL THE PRINCIPAL TOWNS IN WESTERN IOWA.

ALL BAGGAGE RE-CHECKED AT CHICAGO

THROUGH TO IOWA CITY, AND TRANSPORTED FREE FROM CONNECTING ROUTES.

THROUGH TICKETS VIA THIS ROUTE

Can be purchased at all Eastern and South-Eastern Rail Road Offices, and at the Company's Office in Chicago.

W. L. ST. JOHN, General Ticket Agent.

JOHN F. TRAUB, General P.

A. M. SMITH, TRAVELING AGENT.

It was only a little over a half century ago that the above announcement was made to the traveling public that it required "only 10 1/2 hours" to travel 237 miles, for in those days in the "Far West" 20 miles an hour was "going some," even though you did have to change trains before the day was over.

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19



# Historic Davenport

*By H. E. Smith*

## Site of First Rock Island Terminus West of Mississippi, Rich in Legends of Indians and Early Settlers

**D**AVENPORT, Ia., with a population of 60,000 people, is beautifully located on the bluffs of the Mississippi river, and on the opposite banks are the cities of Rock Island, Moline and East Moline, Illinois, with a population of 55,000. The government island, known as "Rock Island Arsenal," is located in the river between these cities and is the largest permanent government arsenal. It is this island that has given the Rock Island railroad its name.

No locality on the upper Mississippi river is so rich in history as the vicinity of Davenport. It is probable that in this vicinity was the greatest center of Indian population on the Western Continent.

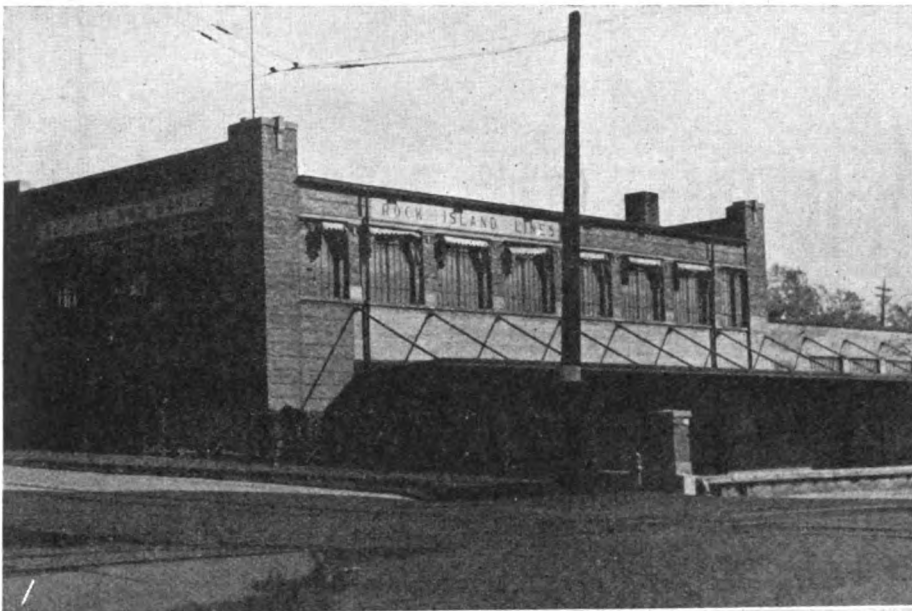
The treaty with the Saux and Fox Indians was signed at the close of the Black Hawk war on Sept. 21, 1832, near where the Davenport freight house of the C. R. I. & P. now stands.

### FIRST BRIDGE HERE.

Twenty years later the construction of the first railroad west of the Mississippi river was begun on the same spot. The first bridge to span the Mississippi river from Itasca, Ill., to the Gulf was built at this point and the pier of the original bridge has been preserved up to this time. The original bridge was of wooden construction and furnished a link between the two lines already in operation east and west of the river, now the

C. R. I. & P. railway. The construction of the bridge caused a protest on the part of the river men and the matter was taken into the courts, Abraham Lincoln being one of the attorneys handling the case. The matter was so bitterly fought that several attempts were made to blow up the bridge and it was finally destroyed by fire.

The first locomotive to run west of the Mississippi river was called the "Antoine LeClaire" and was in operation prior to the construction of the bridge, being taken across the river on a ferry boat. The seventh engine to be operated west of the river was the "John A. Dix," which was brought up to the east bank



1—Rock Island freight offices at Davenport on spot where Indian treaties were made. 2—Sign marking spot where ground was broken for first railroad west of Mississippi, now occupied by the city of Davenport. 3—Sign which marks historic spot. 4—Rock Island passenger station at Davenport, within few yards of spot where first transcontinental line started.

of the river and put on sleds the following winter and drawn over the ice by men and ox teams.

We are now manufacturing engines in Davenport and they are being shipped to all parts of the world.

#### "CREDIT ISLAND" REVIVED.

Credit Island, opposite Davenport, was the scene of a battle of the war of 1812 and again there was a battle on this island September 6 and 7, 1814. The island lost its identity, however, and has been known by various names since that time. Two years ago the city of Davenport purchased it for park purposes and it will be hereafter known by its original name.

Many of the historical buildings of Davenport have been preserved and are standing to this day.

The famous "Buffalo Bill" or Wm. F. Cody, was born at LeClaire, Ia., fifteen miles from Davenport, and there is now a movement on foot to erect a monument in his memory on the river front of Davenport.

Davenport helps to keep the world clean—seventy per cent of all the washing machines used in the United States are manufactured in Iowa and ninety per cent of the Iowa production is manufactured in Davenport. These products are shipped to all parts of the world.

#### HELPS FEED THE WORLD.

Davenport also helps to feed the world, having two large cracker factories, one

It is also claimed that Davenport has the distinction of having the first electric street car in operation in the United States. This, however, cannot be confirmed.

Davenport is amply supplied with hotel accommodations, being able to take care of large conventions and gatherings.

The surrounding country is a rich prairie land and is devoted to farming and raising of live stock. Registered hogs and cattle raised on the Iowana Farms near Davenport, owned by Colonel G. Watson French, are shipped to all parts of North and South America.

It may be interesting to state in connection with the above article by Mr. Smith that the original U. S. military fort was laid out in 1816 on the spot now occupied by the Rock Island arsenal. The one hundredth anniversary of its establishment was celebrated four years ago by Rock Island and Davenport with a monster demonstration. Rock Island, in the early days, was the home of the Sac or Sauk Indians, whose chief was the famous Black Hawk. The Fox Indians, under the leadership of Chief Keokuk, also occupied land just below Davenport. Residents of Davenport today tell the "Legend of the Black Hawk Cave" on Rock Island. Black Hawk himself is quoted in 1816, regarding Rock Island, as follows:

"It was the best island on the Missis-

Davenport was founded in 1833 by Antoine LeClaire and named in honor of Colonel George Davenport. LeClaire was of Indian extraction and it was he who published the statement of Black Hawk quoted above. The site of Davenport was purchased from the Indians in 1833 for \$2,000. It was LeClaire who turned the first spadeful of earth for the Mississippi & Missouri railroad at Davenport in 1853 of which John A. Dix was then president.

On February 22, 1854, the Rock Island railroad reached Rock Island, Ill., across the river from Davenport. In speaking of the event, The Chicago Press at that time said:

"On Wednesday, February 22, that event, looked forward to for years with so much interest by our citizens—the connection of the Mississippi river with Lake Michigan by a continuous line of railroad—was consummated. The honor of arriving first at this important goal belongs to the Chicago & Rock Island railroad."

## Bowling Challenges

The LaSalle Bowling League opened its second season on September 28, 1920. Competition will be a little closer this year and nobody is looking for a run-away race. The LaSalle Bowling League team issues a challenge to any five-man team on the system. Address all challenges to W. A. Hewlett, Room 803 La Salle Station, Chicago.

The standing of the League on December 14, 1920, was as follows:

TEAM STANDING.				
Team.	Won.	Lost.	Pct.	Team. Avg.
Building Engineers.	25	11	.694	17390 483
Engineers	24	12	.667	17877 483
Valuations	22	14	.611	17442 485
Mechanical Dept.	20	16	.556	17077 474
President's Office	17	19	.472	16717 464
Purchasing Dept.	13	23	.361	15871 433
Tracers	12	24	.333	16398 456
Checkers	11	24	.308	15954 443

INDIVIDUAL AVERAGES.				
Name.	Games.	Total.	Avg.	
Fowler, 3.	36	6238	173	
Peterson, 4.	36	6148	171	
Magnuson, 2.	36	6089	169	
Phillips, 5.	36	6008	167	
Warren, 2.	36	5986	166	
Browning, 8.	33	5425	164	
Blank, 7.	36	5913	164	
Krammes, 1.	36	5834	162	
Christensen, 1.	36	5812	161	
Roper, 1.	30	4832	161	
Lackey, 4.	27	4261	158	
Clancey, 3.	36	5678	158	

Individual high game—Magnuson, 245.

Individual high series—Peterson, 631.

Team high game—Mechanical Department, 584.

Team high series—Mechanical Department, 1694.

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## The Rock Island Beauty

Hurry! Hurry! HURRY! Send in a photograph of your most beautiful Rock Island woman employe to the Rock Island Magazine. The Beauty Contest will be closed shortly and some real "peaches" have been received! The most beautiful young lady for each division will be selected from the photographs submitted. These selections will be published in the Magazine and details of the method of choosing the most beautiful young lady from the division representatives, will be announced later. When the "Rock Island Beauty" is finally chosen, it is proposed to enter her photograph in a contest with the beauties of the Santa Fe, M. K. & T., and other Western lines now conducting beauty contests. Some of the Rock Island divisions in the Second District should get more active in this contest, as they have not submitted their fair proportion of photographs. Don't wait until the contest is over and then regret you did not send in a picture of the young lady which might have thrown the honor to your division. Tell her it is not a personal matter, but for the glory of the Rock Island.



Builders of the famous Rock Island-Davenport bridge. Left to right—F. E. Robbins, superintendent; Engineer Witheral; Ralph Modjeski, chief engineer; Chas. Carter, mechanical engineer; George P. Nichols, electrical contractor; Field Engineer Connor and W. Otto Gronen, draftsman. Photo taken in 1896.

macaroni factory, two flour mills, one oat meal and hominy mill and two candy factories.

Davenport also helps to house the world with two sash and door factories, one of which manufactures a ready-made house which can be shipped in sections ready to be put up on arrival at destination.

The hills around Davenport are underlaid with a limestone formation which is suitable for making cement and there is now in course of construction a \$2,000,000 cement plant.

The first bank in operation under the national banking laws was established in Davenport and is still in operation and is known as the first "National Bank" in the United States.

issippi and had long been the resort of our young people during the summer. It was our garden (like the white people have near their big villages), which supplied us with strawberries, blackberries, plums, apples and nuts of various kinds and its waters supplied us with pure fish, being situated in the rapids of the river. In my early life, I spent many happy days on the island. A good spirit had care of it, who lived in a cave in the rocks immediately under the place where the fort now stands and has often been seen by our people. He was white with large wings like a swan's, but ten times larger. We were particular not to make much noise in that part of the island which he inhabited, for fear of disturbing him."



# Love Is Life's Elixir

Only the Unselfish Kind, However

By H. Addington Bruce

(Copyright)

ELSEWHERE I have pointed out that love is one of the best cures for functional nervous and mental diseases. It is also one of the best preventives of these disorders. Even more important, there is nothing quite so potent as love in keeping men and women feeling young despite advancing years.

Love is indeed a wonderful elixir of youth. You may search through the universe without finding any more wonderful. Its magic properties are matchless. But always, in order to act as an elixir, it must be an unselfish love. Otherwise it plagues rather than protects. It ages people before their time instead of helping them bid defiance to the forces that would wither.

This is the explanation of the strangely contrasting views which the poets and proverb makers of all epochs have set forth regarding love. On the one hand we are told:

"Love is a thing full of anxious fears."

"Love abounds in honey and poison."

"Love's merchandise is broken faith."

"The reward of love is jealousy."

"Where there is great love there is great pain."

While from another group comes the assurance:

"Love warms more than a thousand fires."

"Better a dinner of herbs where love is than a stalled ox and hatred therewith."

"Love expels jealousy."

"There is more true happiness in the folly of love than in all the wisdom of philosophy."

"When all else fails love saves."

"The truth of truths is love."

Conflict and contrast are here aplenty—all because in the one case the reference is to self-seeking love, in the other to love that is self-forgetting. It is the latter alone that is worthy of the name, the latter alone that acts as an elixir of youth.

Recall to your remembrance aged friends who have impressed you because of the persistence of youthfulness in them. With few exceptions you will find they have been great lovers. Married, they have known the perfect happiness that comes with the unselfish love of man for woman and woman for man. Unmarried, their hearts have gone out in self-forgetting love to humanity, to their work, to nature, to God.

This same marvelous elixir may be yours as it has been theirs. Learn to love selflessly and it will be yours.

It has been our experience that the most successful forms of solicitation are COURTESY and SERVICE. With these two assets, you have the foundation of the best business and revenue producer possible. Courtesy is the cheapest "employee" we have and it should be used liberally as the cost is so small. Experience has shown that results from courteous treatment prove it to be one of the greatest revenue producers that we have today. It leaves a lasting impression upon the patron, and a shipper who has been received, answered or met in a courteous manner does not often forget where he was so treated.

Courtesy can be practiced in so many different ways that space will not permit an analysis of each form, but it should be remembered it is one form of solicitation that every employee of a railroad can use, with no expense on the part of himself or employer, producing results at the same time receiving benefits which are advantageous to him, although they may be indirect.

## SERVICE SPEAKS FOR ITSELF.

Service is another form of solicitation, and is in no way secondary to any other method of increasing our finances. Efficient and prompt service speaks for itself and produces satisfaction among our shippers, which is all that is desired. When calling upon a new shipper, and the service is of such a nature that we can cheerfully refer to it to back up our good intentions and statements, it is then quite likely we will receive the business. With good service, a carrier will obtain a good reputation just as quickly as it will a bad one when the service is poor.

For this reason, it is proper to say at this time that every employee in the transportation department has an opportunity to do his part in maintaining the standard of 100 per cent efficiency. Every employee should not fail to exercise every effort to produce these results. Efficient service covers so much territory that each employee is directly responsible for his share of the work to be done, and, unless each one takes an active part and does his share, something will remain undone which involuntarily interrupts the service.

These interruptions may be in the form of claims, transportation accommodations, poor service, etc., which cause dissatisfaction and the loss of patronage of a shipper. Often times there are prevailing conditions that interrupt our service, but with courtesy, which naturally causes friendship, you are in a position to explain and still get the routing order on the next car.

## DON'T TALK TROUBLES.

Don't relate your troubles to your shipper, but see what can be done for his benefit if he should be experiencing any transportation difficulties. Be ready to help him out, giving his requests and inquiries prompt attention. Every employee coming in contact with the public should keep posted as to routes, service, time of transportation of freight from different shipping points, as giving such information to the shipper promptly, often induces him to give us a trial.

In addition to the forms of solicitation such as courtesy and service, there is one important method which should be mentioned, and that is PERSEVERANCE. With these three qualifications you are in a position to demand for our great system the business from the shipper.

# Courtesy and Service in Solicitation of Business

By C. R. Milligan, Keokuk, Iowa

IT is only reasonable to believe that a railroad is classed and operated according to its financial standing and resources. The basis of proper operation and service to the traveling and shipping public depends greatly upon the condition of it as a whole, and, unless it is prospering, there are some details of the service to the public, which are causing dissatisfaction, that could be improved, or the ultimate result is the loss of business.

The operation and handling of a railroad reverts back to the resources, which, of course, are based on the finances obtained through the transportation of freight tonnage and passenger business, which is the only way a railroad has to obtain its revenue. The fundamental principle supporting the revenue received by carriers is, no doubt, solicitation, which may be carried on through many different channels.

The solicitation of freight and passenger traffic cannot be given too much serious thought at this time. The general business depression now being experienced throughout our nation should tend to serve as a stimulant to exert every possible effort for business through every kind

of solicitation. This is divided into several different forms.



Mr. C. R. Milligan.

## Want To Be Boss?

A course in "management education" to provide a sufficient number of properly trained executives for the industries of the United States is to be established in a majority of the 620 American colleges, according to an announcement by Dr. Hollis Godfrey, president of the Drexel Institute, Philadelphia.

The plan, an outgrowth of a convention attended by representatives of industry and colleges in Philadelphia last March, is backed by corporations representing a capitalization of \$26,000,000. It is the result, Doctor Godfrey said, of these two factors coming to a definite working agreement for the first time through the establishment of the council of management education, an organization formed "to study mutual problems in order that the colleges may render the greatest possible service to industry."

While the majority of American industries are represented on the council, those having members on the executive committee are the railroads, public utilities, oil, textiles, mining, rubber, leather and shoes, paper, machinery and cotton finishing.

The executive members of the council appointed to represent their industrial group are as follows: Railroads, A. W. Gibbs, chief mechanical engineer, Pennsylvania Railroad; paper, Colonel B. A. Franklin, vice president Strathmore Paper Co.; public utilities, H. B. Shaw, educational director, H. L. Doherty Co.; shoes and leather, Frederick B. Rice, president, Rice & Hutchins; mining, J. Park Channing, mining engineer; machinery and metals, Frederick H. Payne, Greenfield Tap and Die Co.; rubber; Dr. R. S. Quinby, service manager, Hood Rubber Co.; cotton finishing, J. K. Milliken, president, Mt. Hope Finishing Co.; textiles, Albert Bigelow, Ludlow Manufacturing Co.

The educational group includes, besides Doctor Godfrey and Doctor Capen, Dr. Frank Graves, dean of the school of education, University of Pennsylvania; Dr. Charles Tilden, professor of engineering mechanics, Yale University; Dr. David Tennant, professor of biology, Bryn Mawr College; Dr. Leigh Reid, professor of mathematics, Haverford College; C. L. Evanson, professor of engineering administration, Drexel Institute, and J. S. Pearson, professor of production engineering, Drexel Institute.

The American council on education has appointed the following committee as a permanent body to co-operate with the council of management education:

Doctor Capen, chairman; Dr. Charles R. Mann, chairman of the advisory board educational training of the general staff, War Department; Frederick L. Bishop, dean engineering school, University of Pittsburgh; Park R. Kilbe, president Municipal University of Akron; Raymond Hughes, president Miami University.

J. W. Lawhead, local freight agent, Twelfth and Sherman streets, Chicago, has sent a formal invitation to employees of the general offices in Chicago, to join with the Sherman street employees in the noontime pleasures at the latter office, consisting of luncheon, dancing, pool playing, etc. Incidentally, Mr. Lawhead announces that his office force has long since hung up a challenge to play any pool team from any other office which can send a two-man team.

# The Great Conqueror

Faith, Remover of All Obstacles

By Orison Swett Marden

(Copyright by the McClure Newspaper Syndicate)

**I** AM that which is back of all achievement, which has led the way to success, to happiness, all up through the ages.

I crossed an unknown ocean with Columbus, who without me would never have discovered America.

I was with Washington at Valley Forge; and but for me, he would not have succeeded in liberating the American colonies and making them a nation.

I went through the civil war with Lincoln, and guided his pen when he wrote the Emancipation Proclamation that freed millions of human beings from slavery.

I was with the English patriots who forced King John to sign that great charter of human rights—the Magna Charta.

I was back of those who forced the French revolution—and of those who

signed the American Declaration of Independence.

I am the locksmith who can unlock all doors, whom no obstacle can hold back, no difficulty or disaster dishearten, no misfortune swerve from my purpose.

I am a friend to the down and outs, the unfortunates, those to whom life has been a great disappointment. If these people would take hold of me I would turn them around so that they would face their goal.

I am a booster, an optimist, one who always sees something of hope in every human being, for I know that there is a God in every one.

No matter what the weather is or how bad the conditions which confront me, I always wear a smile, for I know that the sun is always behind the clouds and that after a time the storm will pass and the sun will shine again.

## Make the Rock Island Safe from Injury and from Fire

By L. F. Shedd,

General Supervisor, Safety and Fire Prevention

**O**N September first, the railroads of the United States were placed on trial before an exacting, yet a generous public and it now becomes necessary for each and every member of the "Rock Island Family" to demonstrate his personal ability and lend his every assistance toward proving that the business of "Our Railroad" can be and will be con-

ducted only along those lines that result in 100 per cent efficiency in SERVICE and consequent satisfactory results; pleasing to the management and appreciated by our patrons—the general public.

Properly to handle the great volume of anticipated business it is absolutely essential that we conserve in the fullest measure, every facility afforded us through the use of our property, buildings, equipment and other appliances and you, as employees, are, therefore, addressed to solicit your further and continued co-operation towards the realization of the desired ends.

### MAN'S COMMON ENEMY.

Fire is one of the greatest destructive agencies known. "Man's Common Enemy" reflects its relations to us and it is desired that every effort be put forth to "PREVENT FIRE" and that every CAUSE through which FIRE might originate be searched out and REMOVED.

CLEANLINESS is recognized as one of the leading FIRE PREVENTION AGENCIES and you are asked to assist in keeping the property in the best possible condition—clean and free from rubbish and other combustibles.

Team work between the various departments is especially sought.

Further. Are we ready for Winter? A question for your earnest consideration.

At this season of the year this question becomes an important one, but before we can answer in the affirmative we must look about and satisfy ourselves that our property is in condition to afford every employee the SAFEST possible place to work during the season of snow and ice, when,

(Continued to page 35)



Mr. L. F. Shedd.

**G**ENERAL ALVARO OBREGON was inaugurated president of Mexico at midnight, December 1, marking the fourth time in the republic's history of ninety-nine years that the executive power has been transferred peacefully.

The United States Supreme Court has rendered a decision declaring the state dog tax law constitutional.

Chicago Tribune on December 15 reports that there were 160 men in Chicago for every 100 jobs available on that date.

The Philippine legislature has voted to expend \$500,000 annually to spread propaganda in the United States in a campaign to obtain independence for the Philippines.

Representative Alvan T. Fuller of Massachusetts is authority for the statement that there is little possibility of the American troops being withdrawn from the Rhine zone.

The sum of \$50,000,000 passed through the pari-mutuel machines of the four big Maryland race tracks during the season of 110 days, ending in early December, according to figures by the State Racing Commission.

Approximately 100,000 Chinese mercenaries remain in the bolshevist army. Practically half the Red forces opposing General Wrangel in the Crimea were yellow. The Chinese force was augmented by 25,000 Koreans.

The keel of the super-dreadnought Massachusetts will be laid soon after New Year's Day, it was announced at the Fore River plant of the Bethlehem Shipbuilding Corporation, Ltd. The Massachusetts will be larger than any vessel now in the United States navy.

President Wilson in his letter accepting the Nobel peace prize which was read at the presentation ceremonies at Christiania, December 10, said if this were the last peace prize to be offered he could not accept it "for mankind has not yet been rid of the unspeakable horror of war."

An appeal for "the greatest possible need of self-government" runs through a long series of recommendations for governing the Territory of Alaska submitted in the annual report of Thomas Riggs, Jr., the territorial governor. He urges the definition of some kind of colonial policy as applied to the territory.

Secretary of the Treasury Houston has recommended to Congress the establishment of a coinage mint in Chicago.

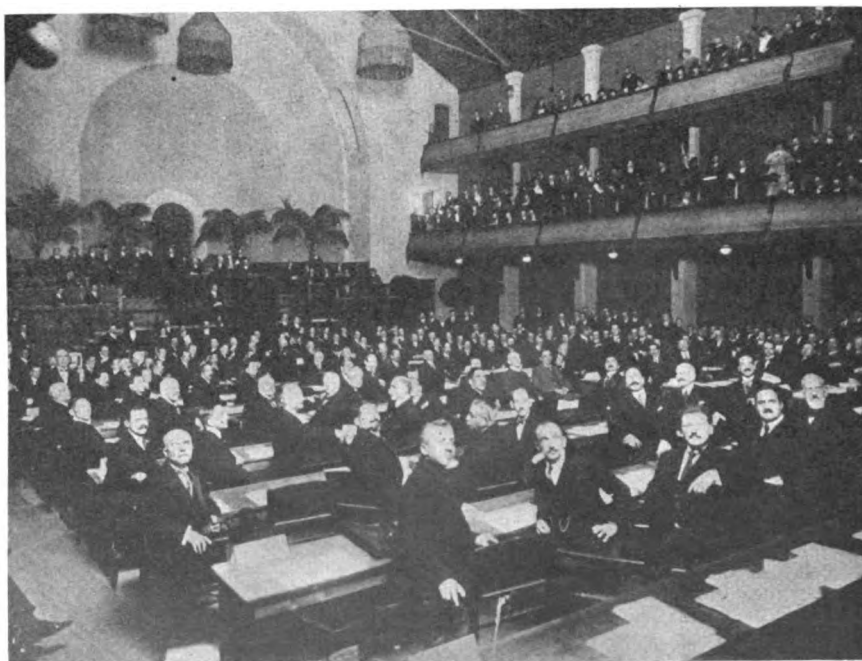
The U. S. Census Bureau announces the negro population of Chicago is 109,594, an increase of 65,491 in the last



*Mrs. Muriel MacSwiney, widow of Cork's Mayor, and her baby. Taken before she visited the United States. (Underwood & Underwood Photo.)*

ten years. The total white population of Chicago is officially given as 2,589,104.

Mayor Thompson of Chicago has announced that the 200 recently selected members of the Loop traffic squad policemen are "the last word in appearance, intelligence, disposition, presence and bearing—the Finest of the Finest."



*The beginning of the League of Nations—Opening of first conference at Geneva in November, 1920. (Underwood & Underwood Photo.)*

Earl H. Reynolds, of the South Bend Elevator Company and a member of the Chicago Board of Trade, has made his will on a phonograph record.

A total of 3,808 persons were killed in automobile accidents, or died as a result of injuries therefrom, during the last year, the United States Census Bureau announces.

The Coal Trade Journal predicts further declines in coal prices as a result of the mild weather, the work of the Emergency Distribution Committees and the several investigations that have been started, or are pending.

Capt. Alanson D. Gaston, veteran of the Civil War and a doorkeeper of the Senate, died recently at the age of 84. Capt. Gaston was one of the best known attaches of the staff of the Senate and had been on the rolls for 31 years. He came to Washington with the late Senator Allison, of Iowa.

H. G. B. Alexander, president of the Continental Casualty Company, announces the company during 1920 showed an increase of over 40 per cent in admitted assets; over 35 per cent in premiums written (gross); over 37 per cent in premiums written (net). The company has a capital and surplus of \$1,100,000.

Of the 68,857 immigrants gaining residence in Canada during the first six months of 1920, 37,261 came from Great Britain and 25,183 from the United States. The rest—6,413—were carefully selected men and women who, like many of the two larger groups, are scattered throughout the rich agricultural areas or have located in the smaller towns and provinces.

The Reparations Commission has announced that Germany must deliver to France and Belgium a total of 1,740,000 fowls within four years, 25,105 goats within three years and 15,250 pigs within one year. The German representatives have agreed to this program. Germany also has been instructed by the commission to deliver within six months 30,000 horses, 125,000 sheep and 90,000 cattle, including 30,000 in calf.

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

Nearly 9,000 bodies of American soldiers who died or were killed in France during the war have been shipped to the United States and turned over to their nearest relatives, and 1,800 more await shipment at French ports.



The U. S. Senate has passed the Poin-dexter bill, forbidding railroad strikes.

The French cabinet has fixed January 9 as the date on which the senatorial elec-tions shall be held in France.

Miss Kathleen Lawler of Lansing, Mich. it is announced, will be Mrs. Harding's social secretary at Washing-ton.

Repeated earthquake shocks in the South American countries and in Italy during December resulted in heavy losses of property and many lives.

Conflicts between the British military forces and Irish nationalists resulted in the destruction of much of the city of Cork during the middle of December, last.

John R. Gentry, former champion race horse of the world and owned by the late E. H. Harriman, died recently at Nashville, Tenn., at the age of 32 years.

The second annual sale of Hampshire hogs was held at Crossett, Ark., January 1 under the plan to supplant, along the Rock Island Lines, purebred stock for the Arkansas razorbacks.

Lolita Armour, daughter of Mr. and Mrs. J. Ogden Armour, and John J. Mitchell, Jr., son of the head of the Illi-nois Trust & Savings Bank of Chicago, shortly will be married.

One seat in the Michigan state senate, two sheriff offices and seven lesser county offices were given to women in the elec-tion in Michigan. Three women will sit in the Kansas legislature this winter.

American farmers broke production records of five crops this year. Prelimi-nary estimates announced by the Depart-ment of Agriculture show the corn, to-bacco, rice, sweet potato and pear crops surpassed in size those of any previous year in the country's history.

Belgian immigration to the United States will show a 40 per cent increase during 1921, accord-ing to estimates made by the Ameri-can consul general at Brussels.

President Wilson has purchased a home in Washing-ton, D. C., where he will make his residence at the end of his present term, March 4.

A wage reduction of about 22 per cent in the textile mills of New England, affecting several hundred thousand employees, was ap-plied on December 20, last.

Seattle, Wash., has taken the lead as the divorce cen-ter of the United States, with 2,430 decrees granted

from January 1 to December 1, 1920, compared with 991 at Reno, Nevada.

The world war cost the United States \$24,010,000,000, net, including \$9,-523,000,000 loaned to the allies. The total expenditures of the United States for



Vice-President-Elect Coolidge cutting hay on his farm. (World Wide Photos.)

the war were \$38,830,812,895, according to the report of Secretary of the Treas-ury Houston.

Representative McArthur of Oregon has introduced a proposed constitutional amendment in the lower House of Con-gress, fixing the Presidential inauguration for the second Monday in December. This would abolish the so-called short session preceding a new administration.

France, typified by the pick of her armies, supplemented by a million resi-dents of Paris, paid homage on Armistice Day to an unknown soldier, whose body, taken from the grave on the battlefields where he died for France, was buried for all time under the massive grandeur of

the Arc de Triomphe. Today "The Sol-dier of France" in the great war sleeps beneath the arches on which are in-scribed the victories of Napoleon.

The League of Nations opened its ini-tial session at Geneva, Switzerland, on November 15 with Paul Hymans, Belgian delegate, as president.

A plan to organize an American for-ign trade financing corporation with an initial capital of \$100,000,000, is being fostered by the American Bankers' As-sociation, to be under supervision of the Federal Reserve Board.

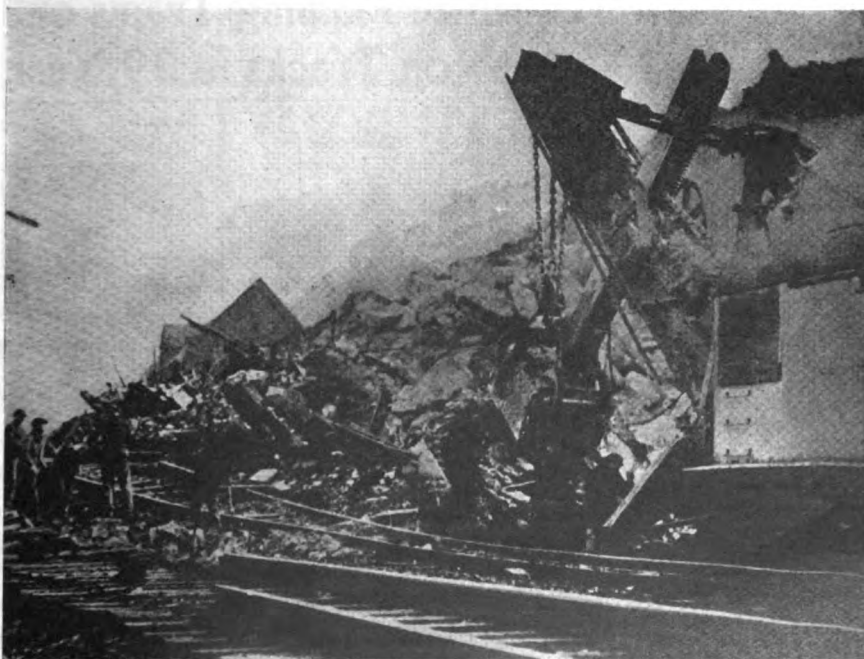
The Harborough Rocks, near Matlock, Derbyshire, one of the best known Druid circles in Britain, are to disappear before the spirit of commerce. The stones upon which the ancient priests used to cele-brate the worship of the sun and offer up sacrifices to Baal will now be used in the construction of British homes and public buildings.

What is believed to have been a new record for the transmission with low power of sound by radio telephone was established on Oct. 6 when a wireless operator in Scotland heard parts of a conversation and a selection on a talking machine emanating from an amateur ex-perimental station in Keyport, N. J., ap-proximately 3,500 miles away.

Scientists, headed by Roy Chapman Andrews, will explore Asia for new light on man, who is believed by some to have originated there. The expedition, backed by a fund of \$250,000, and under the auspices of the Museum of Natural His-tory, New York, the Asiatic Society, and the Asia Magazine, will have headquar-ters in Peking. It will leave about Feb. 1 and expects to search for remains of creatures on the physiological border line between men and the apes.

According to information sent to the

Interstate Com-merce Commission by 106 railways of the country, the \$700,000,000 to be expended in im-provements and betterments will not go for costly rail-way stations or any other non-essentials, but will be devoted entirely to a general rehabilitation which railroad men be-lieve is the shortest route toward the re-establishment of efficient service. The money will be ex-pended for service and not for beauti-fication. Some of the improvements contemplated under the programme al-ready are under way, although most of them have been held up pending the decision of the In-terstate Commerce Commission.



A huge landslide recently threatened the Pennsylvania railroad terminal at Pitts-burgh and steam shovels were used to combat it. (Underwood & Underwood Photo.)

# Meritorious Service

**C**ONDUCTORS Larry Smith and L. M. Woodall, Brakemen J. W. Smith, M. J. Daniels, Carl Blackwell, H. C. Miller and C. A. Tate, Engineers Geo. Dempster and Wm. Hoffman, Fireman Geo. Crews, Foreman Tom Stewart and Yard Clerk L. L. Brickwell, Brinkley, commended for preventing spread of fire started in outfit cars.

Brakeman F. Corbin, El Reno, commended for finding broken arch bar.

Conductor C. R. Burkhalter commended for firing engine when fireman became ill.

Brakeman W. R. Britton, Dalhart, commended for discovery of broken brake beam.

Switchman C. G. Slade, Dalhart, commended for getting passenger for Santa Rosa.

Brakeman W. F. Cole, Pratt, Kan., commended for shoveling coal for red ball train.

Brakeman F. I. Green, given ten merits for voluntarily firing engine in absence of fireman.

Patrolman J. F. Hern, Hutchinson, commended for securing passengers for Rock Island.

Miss Anita Irwin, abstract clerk, Hutchinson, Kas., commended for securing passengers.

Conductor Chilcote, Albert Lea, commended for inducing passenger to use the Rock Island.

Brakeman L. V. Lowey, Manly, awarded ten merits for rebrasing car while in work-train service.

Section Laborer Geo. Oconnel, Estherville, discovered broken rail in house track; commended.

Conductor George Keene, Pratt, Kas., commended for obtaining four passengers for the company.

Brakeman Hugh Grennan, Manly, given ten merits for firing engine in absence of regular fireman.

Section Foreman J. J. Fenton, Joliet, commended for discovering broken brake beam on passing car.

Yard Foreman D. M. Smith, Rock Island, commended for securing passengers for Rock Island.

Benj. M. Carroll, Louisiana division, commended for shoveling coal at Ruston, thus avoiding train delay.

Section Foreman J. I. Fenton, Rock Island, commended for discovery of brake beam down and having train stopped.

Brakeman Wm. H. Dachsteiner, Rock Island, given ten merits for voluntarily firing engine when regular fireman was sick.

Brakeman A. F. Foster and Engineer C. Sund, Manly, awarded ten merits for making repairs to bank leveler in work-train.

Section Foreman James Fred Jackson, Vinton, Ia., awarded ten merits for observing defective condition of floor in stock car.

was found to be off center, and in assisting in making repairs, preventing further trouble and delay to car and merchandise.

Engineer W. Margerum and Fireman C. B. Johnson, Manly, given ten merits for repairing engine on track, avoiding serious delay.

Delivery Clerk J. G. Boyle, Little Rock, commended for taking painstaking check

of shipments, resulting in additional revenue to company.

Operator J. B. Riggs, Altamont, given ten merits account notifying conductor of hot box in train, thereby preventing accident.

Brakeman P. W. Helsby, Pratt, Kas., commended for aiding conductor while deadheading, in getting reports of derailment to proper parties.

Conductor W. F. Wise, Missouri division, ten merits account shoveling down coal on account coal passer being sick and not available, thus saving delay to train.

Conductor F. B. Nordyke and Operator J. R. Krusor, Missouri division, letter of commendation each account meritorious service rendered in extinguishing fire in Pullman car.

Brakeman V. T. McCracken, Missouri division, twenty merits account quick action in cutting air in train upon discovering derailment of two cars in train, thus preventing accident.

Sectionman Harold Furman, Wellman,

Ia., commended for discovering fire on bridge and, although off duty, notified foreman and aided in rebuilding bridge, thus avoiding delay to trains.

Fireman E. E. Stroud, Missouri division, ten merits account voluntarily firing engine by hand after 15 hours' work, while en route from Eldon to West Davenport, thereby showing unusual interest.

Section Foreman Bert Stanley, Missouri division, ten merits account efforts made to stop crew of train upon discovering broken brake lever on car in train; also notifying agent of Camden Point to flag said train.

Conductor R. J. Gleason, Engineer G. C. Giles, Fireman D. J. Randolph, and Brakemen R. G. Spivey and W. W. Higgins, Shawnee, commended for restoring telegraph wires and rerailing cars following a derailment.

Wm. H. Hyder, Woldridge, signal maintainer, Missouri division, ten merits account going out on speeder and repairing broken signal wire when 'phone wire was down between Allerton and Corydon. This credit being recommended by DMV Supt.

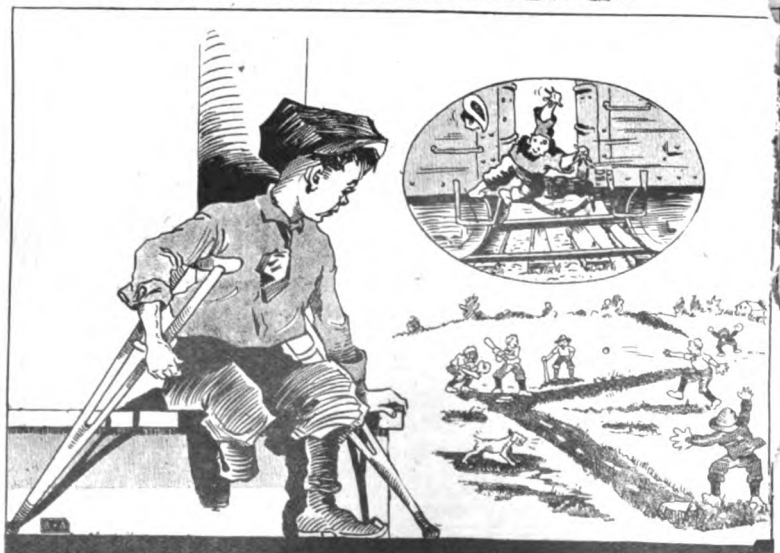
Conductor D. C. McClain, Brakemen C. L. Bowden, J. W. Armstrong and O. F. Alexander, Engineer J. M. O'Rear, and Fireman E. G. Easterly, Little Rock,

(Continued to page 56)

## Leg Lost Flipping a Train

He can watch the other fellows having fun—but that's all. No baseball, climbing, hunting, or hikes for him.

39,191 Boys and Girls Were Injured or Killed Flipping Trains or Walking on Tracks in 29 Years.



# Bedtime Stories

## An Old Friend Who Is a Worker

### By Thornton W. Burgess

(Copyright)

*How few there are who know their neighbors—  
Their pleasures, fears and joys and labors.*  
—Jerry Muskrat.

PETER RABBIT was tired of school. Yes, sir; Peter was tired of school. Possibly you know just how he felt. School had been very fine at first, but now Peter's head was beginning to feel much as his stomach does when he has eaten too much. He needed a vacation. So Peter was very much pleased when he discovered that it was raining so hard that there wasn't the least chance that Old Mother Nature would expect any one to school that morning.

Now, ordinarily, Peter isn't fond of wet weather. He much prefers to have jolly, round, bright, Mr. Sun smiling down from the blue, blue sky. But this morning Peter wasn't doing all the smiling. Oh, I forget little Mrs. Peter; she was doing some smiling, too. You see, she knew that as long as it rained Peter would stay in the dear Old Briar-patch, and that would mean that she would have nothing much to worry about. She always worries when Peter is away from the dear Old Briar-patch.

Just before it was time for him to go to bed behind the Purple Hills jolly Mr. Sun parted the rain-clouds and then the Merry Little Breezes blew them away. All the birds began to sing and the Green Meadows and the Green Forest were lovelier than ever.

Peter waited only long enough for the first of the Black Shadows to reach the dear Old Briar-patch before kicking up his long heels and starting for the Smiling Pool. He was to call on Jerry Muskrat. Seeing Paddy the Beaver the day before had reminded him that it was some time since he had seen Jerry Muskrat, and Peter felt a sudden desire to know if all was well with Jerry.

When he reached the Smiling Pool there was no sign of Jerry. Peter sat still. He sat still a very long time, all the while looking and listening. Could it be that something had happened to Jerry? Peter was beginning to get really anxious when he heard a faint splash among the rushes, where the Laughing Brook enters the Smiling Pool. Softly, very softly, Peter tiptoed over to a place where he could see among those rushes and what was going on there.

At first he saw nothing at all. Then among the Black Shadows he saw a silver line. He knew that it was made by some one swimming. It drew nearer and nearer, and at last Peter could make out a brown head moving toward him through the water.

"Hello, Jerry Muskrat!" called Peter softly.

Jerry stopped swimming and looked toward the place where that voice had come from. He thought he knew it, but he wanted to make sure. He wouldn't trust his ears alone. You see Jerry is a wise little fellow. The instant he saw Peter he began swimming again. "Hello, Peter!" he said. "You haven't been to see me for a long time. How are you, any

way? Just as lazy as ever, I presume."

Peter made a face at Jerry. "What's the good of working when you don't have to?" he demanded.

Jerry chuckled. "For one thing, it is the best way I know of to keep out of mischief, and for another, it is the only



"What's the good of working, when you don't have to?" he demanded.

way to get things one wants when they are not to be found lying around. Just take this little landing I am building. It is going to be very handy, but if I didn't build it I wouldn't have it."

Then Peter noticed for the first time that Jerry was sitting on a little landing made of rushes and mud.

## Vienna Again Appeals

Rock Island employees will be gratified to learn of the appreciation of the managing director of the Austrian Government railway at Vienna, of the interest of Rock Island railway men in conditions affecting Austrian railway employees. An appeal for the purchase of food drafts in behalf of Austrian rock workers was made through the Rock Island Magazine in October last. In a letter to President Gorman, dated November 20, Rudolph Zeleny, managing director of the Vienna Westbahnhofes, says:

"Dear Sir: I beg to acknowledge the receipt of your favor of October 24th and also the enclosed Magazine. In my own name and that of my employees, I thank you warmly for your great humanity in this case.

"Since I communicated with you, prices have greatly risen and, therefore, the general situation is worse than before. The income or wages of the employees through the low course of the Austrian crown sinks daily. Still our money market is the dominant point for the price of our provisions because the Austrian harvest, for its own necessities, can only provide for two months and during the ten months provisions must come from foreign countries. The winter set in with great severity and though our employees are accustomed to bear hunger and all kinds of needs, it is now almost unbearable even for them.

"On this account, I again beg you to promote our case to the best of your ability. Perhaps you can again refer to the topic in your Magazine and animate your people to make collections for their comrades who are in their branch and thus be the means of their having a little Christmas pleasure. Thanking you, Sir, in my own name and for your kind sympathy, I remain,

Yours faithfully,

"Rudolph Zeleny."

This appeal is submitted for further consideration of Rock Island employees.

## ROCK ISLAND RAILWAY CLUB

### CHICAGO

*All officials and white male employees are eligible to membership.*

*Come and join, get acquainted and become better known.*

*Don't stand in the background, but get to the front where you can be heard and seen.*

*The club invites you to join; and needs you and your help.*

*Our aim is a closer social relationship between all employed by the C., R. I. & P.*

*The membership expense is \$10 per year, quarterly in advance, for resident membership, including bi-monthly dinners. The non-resident membership expense is \$1.00 per year in advance and the added expense of dinners attended.*

*Club dinner meetings, second Tuesday evenings in January, March, May, July, September and November.*

*Dues are payable to Mr. A. P. Cone, Treasurer, Room 803, LaSalle Street Station.*

*Application blanks obtainable from Mr. F. A. Warner, Secretary, Hamilton Park, or any club member.*

*President, J. W. Lawhead; vice-president, F. H. McCormack. Directors—Carl Nyquist, W. H. Roche, F. W. Main, J. H. Fuller, and B. C. Sattley.*

*Membership Committee—Geo. H. Nash, C. A. Foster, R. H. Krammes.*

*Entertainment Committee—W. I. Caldwell, L. F. Shedd.*



# Of Interest To Women

**W**HEN one thinks of winter garments one also thinks of furs.

The point of interest this year more than ever is the fur collar, which in its latest mode is a very large affair, it may lay flat over the shoulders in shawl effect and open in front, or roll high almost enveloping the head. This style is becoming to most faces, but withal extravagant and expensive, and it is therefore pleasing to note that other effects are provided for the woman who prefers a small collar of good fur on her coat rather than a large one of inferior quality. A new bolster collar closed high at the neck, gives a smart youthful finish to any coat or wrap.

The shawl collar of this season is shaped on the lines of a stole and for separate  $\frac{3}{4}$  length coats or long suit coats is admirable.

Cuffs are added where a fur collar is worn, and are wide and round so that when the hands are drawn under the sleeves the cuffs resemble a muff.

Bands of fur are not used so extensively as in former seasons.

A comfortable coat of evora cloth has sleeves and cuffs braided with soutache.

A coat of silk and wool duvetyne is trimmed with Hudson seal.

Veldyne and satin brocade combine to make a smart wrap in dolman shape.

Skunk fur is used on a coat of wool velour.

A dress of blue tricotine has inserted sections of black velvet and is decorated with floss embroidery.

Cheviot is used for a redingote dress and trimmed with self bands.

A suit of velvet shows pipings and a belt of satin, and a collar of opossum fur.

On a dress of taffeta, revers and cuffs are edged with self plaitings. A vest of crepe is run with worsted thread and embroidered in floss.

The high collar has a strong representation in the fashions for the coming months.

On blouses, coats and gowns it is high and straight—sometimes trimmed with a narrow "turnover" or a frill, and often buttoned along the entire closing. It may reach to the ears, and conceal the chin. It is adapted to the "cool" days which we may expect, and very becoming to some types of face.

Cloth sashes of the material of dress or skirt are shown. They are loosely arranged and have fringed ends, may come from the side seams and tie at the center front, or twisted around the waist and tied at the left side.

Cloth frills, side plaited or box plaited are used to trim skirts and edge sleeves. Black plaited ribbon on a dress of black satin, each frill topped with a jet band will make a handsome trimming.

In tailored costumes there is little change indicated. The lines are mannish to a great degree, as to finish of sleeves, revers and collars. The length of the coats may be at hip, knee or in redingote length; tailored skirts are very scant, and in length about four inches above the ankle.

Very charming dinner dresses are shown, with long perfectly plain waists, loose fitting, and joined to very full gathered skirts.

Draperies arranged in deep plaits in

front and back with the folds low over the sides are new and pleasing.

Black is well thought of for evening wear, there is the ever elegant black velvet, besides black satin crepes and black lace.

A new candidate for favor is mauve, which may be more acceptable to some

women than black.

Many separate coats are shown of the softest velours, some trimmed with cut out motifs of the cloth or of leather.

Scarlet in linings or a touch of it in the trimming is used on many of the new gowns.

Capes have been found so useful they are now almost a staple. The newest models are shaped on circular lines.

Those who prefer distinction will be pleased that the evening dresses are more becoming, with more to the back, and some armcovering which ranges from small caps at the shoulders, to mosque-

(Continued to page 55)



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 80 of the various simple stitches) all valuable to the home dressmaker.

# Beauty Hints

By Lucrezia Bori

## The Famous Spanish Prima Dona

ONE of the best ways to attain a graceful form is to exercise systematically. Many different types of exercise have been formulated by experts. Each is designed to increase the loveliness of the figure by reducing the weight or building up the muscles. Apart from the benefits that accrue to the appearance those exercises are of infinite value to the health.

Of course, you have been taught that it is impossible to "add one cubit to your stature," yet if you will do the following exercise you will find that you can increase your height. So many people really never stand up straight that they are amazed and find that they are really growing taller after exercising.

In this exercise stand with your feet slightly apart and your hands clenched firmly at your sides. Now swing the upper part of your body around to your left, keeping your feet exactly as they were at first. As you turn your body around raise your arms sideways and inhale deeply.

This is the preliminary part of the exercise, but it is well to get accustomed to the individual movements so that once you learn the complete exercise you can do it with great ease. Now lean your trunk, facing to your left over your left leg. At the same time drop your arms and exhale. Next raise your arms again and hold your trunk erect—the arms are outspread—and holding this position swing your trunk all the way round. As you raise your trunk and twist it around take a good deep breath.

Now then, as you face the right, bend your trunk over your right leg. At the same time bring your arms from the horizontal outstretched position down to your sides, still clenching your hands tightly. As you lower your arms slowly exhale. Once more raise your trunk and as you do this inhale. Lift up your arms so that they are outstretched from the shoulders, and twist your trunk around to your left.

Then once again bend your body, fronting left over your left leg, and at the same time slowly exhale as you lower your arms. Keep on alternating from left to right until you have done this exercise for about twenty times. Be sure to keep your feet firmly on the floor, and as you must place them well apart, you will be well balanced. You can time the rate of the various movements by the rate of your breathing. If you breathe slowly you will exercise slowly, but as you gradually master the individual movements of this exercise you will be able to breathe more rapidly and consequently exercise more rapidly.

As you acquire facility in doing this exercise you may vary it by keeping your arms outstretched during the whole time. Instead of twisting your trunk in the vertical position as already described, turn yourself about while you are holding the leaning posture. Your movements will then be as follows:

After you have turned to the left and completed your inhalation you should lean to your left and twist your body around while you are still leaning over your left leg. Do this without raising your body.

With arms still stretched out bend your trunk the whole way over to your

right and turn your trunk around so that your head and shoulders are thrown well over your back. Next swing back again the whole way to your left, turn your trunk around as you did toward the left and swing once more to your right.

In this different method the exercise is really simplified in its movements, for there are only the forward leaning and twisting of the trunk to be considered. Now, however, you must inhale your breath during the twisting and exhale when you move to your opposite side. Do not bend downward too much, when your back is curved and your head droops. Keep your head erect all the time, and accomplish the twistings with a straight or hollowed back, for this is better for the spinal column.

# The Home Kitchen

By Jeannette Young Norton

Author "Mrs. Norton's Cook Book."

(Copyright by Newspaper Feature Service, Inc.)

*THERE is nothing more happily suggestive of home than the home kitchen and the good things that come out of it to delight all the family. The home kitchen means more than just any kitchen, more than merely any cook—it is THE kitchen, THE cook. She may be mother or wife, probably she is you who read this.*

*As you may do more than merely cook just meats and vegetables, and bake pies and cakes in your home kitchen, so this series of articles—which will appear on this page Monday, Wednesday and Thursday of each week—will do more than plainly tell you how to do these things. You will find in the suggestions of Jeannette Young Norton something of that magic which, translated to your kitchen, spells the difference between mere food and delectable dainties that make of every meal a happy feast.*

IN the making of recipes there seems to the uninitiated no end. To the born cook, however, there are never too many with which to experiment. The only thing that sometimes puzzles even the born cook is that she cannot quite understand what makes some recipes fail even when followed, as she thinks, to the letter. Now, if each experimenter would take out her measuring teaspoons and tablespoons, her cup and scales, and compare them with those used by two or three of her neighbors, she would be astonished to find that only the scales—if of guaranteed make—are at all alike.

One woman measures her "cupful" of this or that called for in the recipe in a large coffee cup, another uses a teacup, another even a big "moustache" coffee cup, while still another may use a straight tea mug. They are all cups, after a fashion, but no two are alike in size. The various spoons are also of differing capacity. It is small wonder that lack of standardization can cause dire consequence.

Therefore, to avoid failure, it is suggested that when in doubt about any measurements in the recipes which appear in this column, you "prove" them by the three following tables as to exact quantities:

- 60 drops equals 1 teaspoon.
- 3 teaspoons equals 1 tablespoon.
- 4 tablespoons equals  $\frac{1}{4}$  of a cup.
- 5 $\frac{1}{2}$  tablespoons equals  $\frac{1}{2}$  of a cup.
- 8 tablespoons equals  $\frac{1}{2}$  of a cup.
- 16 tablespoons equals 1 cup.
- 1 cup equals  $\frac{1}{2}$  pint.
- 1 gill equals  $\frac{1}{2}$  a cup.
- 1 pint or 2 cups of granulated sugar equals 1 pound.
- 4 cups of sifted flour equals 1 pound.
- 1 pint of water equals 1 pound.

- 1 pint of solid fat equals 1 pound.
- 10 eggs equals 1 pound.
- 4 gills equals 1 pint.
- 2 pints equals 1 quart.
- 4 quarts equals 1 gallon.

When a cupful is part of a recipe, use a medium-sized coffee cup. If in doubt prove the size by the rule.

When "dots" of butter or other fats are mentioned, pieces the size of a large pea are meant.

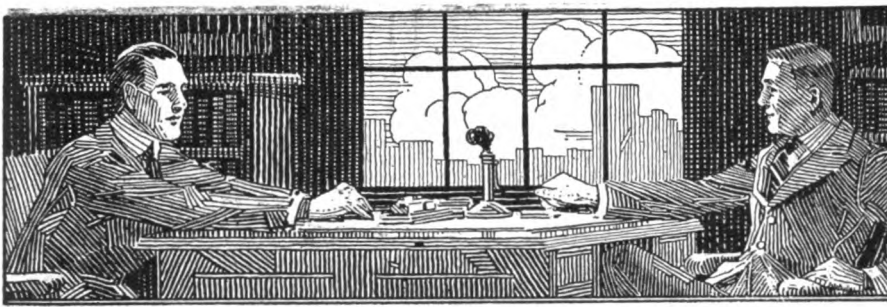
A "spoonful" is level unless a "heaping spoonful" is given.

A "tumblerful" means an ordinary drinking glass, not a jelly glass nor an ice tea glass.

Sizes in fruit and vegetables vary with season and locality, so latitude of judgment must be allowed. Atmospheric conditions influence boiling liquids to a surprising extent, a point the cook must watch. On some days extra liquid has to be added to keep the contents from burning. Though the recipe may say "don't add more liquid," atmospheric circumstances must be considered.

When a varying period is given for the time of cooking a dish—say two to four hours—it must not be cooked less than two hours, and as much longer as possible. Or the cooking time may be finished later in the day or the next morning, in the cases of soup stocks, plum puddings, preserves, jams and some sorts of pickles.

In gauging an amount to fill four saucers, ramekins or patty pans, it is wise to remember the lack of standard sizes, the amount will then be a little over or under what is required, but not enough to be too much or a scant quantity.



# As It Was Told to Me

The National Railways of Mexico are negotiating for the purchase of 100 tourist cars.

Reports state that the Le Matin estimated the deficit of the French railways during the past year will exceed 2,000,000,000 francs.

R. A. Campbell, general freight agent of the Southern Railway, with headquarters at St. Louis, died recently in Glendale, Cal., after a long illness.

The Southern Pacific Co. proposes to purchase 2,000 box cars, 1,000 flat cars, 1,000 stock cars, 500 automobile cars, 250 ballast cars and 65 caboose cars.

Charles Smith Clarke, formerly vice-president of the Missouri Pacific Railway, died at his home in New Orleans, on November 12, at the age of 58 years.

The Interstate Commerce Commission has issued a certificate authorizing the Pere Marquette to abandon a branch line from Rapid City, Mich., to Kalkaska, 11.47 miles.

The Atchison, Topeka & Santa Fe has applied to the Interstate Commerce Commission for authority to abandon a part of its Barnwell branch in San Bernardino County, Cal., a distance of 15 miles.

The commission of Chinese and foreign engineers appointed to consider the standardization of China's railways recently decided on the adoption of the metric system.

E. L. Copeland of Topeka, Kan., secretary of the Atchison Topeka & Santa Fe Railway, was elected president of the Society of Railway Financial Officers at the closing session of the annual convention at Richmond, Va.

F. L. McNally, traveling passenger agent of the Wabash Railway, with headquarters at Kansas City, Mo., has been appointed division passenger agent, with headquarters at St. Louis, Mo., succeeding F. D. Hammer promoted.

W. H. Penfield, engineer of track maintenance on the Chicago, Milwaukee & St. Paul, with headquarters at Chicago, has been appointed engineer maintenance of way, with the same headquarters. The position of engineer of track maintenance has been abolished.

H. E. Eckles, formerly connected with the Board of Local Improvements at Chicago, Ill., has been appointed assistant engineer of electrification development in connection with the station and

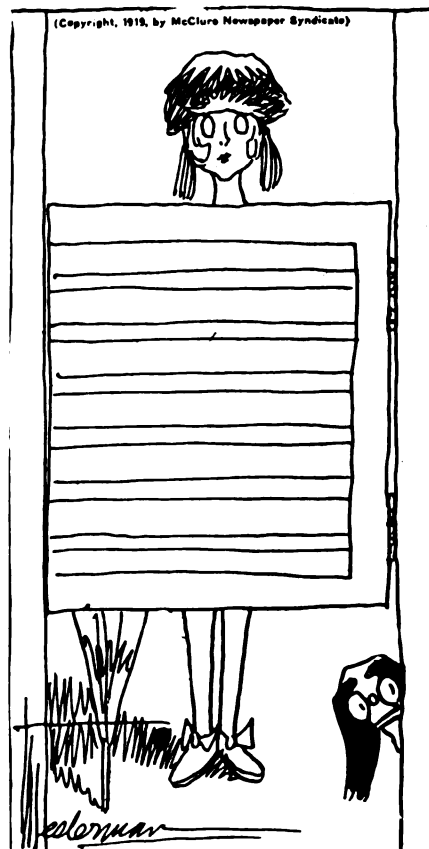
terminal electrification project of the Illinois Central R. R. at Chicago.

The Missouri Kansas & Texas Ry. has filed applications in the court of industrial relations at Topeka, Kan., to discontinue service and close stations at Gas, Berger, Downing and Bayard, Kan. Insufficient business at those points is the reason given for the request.

A. C. Mann has been elected vice-president of the Illinois Central, in charge of purchases and supplies, with headquarters at Chicago.

## The Young Lady Across the Way

(Copyright, 1919, by McClure Newspaper Syndicate)



The young lady across the way says the papers print so many pictures of the secret service men going around with the President-elect, that she would think someone would recognize them and the secret would be out.

The American Locomotive company has received orders for twenty-five engines from the Missouri Pacific, in addition to twenty-five mikados ordered by the same road recently.

D. W. Dower has been appointed signal supervisor of the Los Angeles division of the Southern Pacific, with headquarters at Los Angeles, Cal., succeeding C. A. Veale, who has been assigned to other duties.

J. F. Vosburg has been promoted to freight traffic manager of the Chicago & Alton; Edward L. Carr to general freight agent and C. R. Davidson, to assistant general passenger agent, with headquarters in Chicago.

W. W. McCauley, chief clerk to the assistant general superintendent of transportation of the Northern Pacific, with headquarters at St. Paul, Minn., has been promoted to assistant general superintendent of transportation, with the same headquarters.

A cash dividend of \$80,000,000, in addition to a stock dividend of \$60,000,000, making a total dividend of \$140,000,000, will be paid to the stockholders of the Chicago Burlington & Quincy Railroad Co., if the plans of the company are approved by the Interstate Commerce Commission.

The net railway operating income of the class 1 railroads for the month of October, 1920, was about \$25,000,000 less than anticipated, according to a report issued by the Interstate Commerce Commission. The total net income for October was \$82,947,374, compared with \$72,023,135 in October, 1919.

Alexander S. Greig, formerly vice-president of the St. Louis-San Francisco railroad, has been appointed vice-president of the H. Channon Company of Chicago. He formerly was special assistant to the president of the Rock Island. He served on the staff of the regional director of the Eastern region during federal control.

Statistics just compiled by the Interstate Commerce Commission showed an increase during September, compared with the same month last year, of fifty cents per train mile in the cost, based on certain selected accounts, of operating a freight train. The total for these selected accounts averaged \$2.10 per train mile compared with \$1.60 for the same month last year.

The National Park Service, according to the annual report of the Secretary of the Interior, in 1920 handled the largest volume of tourist travel in the history of the parks; 1920 season, 919,504; 1919 season, 755,325; 1918 season, 451,661; 1917 season, 488,268; 1916 season, 356,097; 1915 season, 334,799; 1914 season, 235,193. Automobile travel to the parks during the 1920 season was 128,074; 1919, 97,721; 1918, 53,966; 1917, 54,692; 1916, 29,358. There was also handled the largest volume of tourist travel in the history of the national monuments; 1920 season, 138,951; 1919 season, 56,191.

The Chicago & North Western applied to the Interstate Commerce Commission for authority to create an equipment trust for \$10,000,000 and to sell \$9,630,000





## THE PARKVIEW

Largest Institution in the World  
Treating Rectal Diseases Exclusively

Probably as many as seventy out of every hundred people have Piles or some other serious rectal disease. Experience proves that home-remedies do not cure Piles and that Surgery is Harsh and Dangerous. No matter what you have tried without success—do not despair, you can have your

### Piles Cured Without Surgery

No knife; no scissors; no clamp and cautery; no "red-hot" iron; no ligature; no chloroform or other general anaesthetic, only

By DR. McCLEARY'S

### Mild Serum-Like Treatment

A success for twenty-four years  
and in more than 6000 cases.

THE KANSAS CITY CHAMBER OF COMMERCE Says:  
"Dr. McCleary stands high in this city. We do not hesitate to recommend him and his large institution."

THESE BANKS ENDORSE ABOVE STATEMENT:  
Commonwealth National, Gate City National, National Bank of Commerce, Columbia National, Home Trust Co., Central Exchange National, and Traders National (all of Kansas City).

Write today for Free book telling how to be cured of Piles easily and permanently.

THE PARKVIEW

1047 Paseo

Kansas City, Mo.

## Don't Send a Penny

Positively the season's most astounding pants bargain. Prove this entirely at our risk! Send for a pair to examine and try on. Not a penny now. Just the coupon—that's all—and we will mail these wonderful pants—then it's up to you to keep or return them. Just see them first—then decide!

### Amazing PANTS Bargain!

Such a wonderful pants saving as this comes in mighty handy at any time. It will pay you to lay in a pair or two, as these pants go well with any coat. Made of very substantial, closely woven worsted cloth, designed for either work or dress. Double sewed throughout; full sized side, hip and watch pockets, neatly finished and trimmed; loops for belt. Fit, style, material and workmanship absolutely guaranteed. Color, dark gray striped; goes well with any color coat. Sizes: 30 to 42-inch waist; 30 to 34-inch inseam. Order No. CX735. Be sure to give size.

### Quick! Don't Delay

Make sure of at least one pair of these remarkable bargain trousers before they are all taken. Send no money. Only the \$2.48 and postage on arrival. Inspect coupon. Pay only compare with pants selling up to \$5.00—and if not the greatest pants bargain, return to us and we will promptly refund your money.

LEONARD-MORTON & CO., Dept. 8270, Chicago

Send me Trousers No. CX735. I will pay \$2.48 and postage for trousers on arrival and examine them carefully. If not satisfied, will return them and you will refund my money.

Size—Waist.....Inseam.....

Name.....

Address.....

of 7 per cent equipment trust certificates, dated February 1, April 1 and May 1, 1921, and payable in 15 annual installments, for the purchase of equipment amounting to \$9,684,093. The company proposes to invite bids for the sale of these securities at not less than 97 per cent of par.

## Makes Indoor Record

Under the leadership of Jimmy Schoenfeld, the Rock Island entered a team in the Chicago Railroad Indoor League. Fortunately, the Rock Island has in its employ the best battery in the league, namely, Jimmy Schoenfeld of the Dodger-Trainings, one of the leading pitchers in the City Indoor League, and Frank Walsh, catcher of St. Patrick's Council in the



Jimmy Schoenfeld.

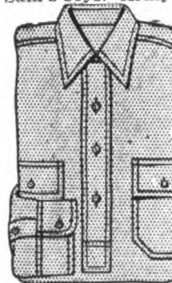
K. C. League. Walsh is President Gorman's secretary, and Schoenfeld is secretary to the chief clerk of that office.

Jimmy Schoenfeld is confident his team will win championship honors, which offers a large loving cup donated by Jack Shannon & Company.

The Rock Island team played its first game in the league and defeated the Illinois Central team, former champions, in a ten-inning thriller. Jimmy Schoenfeld set a record of striking out 29 batters, while Frank Walsh caught in masterful style. Heavy hitting by Walsh, Schoenfeld, Widman and Cooper also featured. Rock Island plays its next game against the Northwestern, and expects to record another triumph. Following are the Rock Island players: Jimmy Schoenfeld, Frank Walsh, Bill Wilson, Urban Widman, Leonard Cooper, Roy Johnson, Euzeb Brault, Jack Harrington, Charley Knight, Dan Marsh, Paul Christensen, Earl Warren and Eddy Orr. The team is composed of employes from the general offices,

## Genuine Army Flannel Shirts, 1/2 Usual Price

Manufactured by the factory that made many thousands of the regulation shirts for Uncle Sam's boys. Army colors Khaki and Olive Drab.



\$2.75 each  
Two for \$5.00

KINGSLEY ARMY SHOE CO.  
6000 Cottage Grove Ave. Dept. M 282, Chicago, Ill.

## Rheumatism

### A Remarkable Home Treatment Given by One Who Had It

In the Spring of 1893 I was attacked by Muscular and Sub-acute Rheumatism. I suffered as only those who have it know, for over three years. I tried remedy after remedy, and doctor after doctor, but such relief as I received was only temporary. Finally, I found a treatment that cured me completely, and it has never returned. I have given it to a number who were terribly afflicted and even bedridden with rheumatism, some of them 70 to 80 years old, and results were the same as in my own case.

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

Mark H. Jackson, No. 939 G. Durston Bldg., Syracuse, N. Y.  
Mr. Jackson is responsible. Above statement is true

## LEARN PARLIAMENTARY Procedure and Public Speaking

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

AMERICAN PHILOMATO SOCIETY  
127 No. Dearborn St.  
Dept. 419 Chicago, Ill.

## FURS

A 3% Discount to all Rock Island employes.

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

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

MADAME ROSE, Room 430A Hudson Terminal Bldg.  
39 Church St., New York City

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

Write today for information.

THE A. N. PALMER CO.  
Dept. "C" 36 Irving Place, New York, N. Y.

## U.S. GRANT HOTEL

SAN DIEGO  
CALIFORNIA  
U.S. GRANT Jr. President

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



Rates as attractive as \$2 day

## SUNSET INN

TIJUANA  
OLD MEXICO  
America's  
Monte Carlo

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

Just across the  
line from San Diego





### The MORDEN ADJUSTABLE RAIL BRACE

For Guard Rails, Switches and Slip Switches.

Extremely Simple and Easily  
Installed.

Particularly useful on Switches and Slips  
where gauge plates are employed.

MORDEN FROG & CROSSING WORKS  
CHICAGO

**R. R. Man's Knife \$1.00—Introduction Offer**

Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle will be mailed you for \$1.00 and this advertisement. For only 25c extra your name and address will be shown on knife. Size 3 1/2 inches long.



**Easy Money—\$75.00 to \$200.00** monthly. All or spare time. Railroad Employees, your spare time can be turned into dollars with a little effort.

**We Want a Sales Agent in Every Locality** to introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternal Order. Also the member's full name and address on the other side. Blades finest, steel, handles handsome as pearl, clear as glass and unbreakable. Every knife guaranteed to be perfect. Every Railroad employee will want one as a mark of identification. We can also give full time in taking orders from the general public. If you are earning less than \$1500.00 yearly, let us show you how to make more.

NOVELTY CUTLERY COMPANY, 334 Bar St., Canton, Ohio

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.

## Waste of Money

(Continued from page 10)

sult, two (maybe more) calves dead on account of being trampled and smothered. An intelligent report covering this was received from the conductor handling the car.

### ANOTHER INSTANCE.

At one of our larger merchandise loading stations two sets of waybills were found in the warehouse foreman's office which were over one month old. One car had been blind-tallied at his own platform. The other car probably strayed to some other station and the freight astray billed to destination. Result—delay and claims.

At this same station two cars of merchandise were erroneously billed to a station 355 miles beyond its correct destination, due to the failure to issue proper instructions to clerk regarding changes in schedule, of which both the chief clerk and agent had knowledge. Result—delay, additional handling, with claims to follow.

At one of our yards four cars of fresh meat and one car of ice were not placed in their proper connection, due to failure of operators (who handled waybills), the yardmaster and foremen intelligently to handle a situation that did not involve any condition out of the ordinary. Result—bad delay to meat and ice and probable heavy claims to follow.

At one of our heavier stock-loading stations the water supply failed, due to gasoline engine. A car of hogs was heavily loaded on a warm day without old bedding having been removed. Result—one dead hog to pay for.

### NO PLACARDS ON CAR.

A car of eggs shipped from one of our larger stations arrived at destination with contents damaged on account of the car being flooded, due to drain pipes being stopped with dirt. The car should have been inspected before loading by agent or car inspector, and after loading by the refrigerator inspector. The car bore no placards.

At 6:20 p. m. on a certain day, ten cars of cattle for \_\_\_\_\_, all released and loaded at 5:30 p. m., were received at \_\_\_\_\_. Instead of being forwarded on a connection called for 10:20 p. m., with ample time to make their destination, they were cut out. Result—feed bills, delay and probable claims.

At \_\_\_\_\_ two cars of cattle cut out of a through train on account of through train being delayed for call without any good reason. No 36-hour release accompanying, and after delay cars could not have been gotten to \_\_\_\_\_ without violation of law. Instead of loading and forwarding on through train, the cars were forwarded on local.

These cases are all indicative of inefficiency and should convince us all that a remedy should be and must be applied. A substantial reduction in our claim payments is possible and necessary. Won't you co-operate and do your part?

## Prevention of Loss and Damage Claims

By G. A. Gruver, Cedar Rapids

The prevention of loss and damage freight claims has become a universal topic as such a vast amount of money has been paid out in the past few years by all railroads.

Our management is insisting upon each and every one of us doing everything in our power to overcome this heavy loss on

Rock Island Magazine for January, 1921

**OFFICER'S ARMY SHOE**  
For work or dress wear  
Every pair inspected  
Direct from Boston makers to you, of exceptional quality, sales saved not mailed, solid leather throat, neat, comfortable, guaranteed to wear or a new pair free; \$23.00 value, worth twenty-four in wear.

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

**EARN REAL PHONOGRAPH**  
Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm, makes perfect reproductions of all kinds of music. A. MAKVELOUS Machine in every way. Delightful thousands of homes.  
**Send NO MONEY**  
Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 50c each. Send us the \$6 you collect and we will send this new improved E. D. L. Phonograph and a selection of 4 records free  
E. D. L. Phonograph, 178 Chicago

## Don't Send a Penny

For quick action, men! Tell us your size and we'll send the shirt. Biggest bargain you ever saw. If not satisfied send it back and it costs you nothing. Don't wait—send no money—only the coupon now—today.



## Silk Shirt Bargain

Fine Tuscan silk in novelty self stripe, solid colors—light blue, pink or lavender. Very classy, the latest idea. Cut full, well made. New French cuffs. Trimmed with pearl buttons. Size 14 to 17 inch neckband. (Order 1-2 size smaller than collar you wear and also state color wanted. Order No. CX447. Send no money. Pay only **\$3.45** and postage for shirt on arrival. Then compare with shirts at \$6 and \$7, and make your own decision. If not satisfied, send it back and we will refund your money without question or argument.

**Send Coupon** Stock is limited and every shirt will be snapped up quick, for this is a bargain such as you haven't seen since the war began. It's a world beater—so get your order in now. No risk to you. Send coupon or letter. Give your size and color wanted.

**LEONARD-MORTON & CO., Dept. 8271, Chicago**

Send me Silk Shirt No. CX447. I will pay \$3.45 and postage for shirt on arrival and examine it carefully. If not satisfied, will return it and you will refund my money.

Size . . . . . Color . . . . .  
Name . . . . .  
Address . . . . .

our railroad. Any condition that is liable to result in a freight claim should immediately be reported to the Division Superintendent or Supervisor of Claim Prevention. The proper marking, crating and packing of all shipments should be watched very closely. The proper receipting and checking of shipments, inspection of equipment, careful handling and switching should constantly be upon the minds of all of us. Demerit marks are being and will continue to be given to employees who carelessly or willfully perform a duty in such a way that it is liable to result in a claim.

For the past few years our railroad has been working along these lines to a great extent, but since released from Government control it has become one of the leading topics in railroad operation. Therefore, we will all have to get behind the movement and do everything in our power to bring about conditions on our railroad that will please our management.

All who can should arrange to attend the Division Prevention Claims meetings and bring with them cases that have recently come to their attention that are liable to result in loss and damage claims, where the subject will be gone over thoroughly.

All of you can readily see that the movement is big and we want to have our railroad first in the list on the saving of loss and damage claims.

## Make Lines Safe

(Continued from page 23)

naturally, hazards increase and must accordingly be effectively dealt with.

We, therefore, ask that EACH EMPLOYEE appoint himself a "Committee of One" to search out unsafe conditions (and practices, as well) and have such removed or remedied, as the case may be, either by applying the remedy direct or through advice to proper officer in charge.

### REMOVE ALL CAUSES.

To those in charge of the property, we ask that personal effort be directed towards the removal of every cause through which personal injury may arise, paying particular attention to having every pitfall filled up and level surface conditions maintained, material piled a sufficient distance from the track to insure full SAFETY to trainmen and others whose duties require the use of such places; train yards and station grounds cleaned and kept clean; station platforms kept free of snow and ice as far as possible, and a general watchfulness maintained over every feature of property and performance to enable us to go through the winter with fewer personal injuries than during any previous season.

Let us not overlook the real necessity of "Fire Prevention" and do everything in our power to conserve property and other resources through the exercise of "Eternal Vigilance" to discover and remove every fire hazard, bearing in mind that "Good Housekeeping" will accomplish much towards the attainment of anticipated results.

Illinois Central R. R. equipment orders up to October 30 included 150 locomotives, 2,150 coal cars, 1,000 refrigerator cars, 590 stock cars, 300 box cars, 200 flat cars, 20 suburban coaches, 12 compartment coaches, 18 baggage cars, 5 dining cars, and 30 cabooses. These will cost \$27,109,768.

J. Kelley has been appointed yardmaster at Iowa Falls, vice J. G. Ashman, transferred.

# TOBACCO

## OR SNUFF HABIT CURED OR NO PAY

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

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



## Get Rid of That FAT Free Trial Treatment

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

## Don't Wear a Truss



### We Guarantee Your Comfort

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

C. E. B. OOKS  
160A State Street Marshall, Michigan

## Cured His RUPTURE

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

## 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, 347 Page Building, Marshall, Mich.



# REMOVE YOUR WRINKLES

"Beautiful Eyelashes and Eyebrows, Beautiful Figure Merely a Question of Willingness to Try."

—HELEN CLARE.

Superfluous Hair, Pimples and Blackheads Disappear "Like Magic," Say Letters



This clever woman has perfected a method simple and yet "marvelous" in the opinion of hundreds of sister women, and the result has brought a wonderful change in her facial charm. "In a single night," says Helen Clare, "I have sensed the working of my method, and for removing wrinkles and developing the form, reports from nearly every state in the Union are even more pronounced than my own—and rapid."

In an interview Helen Clare said: "I made myself the woman that I am today. I brought about the wonderful change in my own appearance, and there are hundreds of my friends who know how I did it (in a secret, pleasant, quiet, yet harmless manner). My complexion today is as clear and fair as that of a child. My figure, formerly almost scrawny, I have developed into a beautiful bust and well developed form. Thin, scrawny eyelashes and eyebrows, so poor they could scarcely be seen, have become long, thick and luxuriant; and by my own method." Referring to pimples, blackheads and superfluous hair, Helen Clare continued: "I banished mine in my own way and by my own method, using nothing but my own simple home treatment, which any other woman can now have the personal benefit of and do as well as I have done 'if'—'if'—'if'—they will only make the effort and have even a little, teeny bit of faith in themselves as well as in me."

Hundreds of women are so delighted with the results from Helen Clare's methods that they write her personally the most enthusiastic letters. Here are extracts from just two: "Thank you for what your Beauty Treatment has done for me. It has cleared my face of blackheads and pimples. My complexion is as smooth as a child's now. It will do all you claim." "And your treatment for removing wrinkles is wonderful—removed every wrinkle from my face."

The valuable new beauty book which Madame Clare is sending free to thousands of women is certainly a blessing to women. All our readers should write her at once and she will send you absolutely free, about her various beauty treatments, and will show our readers:

- How to remove wrinkles;
- How to develop the bust;
- How to make long, thick eyelashes and eyebrows;
- How to remove superfluous hair;
- How to remove blackheads, pimples and freckles;
- How to remove dark circles under the eyes;
- How to remove double chin;
- How to build up sunken cheeks;
- How to darken gray hair and stop hair falling;
- How to stop perspiration odor.

Simply address your letter to Helen Clare, Suite A584 8311 S. Michigan Avenue, Chicago, Ill., and don't send any money, because particulars are free, as this charming woman is doing her utmost to benefit girls or women in need of secret information which will add to their beauty and make life sweeter and lovelier in every way.

**INNER TUBE FREE**  
6,000 Miles Guaranteed  
**SEND NO MONEY**



Here is the greatest tire offer ever made. New before such low prices. Brand new Inner Tube given Free with every one of our special reconstructed double tread tires guaranteed for 6,000 miles. We ship at once on approval. Pay only when convinced.

**Less Than 1/2 Price**

28x3	\$6.15	34x4	\$10.95
30x3	6.95	33x4 1/2	11.15
30x3 1/2	7.85	34x4 1/2	12.50
32x3 1/2	8.90	35x4 1/2	12.95
31x4	9.95	36x4 1/2	13.75
32x4	10.40	35x5	13.95
33x4	10.75	37x5	14.50

Also Free Refiner with each Tire

**Write Today** No money now—just your name and number of tires wanted. Pay on arrival. Examine and judge for yourself. If not satisfied return at our expense and your money immediately refunded. Be sure to state size and whether clincher or straight side. Don't delay—send now. Immediate shipment.

Seven Ply Tire Co., 115 E. 38th St., Dept. 78 Chicago

# News from the Divisions

## Notice to Correspondents.

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

## ARKANSAS DIVISION.

W. E. Florence, insurance inspector, visited the division recently, making inspection of cotton facilities.

Preparations are now being made for installation of new book of rules January 1.

### Memphis.

Rock Island employees at Memphis contributed \$40 December 6 to the Goodfellow Xmas Club, which is being handled by the Memphis News Scimitar. The Goodfellows are distributors of good cheer to the poor children at Xmas time.

We have had the following visitors at Memphis freight station recently: L. B. Naylor, transportation inspector; H. B. Fertig, transportation inspector, and O. Maxey, general supervisor freight claim prevention.

Meeting of freight house employees, presided over by Agent Mable, was held on December 4 for the purpose of discussing prevention of freight claims and prevention of injuries.

### Hulbert.

Local Storekeeper Geo. Kinard was in Shawnee last week learning how to run a store department.

Mr. Hawkins, Y. M. C. A. secretary, first came south and saw our cotton fields in bloom. He wondered why there was such large fields of flowers, but wouldn't ask about it.

We are sorry to hear that Chief Clerk Pat Lifford is severely ill in the hospital and sincerely hope faithful Pat will be back with us before long.

Mr. Bray's stenographer, Mr. Lawhead, is also in the hospital. We hope to see him at his post soon.

### Little Rock Local Office.

A. Scougale, who was on October 6 promoted from agent to commercial agent, was recently lured to the local office under the pretense of looking over some old claim papers; when he arrived, instead of having to wade through a bunch of grief, was surprised to see the office, warehouse and yard forces assembled. The assemblage was for the purpose of making him a present of a gold watch and chain. The presentation speech was made by Trainmaster M. O. Gay, in a heart-to-heart talk. It goes without saying that Mr. Scougale will have the hearty co-operation of the local office in his new line of duties. L. B. Allen, formerly of Newport, succeeded Mr. A. Scougale as local agent, this office, on October 6. Mr. Allen is quite popular with his employees as well as the public.

Among our recent callers was H. F. Fertig, from Mr. Pickering's office. Mr. Fertig held down the car distributor's desk at Little Rock several years prior to his transfer to Chicago and we were all glad to have Harry drop in on us again.

Miss Katie Martin, who has been with us for the past four years, resigned December 1. She was married on December 9 to Earle Cole, at her home in Austin, Ark., and will reside at Truman, Ark. She was a first-class clerk and we regretted to lose her. However, our loss is Mr. Cole's gain and our congratulations are extended to the new couple. The office and warehouse forces presented them with a china set.

A. L. Campbell, who has been with us for a long time in the claim and rate departments, left us December 1 to accept position with Mr. Scougale, commercial agent. Arch was a good clerk and we regretted to part with him.

Mr. Bliss, of the rate department, recently received a card from Mrs. F. X. Witt of Oakland, Calif., announcing the birth of a 10-pound boy. Mrs. Witt was formerly Miss Lena Holtzman, who was with us for about nine years.

R. H. Russell from the L. & N., Anniston, Ala., is one of our recent additions to the force. He looks after the milling in transit and outbound rates.

## CEDAR RAPIDS DIVISION.

### By O. O. B.

R. H. McConnell, agent at Webster, recently left us and is now employed in a bank at Boulder, Colo.

The motor car service which is now operated on trains 407 and 408 is greatly appreciated by people in the territory in which it operates. Formerly a mixed train was used.

In order to reduce operating expenses, Toddville, River Junction, Nira, Garland and Comanche are made prepay stations effective Decem-

ber 1, only a custodian remaining in charge.

M. S. Monahan, traveling claim adjuster, recently returned from a two weeks' vacation in California. His family is spending the winter there.

Engineer T. Murphy has been assigned to run 1056-4 on Clinton line recently made vacant by Engineer J. J. Cain.

D. Coughlin, general superintendent, and W. H. Given, train rule examiner, were in Cedar Rapids December 14 in the interest of the new book of rules effective January 1, 1921, and the division staff were instructed concerning same.

The A. F. E. squad completed their work on this division December 14, having been here but a short time, indicating that our "regular force" had kept up the work in good shape.

Our daily yard report of cars handled for December 6 showed that 26 trains in and 17 out handled 1,518 cars, including 48 cars interchanged. This is the largest number of cars handled in Cedar Rapids yards for several years.

Engineer D. D. Flook has been assigned to run 814-5, Muscatine to Montezuma, Sunday lay-over at Montezuma, Engineer Mayfield bidding in switch local, Muscatine to Montezuma.

H. H. Hansen, section foreman at Osnian, Iowa, has been granted a pension, made effective May 1, 1920. He has been in the company's service since June 18, 1888, and has been in active service for 32 years.

T. Jones, locomotive engineer at Cedar Rapids, Iowa, has been granted a pension, made effective October 1, 1920. He has been in the company's service since October, 1879. He has been on runs 443-4, Cedar Rapids to Decorah, for several years.

J. C. Tindall, locomotive engineer at Cedar Rapids, has been granted a pension, made effective November 1, 1920. He has been in the company's service since August, 1876, and has made runs 612-3-4-6 and 7, Cedar Rapids to Burlington, for many years.

## COLORADO DIVISION.

### Goodland Items.

#### By G. L. Z.

R. D. Garber, agent, Stuttgart, is enjoying a sixty days' vacation visiting in Florida and Cuba.

Telegrapher H. L. Jones has transferred from Goodland to relay office at Trenton, Mo., in order to be nearer to the "home folks."

General Foreman Herb Mullinix and wife spent Thanksgiving day at Limon with Mr. Mullinix's brother.

Harry Haley was called to Limon where he will be on the extra board for a time.

Engineer W. W. Lehman, on No. 7 and 8, from Goodland to Colorado Springs, took sick at Colorado Springs Tuesday, and W. H. Nichols brought his run in Wednesday.

Telegrapher R. M. Chandler, of Stratton, accompanied by his wife, spent three weeks visiting home folks in Missouri. While away, Mr. Chandler also took the Scottish Rite 32 degree work in Masonry.

T. J. Murphy, agent, Calhan, is enjoying a thirty days' vacation.

Machinist Glen Colburn and wife returned to



All dressed up and no place to go. Left to right—Mrs. Pearl E. Smith, Miss Hazel E. Ward, Miss Gulla Darling and Miss Dolly Snell, all of Goodland, Kas., master mechanic's office.

Rock Island Magazine for January, 1921



## Tobacco Habit BANISHED

Let Us Help You

No craving for tobacco in any form after you begin taking Tobacco Redeemer. Don't try to quit the tobacco habit unaided. It's often a losing fight against heavy odds and may mean a serious shock to the nervous system. Let us help the tobacco habit to quit YOU. It will quit you, if you will just take Tobacco Redeemer according to directions. It is marvelously quick; thoroughly reliable.

## 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 remove all craving for tobacco in any form in a very few days. This we absolutely guarantee in every case or money refunded.

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

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

## Send No Money

Snap this bargain up right now before it is too late. Only limited quantity. Amazing underwear bargain. Greatest offer ever made. **Two Guaranteed \$4 Each, Wool Unionsuits \$5.75.**

**Save big money on your underwear.** Send postcard or letter today—this very minute, for these 2 beautiful perfect fitting heavy weight gray elastic rib unionsuits. Full cut. Seams reinforced and overcast. **Send No Money**—pay only \$5.75 on arrival, no more; we pay delivery charges.

**We Guarantee to refund your money** if you can match these 2 wonderful wool unionsuits for \$8.00. Order this amazing bargain this minute before it is too late. Just give name, address and breast measure.

**BERNARD HEWITT & COMPANY**  
Dept. U991, 900 W. Van Buren St., Chicago, Ill.

## WHEN RHEUMATISM HITS YOU HARD!

Sloan's Liniment should be kept handy for aches and pains

WHY wait for a severe pain, an ache, a rheumatic twinge following exposure, a sore muscle, sciatica, or lumbago to make you quit work, when you should have Sloan's Liniment handy to help curb it and keep you active, and fit, and on the job?

Without rubbing, for it penetrates, apply a bit today to the afflicted part. Note the gratifying, clean, prompt relief that follows. Sloan's Liniment couldn't keep its many thousands of friends the world over if it didn't make good. That's worth remembering. All druggists—three sizes—the largest is the most economical. 35c, 70c, \$1.40.

**Sloan's Liniment** (Pain's enemy)

work Saturday morning after being off two weeks on his honeymoon trip.

Engineer Hugh Robinson returned Monday from Denver where he was called on account of the serious illness of his mother. She is some better.

Dispatcher J. W. Nolan spent Christmas season with home folks at Morris, Ill.

Mr. and Mrs. Frank Jacobs have returned from a honeymoon spent in eastern Kansas and Nebraska. Both Mr. and Mrs. Jacobs are back at their jobs at the shops. Congratulations are extended to the newlyweds by their many shop friends.

W. A. Sheahan has been appointed division supervisor claim prevention, with headquarters at Colorado Springs, vice J. J. Beacom, transferred.

More steel lockers have been installed at the shops for the use of employees as clothes cupboards.

Locomotive Fireman W. G. Richardson has been assigned to trains 40 and 7 between Goodland and Phillipsburg, and J. D. Ludwig has been assigned to hostler, first shift, at Goodland.

The force of pipefitters who for the past year have been installing new pipe lines in the shops and offices left Sunday for Eldorado, Ark., where they have been assigned to another roundhouse job. Two men, B. J. Smith and Clyde Barker, remained at Goodland for the purpose of making a few necessary light repairs.

Philip Brin, who for the past several months had been employed as clerk in the store department, resigned his position Saturday and left with his family for Burbank, N. D., where he has purchased a farm. John Starrett has accepted the position made vacant by Mr. Brin's resignation.

Bridge No. 5439, a wooden structure about three hundred feet long, caught fire Wednesday evening, December 1, and was almost entirely consumed. The bridge is located about five miles east of Matheson, Colo., and it took 36 hours to make temporary repairs in order to get trains across.

Clayton Barnes, a former machinist at the local shops, but recently of St. Paul, Minn., passed through Goodland last week en route to San Francisco, Calif. Mr. Barnes is now a traveling salesman for a large St. Paul wholesale firm.

## DAKOTA DIVISION.

Estherville News.

By M. W.

Mrs. L. Lough and daughter, family of Engineer Lough, left the middle of November for Philadelphia, Pa., where they spent a few days visiting Harold Lough who is in service there and who will leave in the near future for South America where he will be stationed during the winter.

Harold Jorgensen, rate clerk in the office of the division freight agent, and Miss Madeline Ganstead were married November 15 at the Presbyterian Manse, Estherville.

Conductor Worst and wife visited in New Orleans and various other places during the holidays.

Conductor J. W. Morrison and wife will spend the winter in California.

Safety First and Prevent Claims meetings were held at Estherville December 15, and division staff meeting the 16th. Out of town attendants were: Agent A. F. Pilcher, Sioux Falls, S. D.; Roadmaster Buseman, Pipestone; J. T. Loftus, roadmaster, and Tralumaster Russell, Sibley, Iowa; C. W. Beck, agent, Emmetsburg, Iowa; W. H. King, D. S. C. P., Mr. Fleming, T. C. A., W. H. Given, T. R. E., and Mr. Stillwell, S. S., of Des Moines, Iowa.

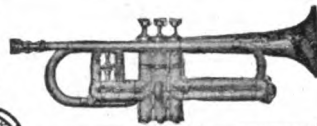
Mr. Stillwell gave a talk before the school children of Estherville on the subject of "Safety



SOME kid, eh? This is Mollie Allen of Fairbury, Nebr., daughter of Lloyd Allen and granddaughter of Superintendent Allen.



John Dolan, solo cornetist with Sousa's famous band, thrills thousands nightly with his Conn. He says: "The Conn cornet possesses a full, rich tone, perfect scale, and is easy to play in all registers, particularly the upper."



## Happy Evenings With the Cornet

THINK of the pleasure you can have with a cornet, playing at home with the piano, or in a band or orchestra! Start now to cultivate your musical "bump." And take a tip from a world-famous artist like Dolan; win success with a Conn. For the Conn is easy to play in all registers; a short period of practice fits you to play acceptably alone, or in a band or orchestra.

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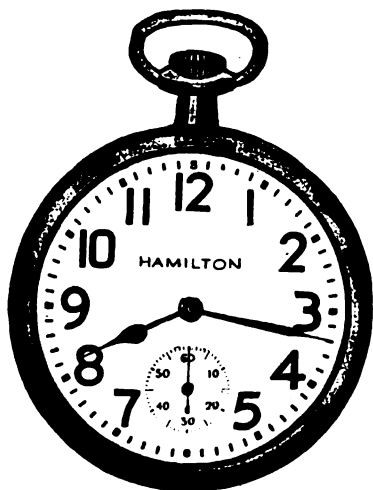
SIZE	PRICE	SIZE	PRICE
28 x 3	\$6.50	34 x 4	\$10.25
30 x 3	6.85	34 x 4 1/2	11.75
30 x 3 1/2	7.70	35 x 4 1/2	12.75
32 x 3 1/2	8.50	36 x 4 1/2	13.25
31 x 4	9.50	35 x 5	13.90
32 x 4	9.75	36 x 5	14.20
33 x 4	9.95	37 x 5	14.40

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Truly dependable, every Hamilton is made right. With proper care it will stay right throughout a long lifetime of usefulness. The Hamilton is truly a fitting and appropriate gift for the young railroad man who is just breaking in, or for the veteran to whom associates would pay honor.

All the Hamiltons, from the bracelet models women wear to



Engineer Frank R. Lippincott pilots the "Twentieth Century Limited" out of Chicago on its first lap to New York. A real veteran is Engineer Lippincott—an engineer for forty years, and pilot of the "Century" since that famous train was first inaugurated. A quarter of a century as engineer on one of the world's fastest trains qualifies a man as a judge of watches. Engineer Lippincott carries a Hamilton—has, for the last ten years.

the timepieces which set the wheels of engines revolving, are reliable watches. Prices range from \$40 to \$200. Movements alone, \$22 (in Canada \$27) and up.

Send for "The Timekeeper",—our booklet which tells how a fine watch should be cared for. The different Hamiltons are illustrated and the prices given.

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First." He is also giving talks to the school children at various other towns on the division especially where there are consolidated schools.

Agent J. B. Kelly attended our Prevent Claim meeting. He was on his way to Forest City, Iowa, from Hartley where he has had charge of the station.

H. F. Miller, chief clerk, and wife spent Christmas at Creston, Iowa, visiting their folks.

Miss Mabel Wartchow, secretary to the superintendent, spent Christmas at St. Paul.

Fireman A. C. Vest and family spent Christmas at Perry, Iowa. Mr. Vest and son Harold will visit various places in the South during the holidays.

Fireman Victor Mortenson and Miss Edith Nelson were married December 1 at the Lutheran parsonage. Their many friends join in extending heartiest congratulations.

Walter Gleason, A. F. E. clerk, spent several days in Des Moines where he accompanied the high school Y. M. C. A. boys, who attended the Hi-Y meeting, and from all reports he was kept pretty busy.

W. C. Smith, supervisor of claim prevention on the Dakota division, is confined to his home at Cedar Rapids, account of sickness.

Brakeman H. T. Nichols left the 6th of December for Crooked Lake, Florida, where he expects to remain a couple of months. He is having five acres planted to citrus fruit this month and wishes to be on hand while the work is being done.

Section Laborer Ed. Follet and wife of Armstrong are spending the winter at Miami, Ariz.

Conductor M. B. Miller and wife will take a two months' vacation visiting at Excelsior, Hot Springs, Jacksonville and Key West, Fla., returning via Chicago.

A new lathe and planer have been installed in the machine shop.

On December 15 the boilermakers held their first annual ball at the K. P. hall.

The machinists' agent, Mr. Whitmore, was in Estherville Monday, the 13th, conferring with the machinists.

The few surries of snow December 14 raised false hopes among the machinists and shop men, who immediately began making plans for a rabbit hunt. Here is hoping the snow will last over night the next time. If they are as successful getting rabbits as they were catching frogs, rabbits will not be so plentiful around Estherville.

G. H. Morse, dispatcher, and wife expect to leave about the first of the year for California where they will spend the winter visiting relatives and friends.

## Sioux Falls Items.

By A. W. K.

The painters have been here for the past two weeks and have decorated both the passenger office and the freight house, and everything is looking in first-class shape. We have been somewhat torn up but since it is all over with are glad we put up with the hardships for a while.

On account of reduction in help in the freight house force, W. A. Keller, trucker, was temporarily laid off. He is now employed by the I. C. Ry. in another capacity.



After the snowplow has wended its way on the Dakota division.

Mme. Tetrasini, the noted singer, and company was heard at the Coliseum November 29. A large crowd was present. The company arrived in their private car via the G. N. Ry. and transferred to our line here, going out on our train 464 November 30 for Vinton, Iowa.

California passenger business is very good. We have had out two special cars so far this month, making a total of over two hundred passengers purchasing tickets via our line to California points so far this season.

## DES MOINES VALLEY DIVISION.

By C. M. A.

Miss Garnita Whiting, assistant timekeeper, has returned from her vacation where she visited friends in Los Angeles.

Mrs. Teresa Burge formerly of the timekeeping department, favored the superintendent's office with her services while General Clerk John Gallagher was away on an extended leave.

Superintendent A. T. Abbott, wife and little daughter, Mary Ida, spent Thanksgiving in Dubuque, Iowa, visiting their son Walter, who is attending Columbia College.

Miss Fanny Slosay, secretary to Superintendent A. T. Abbott, spent Thanksgiving in Chicago.

Roy Rinehart, division accountant, has returned from a vacation which was all spent at his home in Des Moines with the exception of a

Rock Island Magazine for January, 1921



# California Offers You Railroad Men a Life Income of From \$2500 to \$3000 a Year From a 10-acre Almond Orchard

Right now the very best money-making opportunity the great state of California has to offer you is a fully developed, ready-made income-producing ALMOND ORCHARD in the famous Paso Robles district midway between Los Angeles and San Francisco and only 16 miles from the Coast. Although California produces 99% of the almonds grown in the United States the sum total of her almond crops each year supplies only 15 per cent of the domestic demand. The other 85 per cent is imported. The demand for California almonds keeps increasing year after year.

In oranges, lemons, figs, prunes, grapes, apricots, walnuts—in fact, in every product of the soil where intensive cultivation can be applied, the story has always been the same—BIG MONEY for those who understood the business.

This is also true of almond growing, which is today recognized as one of the leading industries of the state.

Within a few years after it is planted and cared for under the scientific management of our organization of horticultural experts, a 10-acre almond orchard of 700 pedigreed trees should easily net you a **yearly income** of from \$2500 to \$3000. This is a **most conservative** estimate.

## GRASP THIS GREAT OPPORTUNITY NOW

Don't wait. This is an opportunity which, from the very nature of things, cannot last much longer. On account of the growing scarcity of good available almond land in the Paso Robles District it will not be surprising if we shall be forced to refuse contracts calling for planting beyond 1922.

If you act promptly you can come into full possession of a bearing almond orchard for less money per acre than raw land, suitable for oranges, lemons and walnuts is selling for in California. For please remember that when you buy an almond orchard from us you are not buying so many acres of raw land, and then left to work out your own salvation as best you may. You really buy a life income in the form of an almond orchard that has proved itself to be a money maker before you come into possession of it. A moderate payment down starts your orchard going. Balance in convenient payments and out of your crops.

## Paso Robles R. R. Family Growing Fast

Yes, they're coming in fast—these far-seeing conductors, brakemen, firemen, engineers, shop, yard, and office men. Mail the coupon today and our secretary, Mr. Wm. Nicholson, formerly General Colonization Agent of the Santa Fe, will send you a list of railroad men who have already taken advantage of this remarkable opportunity. Mr. Nicholson has investigated this proposition thoroughly and his broad experience adds weight to his assertion that this is the safest, best paying investment ever offered along agricultural lines.

## How Big National Bank & Trust Co. Safeguards Your Interests

Every dollar that you pay for the purchase of an almond orchard from us goes to your Trustee—the County National Bank and Trust Company of Santa Barbara, California—a strong and conservative national bank with assets of approximately \$3,000,000. This money is conserved and expended according to the terms of the trust instrument for the development of your almond orchard and such other overhead expenses as may be necessary to the conduct of our Association for the benefit of each and every tract owner. The trust agreement under which our Association operates offers the largest measure of protection to the buyer that has ever been provided for in any land development project.

### READ THIS MONEY BACK GUARANTEE

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

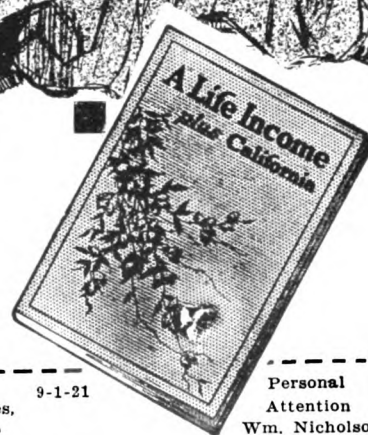
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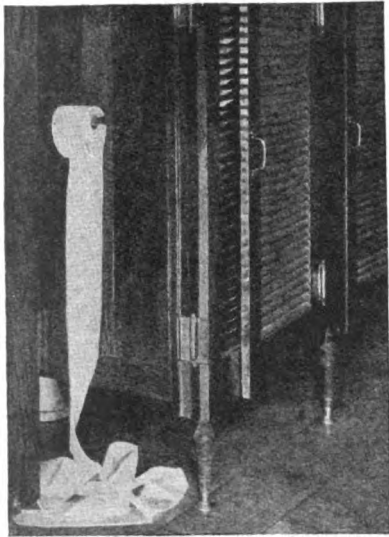
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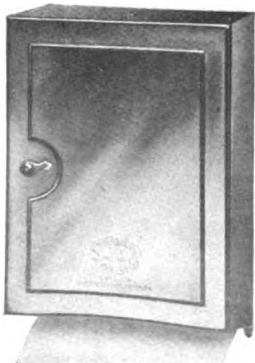
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two days' visit with friends at Hartford, Iowa. On December 7 Brotherhood of Railway Clerks held their annual ball at the Masonic Temple. Over 400 clerks, their families and friends enjoyed the evening. Music was furnished by the Wetsel boys of this city, which is composed of a six-piece orchestra and showed the wonderful talent. Over 200 couples were on the floor at once. Refreshments were served at different intervals and the entire program was under the supervision of M. T. Hidy, Roy Rinehart, Mrs. Leona Bacchler, Miss Steele, Bert Wells, Wm. Chambers and C. D. Friday. We extend our hearty thanks to the earnest efforts on the part of this committee for the success of the evening. It has been decided to follow with another social in the near future.

### EL PASO DIVISION. Dalhart News.

By A. P.

The office force wish to extend their sincere sympathy to R. W. Ross, chief clerk, on account of the death of his brother, Mr. Sheldon. A. C. Johnson, maintenance clerk, spent a few days the first of this month, attending the Masonic Grand Lodge at Waco, Texas.

The office force wish to congratulate Mr. and Mrs. R. O. Bradley on the arrival of a little daughter, Eugenia Ann, November 22.

L. Y. McLean, general chairman of the System board of the B. of R. C., was a pleasant visitor in Dalhart December 11.

Messrs. B. H. Bryant and W. A. Franklin attended System Motor Car meeting in Kansas City December 10.

Paul Guyer expects to leave about December 15 for a month's trip in California and Oregon.

The freight office and warehouse has been moved to a new location and expect to start on the 80-foot extension of the freight house within the next ten days.

The new 600-foot transfer platform is almost completed. Mr. H. L. Brown and his truckers say it is a pleasure to handle merchandise over such a smooth platform. When the platform is completed it will have a steel strip through the center, eliminating the jarring of trucks and help "cut the claims."

Miss Elisabeth Dolan, trainman's timekeeper, spent her vacation in Chicago, visiting Mr. and Mrs. W. P. Kaulbach, who formerly lived in Dalhart.

Mrs. R. B. Bragg, wife of the division engineer, spent a few days in Eldon, Mo., this month visiting friends. Also spent a couple of days in Kansas City doing some shopping. Mr. Bragg is wondering what his wife is going to give him for an Xmas present.

Miss Mary Conney, stenographer in the superintendent's office, returned from California where she has been spending her two weeks' vacation, and reports she had a wonderful time.

### Liberal, Kansas, Notes

By G. Reese Plugg and Lewbry Kater

C. G. Howard was absent for a few days recently while attending the Shriners' Convention in El Paso, Texas. He also spent a few days in Tucson, Ariz.

Deanna Woods, coal chute foreman, has returned from Kentucky, where he has been visiting relatives.

Bob Smith and his gang of steam fitters have gone to Chickasha, Okla., where they will install a complete steam heating system in the round house there.

A carnival was the main attraction of the town for several days recently and the "gang" patronized it to the limit. Fred Voth, Johnny Voth, C. G. Howard and O. B. Wimmer tried to put the "Indian Blanket Racks" out of business, and we expect to see any one of them coming to work in an Indian outfit any day now.

Fred Voth and Johnny Voth were greatly surprised the other day when their mother and sister dropped in on them unannounced. Owing to all the rooms in town being filled on account of the carnival, they gave their relatives their room and put in the night keeping the nightwatchman company on his rounds.

Owing to a cut in force here, G. W. Dudley, former water service man at this point, has gone into the road gang of the water service department.

Ray Lloyd has been laid off on account of reduction in force. Also Wig Weidensaul, electrician helper, has been laid off.

Much interest was taken in the election. The streets were crowded all day and night, and as



B. & B. gang on the Dakota division (Watertown). B. Wicks, foreman, with head down.

10c  
OR  
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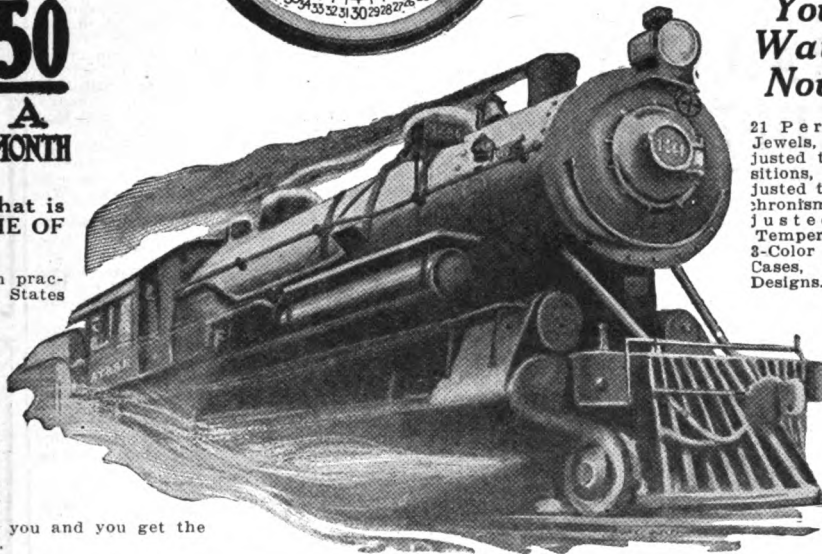
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fast as returns came in the crowds were given  
the dope. The local election was as much of  
interest as the national one.

The E. and B. gang under the supervision of  
Frank Martin have been busy for the past few  
days in erecting the stack to the auxiliary sta-  
tionary boiler which arrived here a few days ago

### ILLINOIS DIVISION.

**Rock Island News.**

**By K. M.**

Don't know whether we can blame leap year,  
but another one of our fair ladies (second shift  
telephone operator), Florence Moses, has joined  
the rank of "Mrs." Best wishes and good luck,  
Mrs. Stringer.

On December 4 C. Lautenberger, champion  
heavyweight of the superintendent's office, jour-  
neyed to Alta to attend business meeting and  
oyster supper sponsored by Granger Lodge 1850,  
and was unanimously elected delegate to state  
convention to be held at Robinson, Ill., during  
the first part of the coming year. A good time  
was had by all attending the meeting.

Tom Pender, yardmaster, Davenport, Ia., has  
been elected president and Wm. Mielke, Silvis,  
financial secretary of the Yardmasters' Associa-  
tion.

Congratulations are in order to Walter Esk-  
hardt of the accounting department, Walter hav-  
ing been elected vice-president, Brotherhood Rail-  
way Clerks, Tri-City Lodge 417.

Illinois Division prevent claims and safety  
meetings were held at Bureau December 8. Splen-  
did attendance.

About Mary Thais Cavanaugh—  
MARY had a LITTLE MAN  
His hair was WHITE SNOW  
She took HIM to a GREAT BIG DANCE  
And thought we wouldn't know  
But ALECK and OSCAR both were there  
And saw said guy with said WHITE hair,  
And thereupon they both AGREED  
That he was none but DUD, "THE SWEDE."

**La Salle.**

**"A. Helper."**

Frank Brady, signal maintainer, has taken unto  
himself a wife, the young lady being a resident  
of our sister city Peru, and Mr. Brady a citizen  
of Ottawa. Miss Helen Garback, the bride.

Messrs. Frank Noonan, John Kearns and Ed-  
ward Hardy made a visit to Chicago Sunday and  
we understand Mr. Kearns has purchased an  
apartment building in the loop.

The Starved Rock Local B. of R. C. will hold  
their second annual ball in the Auditorium on  
the evening of January 15. Hoffman's Peoria  
Orchestra will furnish the music. Everybody  
welcome.

Frank Charley has started the saving habit  
with his "back time" and is growing more saving  
rapidly. Go to it, Frank. Foresight is better  
than hindsight.

**Silvis Notes.**

**By C. O. Anderson.**

Boilermaker E. C. Redlin was called to Tampa,  
Fla., account of serious illness of Mrs. Redlin.

Bryant Call, employed as laborer at Silvis  
roundhouse, died December 6 at Moline hospital  
and his remains were shipped to his home town,  
North Wilkesboro, N. C.

Machinist Helper J. S. McCurdy was called to  
Dennison, Ohio, November 26, account of death  
of his mother. Sympathy is extended Mr. Mc-  
Curdy.

H. Morrison, formerly special apprentice at  
Silvis and now sales engineer for the United  
States Light Co. of Chicago, made a business  
trip to Silvis shops, December 13 and 14. We  
were all glad to see Mr. Morrison.

Miss Pearson, stenographer in the pattern of-  
fice, has announced her marriage to Vern Hen-  
dren of Rock Island, to take place December 13.  
Best wishes are extended to this young couple,  
who have a large circle of friends locally. Mr.  
Hendren is employed as a draftsman for the  
Deere & Co. at East Moline.

Machinist Willis Allen of the tool room has  
returned from a visit with relatives and friends  
in England, and reports a very enjoyable time.

Boilermaker Robert H. Johnson was called to  
Broken Bow, Nebr., the latter part of November  
account of death of his uncle.

Car Inspector Alphons Daleiden, a long time  
employee of car department, died November 19,  
after only a few days of illness. Sympathy is  
extended his widow.

J. Y. McLain, business agent for the Brother-  
hood of Railway Clerks, visited Silvis and Rock  
Island December 1 and 2 and was here to enjoy  
the turkey supper and dance given by the Tri-  
City Clerks at Rock Island.

Machinist Clarence Barrett and Miss Marie  
Marchant of Silvis were married November 20  
and spent their honeymoon trip at Dalhart, Texas.  
Congratulations, Clarence, here is wishing you a  
happy married life.

Machinist Jesse E. Ray was called to Wilkes-  
barre, Pa., December 5, on account of death of  
his mother. Sympathy is extended Mr. Ray.

Personal Record Clerk Ernest M. Brown has  
moved to Moline. He says it saves a lot of  
time and car fare.

A meeting of general foremen of the mechan-  
ical department of the system was held at Silvis  
shops Monday, December 8.

A new 100-inch driving wheel tire lathe is  
being installed at Silvis shops, purchased from

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**Rock Island Magazine for January 1921**

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Check the size of tank in which you are interested, tear out and send us this page and we will gladly send you further detailed information in our Bulletin No. 520, together with prices.

## Standard Riveted Horizontal Cylindrical Tanks

Flat Heads  $\frac{1}{4}$  in.

Shell  $\frac{3}{16}$  in.

Capacity Gallons	Diam.	SIZE Length	Shipping Weight
4,000	8'	10' 9 $\frac{1}{4}$ "	3,800
5,000	8'	13' 6"	4,400
6,000	8'	16' 6"	5,000
7,000	8'	19' 4"	5,700
8,000	8'	21' 4"	6,200
9,000	8'	24' 4"	6,800
10,000	8'	26' 7 $\frac{1}{4}$ "	7,300
11,000	8'	29' 4"	7,900
12,000	8'	31' 10 $\frac{1}{4}$ "	8,500
13,000	8'	34' 8"	9,100
14,000	8'	37' 1"	9,700
15,000	8'	40'	10,400
16,000	8'	42' 6"	10,900
6,200	9'	13' 1 $\frac{1}{4}$ "	5,000
9,200	9'	19' 5 $\frac{1}{4}$ "	6,500
12,200	9'	25' 10"	8,100
15,200	9'	32' 2 $\frac{3}{4}$ "	9,700
18,200	9'	38' 7 $\frac{1}{2}$ "	11,300
7,700	10' 6"	11' 11"	5,800
11,500	10' 6"	17' 9"	7,400
15,200	10' 6"	23' 7"	9,100
19,200	10' 6"	29' 5"	10,800
24,600	10' 6"	38' 1"	13,400

Flat heads  $\frac{1}{4}$ ". Fitted with one 16" manhead with bolted or screw cover and three 2" flanges or equivalent for pipe connections. Also made with  $\frac{1}{4}$ " heads and  $\frac{1}{4}$ " shell.

## Standard Riveted Vertical Cylindrical Tanks

Bottom  $\frac{3}{16}$  in. First Ring,  $\frac{3}{16}$  in. Remainder, including Roof, No. 10 Gauge.

Capacity Gallons	Diam.	SIZE Length	Shipping Weight
6,000	10' 6"	9' 5"	4,100
9,000	10' 6"	14' 6"	5,200
10,600	10' 6"	16' 6"	5,600
12,000	10' 6"	18' 4 $\frac{1}{4}$ "	6,300
15,000	10' 6"	22' 10"	7,000
15,500	10' 6"	23' 11"	7,300
16,300	10' 6"	25' 4"	8,000

Fitted with one 16" manhead with bolted or screw cover and three 2" flanges or equivalent for pipe connections. Corrected Sizes and Dimensions.

## Standard Welded Horizontal Cylindrical Tanks

$\frac{3}{16}$  in. Metal Throughout.

Capacity Gallons	Diam.	SIZE Length	Shipping Weight
550	4'	6'	800
1,000	5' 5"	6'	1,200
1,500	5' 5"	9'	1,600
2,000	5' 5"	12'	2,100
2,500	5' 5"	15'	2,600
3,000	5' 5"	18'	3,000

Fitted with three 2" flanges or equivalent for pipe connections. 16" manhead furnished extra when desired.

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the Niles-Bement-Pond Company, and will be quite an asset to Silvia machine shops.

C. Church, father of Foreman G. W. Church and Machinist Lee H. Church, died December 9 at his home in Rock Island. Sympathy is extended the Church boys.

Machinist Harry Dardinger is back to work again after a siege of illness of several weeks' duration.

Pipe Fitter Helper Edward Evans has just returned from a visit with relatives and friends in England and says he had a fine trip but an awful hard time getting reservation on return.

Pavil Filipis, of the stripping gang, was called to Crookston, Minn., on account of the serious illness of his brother.

The railsaw machine, which has been located at Silvia for the past nine months, has been transferred to the second district.

## INDIAN TERRITORY DIVISION.

Shawnee Shop News.

By E. W. M.

L. D. Richards, master mechanic, and Walter Halsey, chief clerk, attended the staff meeting with the general superintendent at El Reno on December 1.

The master mechanic's office is putting on more of a cosmopolitan appearance each day. We were recently supplied with four new desks and the last thing to further equip the office was an aisle strip of carpet running the entire length of the office.

The B. & B. department, under Jess Hillis, spent the first of the month building file boxes for service cards in the attic.

Mrs. Mary Huttenhoff, mother of Harry, Albert and Leo, clerks in M. M. office, returned on December 5 from visiting her son in Colton, Calif. She also visited other points in California.

O. M. Sowell, more familiarly known to his friends and acquaintances as "Spread" on the second district, returned to work on December 1 after an enforced leave of absence due to an infraction of the rules. Glad to see your smiling face back with us, "Spread."

Born to Mr. and Mrs. J. R. Churchman Saturday, December 4, a baby boy.

Born to Mr. and Mrs. H. A. Gentry, Sunday, December 5, a 12½-pound boy.

A new locomotive hoist for raising engines to enable wheels to be applied has been completed in the erecting shop. This is quite an acquisition and will enable the handling of the work in the machine department much more easily than has been done.

The new one hundred inch boring mill for handling tires, wheel centers and cylinder bushing has been completed. Work has also been completed on the new two inch bolt cutter in machine shop.

A new ninety-inch wheel lathe, which was ordered some time ago, has been purchased and the old lathe has been removed from its foundation and work of building foundation for new lathe has been started.

Engineer H. H. Knott and C. P. Stevens have applied for a ninety day leave of absence, effective January 1, 1921.

Sam Swartz, G. B. Powell and C. C. Goodnight were cut off extra engineers' board at Shawnee on December 7. They will go to El Reno and assert their seniority out of that point.

Frank Connolly, assistant general superintendent of fuel economy, paid us a visit on December 7.

We are pleased to chronicle the appointment of our friend and co-worker, W. L. Blessing, as postmaster at Shawnee, effective December 1, to fill a vacancy caused by the death of Postmaster O. E. Weaver, to serve until the new administration assumes charge of the affairs, and a new appointment made by the Postmaster General. We understand Mr. Blessing has taken a temporary leave of absence from his duties as locomotive engineer on the Rock Island, intending to resume his duties as soon as a postmaster qualifies. Mr. Blessing has been a resident of Shawnee for the past twenty-two years and is one of the oldest engineers in point of service on the Rock Island in this territory. We want to join in wishing Mr. Blessing all success and know that the honor could not have been more deservedly conferred.

Walter Halsey and wife, chief clerk to the master mechanic, spent Christmas vacation visiting in San Antonio and Galveston.

Jourdon Rigby and wife, assistant timekeeper in the master mechanic's office, spent Christmas holidays with his mother and other relatives in Texas.

Frank Rutrough, who has recently accepted a position as assistant timekeeper in M. M. office, has moved his family to Shawnee and is all settled.

E. A. Ernst, district storekeeper, attended the staff meeting at El Reno on December 2.

D. C. Parks, our very reliable chief clerk, returned from his vacation spent in El Dorado on December 3.

Division Storekeepers W. T. Burke, E. H. Reville, John Gibbons, J. D. Murphy, K. H. Jessup, J. B. Hobbs, F. C. Spratt, George Kinard and S. M. Huntley attended the storekeepers' meeting in Shawnee on December 4. J. C. Kirk,

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assistant general storekeeper, of Slivis, Ill., also attended the meeting.

J. B. Hogan, inspector of stores, made a very extensive trip during the week of December 8, visiting Oklahoma City, Amarillo and Tucumcari.

### Haileyville News.

By R. B. B.

On December 12th a ten-barrel oil well was brought in ten miles south of Asher. Outfits are drilling two more wells four miles south of Asher. It is rumored that contracts have been let for twenty-five derricks to be erected just across the Canadian River as rapidly as the work can be done. This oil is being found in McClain and Pontotoc Counties, and it is thought that oil will also be found in the extreme southern portion of Pottawatomie County.

O. J. Burdick, stock claim adjuster for the Indian Territory division, returned recently from an extended trip to Philadelphia and Atlantic City.

A good many of the high school boys at Haileyville made considerable pocket money for Christmas by securing splendid bunches of mistletoe from the trees in Peaceable Creek bottoms and shipping in barrels to northern commission men. The mistletoe seems to be more beautiful this fall than usual as it is a deep green with an abundance of the pearl-white berries.

It is estimated an increased acreage of wheat has been planted this fall, approximating 25 per cent. Wheat has the appearance of being in the best condition. Owing to the drop in the price of cotton a movement over the southwest is gaining strength to plant, next spring, only one acre of cotton to nine acres of other agricultural products. Considerable cotton through this belt is being left in the fields ungathered as planters maintain they cannot afford to pay pickers the price asked.

It is said that the Pittsburg County Railway, an electric line operated between McAlester and the "twin cities" of Haileyville-Hartshorne, a distance of sixteen miles, will place several large new modern electric combination passenger and express cars in service about January 1, 1921. It is also talked on the streets that these people plan to do considerable improvement work on their roadway with the point in view of rendering an improved interurban service. This property is supposed to be owned by the General Electric Company of New York.

For some time a family consisting of a father with practically no education and only limited physical strength; a mother, almost blind, and several small children lived in a shack near the Rock Island yard office at Shawnee, the father working when his health would permit for the railroad as a laborer. Two weeks ago the man died, leaving his blind wife and household of kids in destitute circumstances. The train, engine, terminal, shop, and other employees have gotten together and pledged that they will contribute so much monthly toward establishing a perpetual fund with which to take care of his family, rearing the children so they may go to school.

An attempt is now being made to prevail upon the Rock Island Shawnee surgeon's clinic to treat the eyes of the mother and if possible restore her sight to her, but it is generally believed her case has gone beyond a cure.

A tin can with a slit in it forms a permanent contribution box in the yard office and it is not always silver and nickel coin that is dropped in—sometimes a paper bill is folded up and pushed through the slit in the can.

### IOWA DIVISION.

Council Bluffs Notes.

By Joe and L. C. L.

The boys and girls at Council Bluffs wish everyone a happy New Year.

What do you say? Let's make the Rock Island the "road with the personal service." Safety and service always.

The operator at the yard office was cut and all the telegraphing is taken care of at the depot. C. E. McNichols has been on the job the last four years and it is with keen regret that we see Mc go.

John Kennedy, who has been on the rate job in the division freight agent's office, Omaha, has been appointed soliciting freight agent. Chas. Thompson, general clerk in the Council Bluffs office, has been transferred to the Omaha office. This is a nice promotion for both the boys.

General Chairman McLean of the Brotherhood of Railway Clerks was in town recently looking over the situation.

Inspector Claude Knowles of the W. W. J. B. is with us again. Glad to see you back, Claude. Say, Bo, did you notice those new passenger engines the Rock Island has now? Some class, eh?

Work on the new turntable being installed here is progressing rapidly. The piling for the approach tracks have all been driven and the work of enlarging the old pit to accommodate the new table is under way. The table will be ninety feet long and large enough to turn the largest engines now running into this terminal. Until the table is completed, the engines will be turned on the C. M. & St. P. table and wye.

The new Miller heater plant, now under construction, will soon be ready for operation. This plant will prove a great help in getting the engines out, as all water will be pre-heated before

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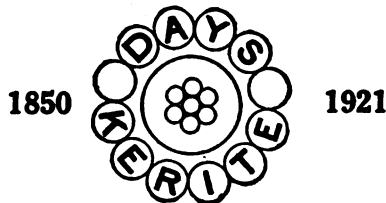
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NEW KENSINGTON, Pa.

it is put in the boiler and will necessarily lessen the time required to raise steam.  
Assistant Yardmaster Johnson was laid up a few days last week with a slight touch of pneumonia. We are pleased to state, however, that he is back at work.

## KANSAS DIVISION.

### Topeka News.

By H. A. P.

On November 2, Walter Geary was sentenced to 40 years and James Clark to 21 years in the state penitentiary, and Edgar DeBord to two years in the state reformatory for the murder of Patrolman W. C. Reed in Cline yards near Wichita on July 4, 1920.

At 3:45 p. m., November 24, a request was made over the phone to City Passenger Agent Bascomb for a special train to be used on November 26, from Topeka to Hutchinson. Mr. Bascomb immediately got busy and 15 minutes later had advised the party wanting this train that it would be supplied. There were 193 passengers going to Hutchinson for a Sunday school convention and 255 returning. This is an example of the quick service of the Rock Island and of the Kansas division in particular.

Mildred Judkins of the division freight office and Theresa Foy of the local freight office were Kansas City visitors on November 28.

R. J. Laverty, signal maintainer, who has been located at White City for the past twelve years, has been transferred to the St. Louis division and will be located at Pleasant Hill, Mo. His place at White City is being filled by George Scott. Mr. Laverty's many friends will miss seeing him on his old territory and the St. Louis division has gained a good man.

B. P. Souders, formerly chief clerk at the local freight office and now chief clerk in the division freight office at Oklahoma City, Okla., spent Thanksgiving among friends and relatives at Topeka.

Ben Dennis, check clerk, has just returned from a ten-day vacation spent among old friends in Nehama county.

Two new electric flood lights have been installed on passenger depot island platform. They are "dandies" and are receiving very favorable comment from our patrons. They are focused from a 40-foot pole, shedding a soft light over the entire platform for a distance of 300 feet.

Everybody going home for Christmas. Here are a few that we have heard of: Arnold Norman, assistant claim clerk in the local office, with his folks at Riley, Kans.; Kenneth Peck, assistant cashier in the local office, with his relatives in Springfield, Mo.; Mr. and Mrs. Chas. F. Guinn of the local freight office visited at Hamburg, Ia.; Tony Real and wife of the division freight office spent the holidays with his brother in Racine, Wis.

It acted like winter on the 13th and looked like winter on the 14th, as we had about an inch of snow. So far this year "the Lord has tempered the wind to the shorn lamb," for we have had very little cold weather, and the coal piles (which are close to our pocketbooks at this time of the year) have not been depleted to any appreciable extent.

## K. C. TERMINAL DIVISION.

By J. B. W.

Harry Sharp had a liking for turkey Friday, December 10, so he took a long journey across the hot sands and is now a noble of Ararat Temple.

F. E. Jenree, yardmaster at Seventh street, is back on the job after three months' sickness, during which time he had several operations.



Firing behind a snowplow is no fun.

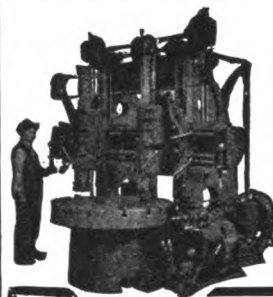
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## Standard Speed Ball Bearing Screw Jacks

Suitable for work in repair shops, yards and for all general lifting purposes. The screw is made of crucible machinery steel. The load is carried on a large ball bearing which reduces the friction in the head 90 per cent. These jacks are actuated by a single gear. Determined by a level.



capacities ranging from 50 tons.

Send for catalogue number 209 illustrating and describing the most complete line of Lifting Jacks in the world. (12)

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Est. 1863  
PITTSBURGH, PA.

**DUFF JACKS**

Rock Island Magazine for January, 1921

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Manufacturers of

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LARGE QUANTITIES NEW WASHING MACHINE MOTORS

These are of standard manufacture and carry the full factory guarantee.  
Supplied in original boxes. Complete as cut. Suitable for operating Coffee  
Grinders, Cream Separators, Milk Washers, Air Compressors,  
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Each  
Motor is guaranteed for 1 year.



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Patent Lawyer

624 F Street, N. W. Washington, D. C.

R. H. Reeves, wife of assistant general yardmaster, came home December 22, having spent a month in Los Angeles.

Now what do you think, Miss Warren had another birthday and the girls of the local office gave her a noonday spread. They certainly had the food. Mr. Herbig and Mr. Woodward were the only men fortunate enough to be guests. Miss Warren was presented with a casserole by her girl friends.

The employees of the Rock Island here wish to express their sincerest sympathy to Mrs. Esther Hill, formerly Esther Sheble, during her bereavement over the death of her husband, Noble Hill, who died December 12 from injuries received in an explosion.

Conductor Shiffer, Bill Lowe and Robert Reeves left Saturday for Eldon, Mo., where they will spend two weeks hunting, with the assistance of Harry McCulley.

Earl Ives is the proud father of a ten-pound boy, born December 10.

James Krepps, fireman, and Miss Aileen Fleming, formerly clerk here, were united in marriage December 15.

Lawrence Cowick was married October 30 to Miss Reed.

A. W. Stauffer is acting assistant yardmaster during the absence of R. H. Reeves. Fred McAllen is taking Stauffer's place.

Ben Holmes, chief clerk to the master mechanic, and C. R. McArthur, car foreman, have taken advanced degrees in Wyandotte Chapter No. 6, R. A. M.

Edward Leefrom is supervising the building of four new stalls at the roundhouse to handle the 4000 class engines.

"Slim" Rasmussen of the yard office will leave for South America about the first of the year. We hope he has a wonderful time and comes safely back.



### MINNESOTA DIVISION.

#### Manly Items.

By L. V. H.

Cards have been received in Manly announcing the marriage of Harry Gavin and Miss Freda Hanson. Harry was for some time assistant shop timekeeper in the master mechanic's office at Manly, but is at present employed in the Minneapolis freight house. Congratulations, Harry!

Division Engineer H. T. Livingston and wife are enjoying a brief vacation, which is being spent in Havana, Cuba.

George Brum, transitman, has been transferred to the Louisiana division. No snow for Georgie this winter.

Miss Grace Zabel of Faribault is the new stenographer in the accounting department.

Cupid has been on the jump on this division for the past few weeks, and from all indications will continue to be. Miss Ethel Robinson, stenographer in the store department, and Durward Carl, roundhouse clerk, were married at Vinton on Thanksgiving Day. Norman S. Johnstone, our A. F. E. accountant, will spend his holiday honeymoon on the Pacific coast and one of the young ladies in the superintendent's office is displaying a new "rock."

C. M. Colvin and wife spent Thanksgiving in Columbia, Mo., where Charlie witnessed the Missouri-Kansas football game. Enuf sed.

Engineer A. G. Powell has sold his home and will move his family to St. Paul.

H. B. Avery has been assigned the agency at Sheffield.

R. I. Davies, brakeman, is the happy father of a son, born December 7.

Engineer Ben Lake has returned from his annual hunting trip. Ben was gone somewhat longer than usual this year and Bill Morrow was sent to bring him home. The story goes that Bill stood on one side of the lake and called "How are you?" to Ben who was on the other side. What the answer was we don't know, but Bill came home on one train and Ben followed on the next, bringing with him a large moose.

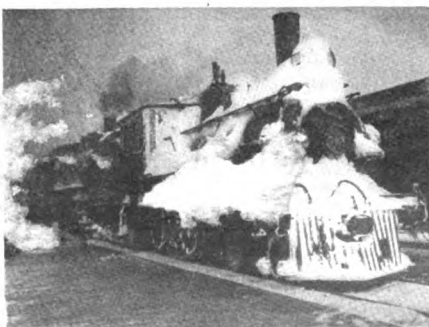


### MISSOURI DIVISION.

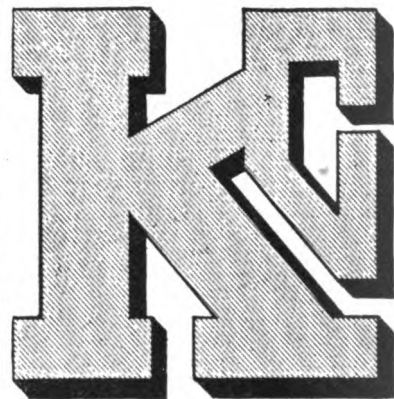
#### Trenton News.

By M. H.

Recent force reductions have caused quite a number of changes among the clerks at this point.



After "bucking" the snow on the Dakota division.



An iron band running from Kansas City to Rock Island would be the result if the

### HOT PRESSED NUTS

which we sold during first six months of 1920 were placed side by side. Yet that is the smallest article which we manufacture.

**The Kansas City Bolt & Nut Co.**  
**Sheffield Steel Mills**

**The Mirror Stone  
System of Railway  
Varnishes.**

**Proprietors of the  
Celebrated WONKOTE  
System of R R Paints  
and Varnishes.**

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for all purposes*

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INCORPORATED

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42nd and Vanderbilt Ave.**





Year's Day will be past, but it is not too late to wish every one the very happiest and most prosperous New Year imaginable.

Little Mary Margaret Grover arrived at the home of Division Special Agent Karl Grover November 21, and he is the proudest man on the Rock Island.

Agent Newton, who relieved W. F. Keran of Nelson for some time, has been transferred to the Kansas division.

We are sorry to have to report the death of Frank Kirkpatrick in Lincoln, November 18. Mr. Kirkpatrick was for many years employed on this division, having been pensioned several years ago. At that time he was file clerk.

Division Engineer W. A. Wallace and wife spent Thanksgiving in Chicago with their daughter, Catherine.

The family of W. F. Mathis has been quarantined on account of diphtheria.

On the evening of November 24, as No. 34 came into Belleville, a little girl was standing on the track on which the train was approaching. Engineer Kinney, who was on a freight engine which seemed to interest the child, saw her danger, jumped from his engine and pushed her off the track, narrowly escaping being struck.

Conductor Dillon has been granted a fifteen-day leave of absence. D. H. Emery is relieving Mr. Dillon.

Trains 87 and 88 will run only on alternate days, leaving only one crew on the run.

Operator Fisher, who has been working in the relay office at Fairbury, has been transferred to Goodland.

W. E. Hamilton, who worked as operator in the Fairbury relay office for a short time, is now working for the Fairbury Board of Trade.

#### Fairbury Roundhouse.

By "Hiney."

The Fairbury roundhouse was favored with a visit from Mr. C. W. Reed the first part of December.

The hunting season is still open around Fairbury. For instance, the pipe gang got the fever and went out south of town and got a whole flock of wooden decoys.

Material Clerk Chadwick left us December 15. We are sorry to see Chad go and wish him success. Fred Nutzman has been assigned to his place.

M. C. B. Clerk Jas. McKee has been forced to lay off the past month on account of an affliction of the eyes. He does not know when he will be able to return.

Every fourteen years the roundhouse office gets a new floor, and this is the fourteenth year. The floor was put in.

The chain gang men on the Nebraska division have been assigned regular engines.

Operator R. H. Chandler has returned to work on the Nebraska division.

Operator J. F. Cook of Havelock has been granted leave of absence on account of illness and has gone to Hot Springs to recuperate.

#### Lincoln Items.

By R. D. McC.

At last we have a real touch of winter and from all indications now we will have a white Christmas.

L. J. Geschwender is relieving Yard Clerk Perry while on his vacation.

The Lincoln clerks spent a real enjoyable evening at Fairbury the 27th, and although the majority returned on No. 8 before the doings were over, we surely had an enjoyable time and enjoyed the lunch to the fullest extent.

Sunday switch engines in Lincoln have been discontinued for the time being. We hope business will pick up sufficiently to warrant putting them back in the near future.

The Lincoln force join in wishing all members of the Rock Island family a Merry Christmas and Happy New Year.

#### Phillipsburg Items.

Arthur Williamson, wife and daughter, spent Thanksgiving in Kansas City with Mr. Williamson's relatives.

Donald Berkeybile was absent several days the later part of November on account of being in an auto accident, getting bruised up a little.

Fred McPherson was united in marriage to Miss Ethel Rivers November 25. The boys at this point extend their best wishes to the happy couple on their voyage through life.

Machinist Chas. Hansen thought it was about time to quit the bachelor life, so was united in marriage to Miss Pearl Heikess on December 9. All the boys at this point wish Charles and his wife many long and happy years.

Jack Lynch and family are enjoying a visit from Mr. Lynch's brother Frank of Minneapolis, Minn.

Superintendent H. E. Allen, Master Carpenter



Office force of Superintendent Allen of the Nebraska division.

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BUCK BRAND



Full Cut, Roomy Union-made Railroad Overalls and Jumpers. Every garment guaranteed to give absolute satisfaction or purchase price cheerfully refunded.

Our Auto Mechanic Khaki Union Suit is unexcelled in Material, Design and Workmanship.

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## RAILROAD POLICIES FOR RAILROAD MEN

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

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

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

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

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

Continental Casualty Co., H. G. B. Alexander Chicago

CHAS. S. COLEMAN  
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## Coleman Boiler Appliance Company

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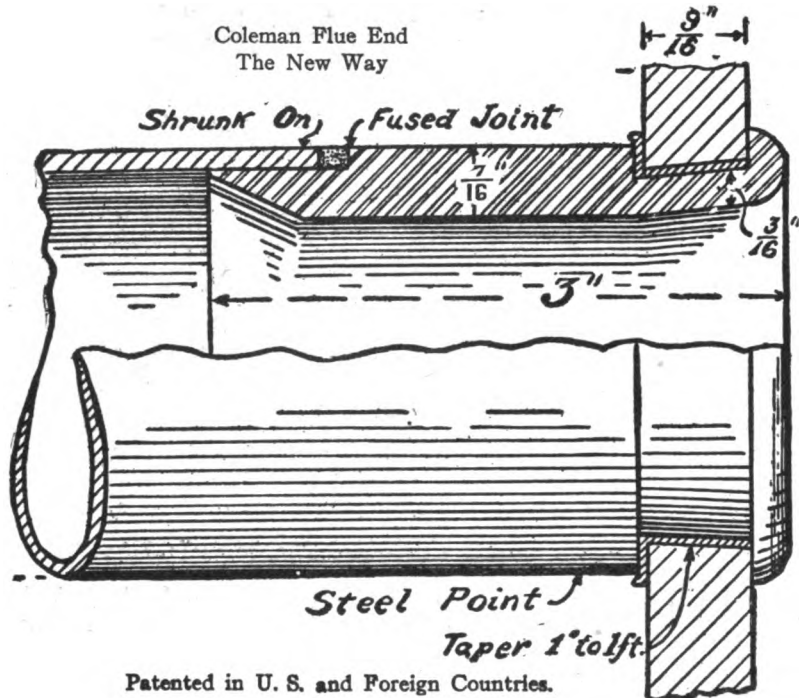
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**COLEMAN'S NO LEAK SAFE TUBE END**

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**NO LEAKS SAVES FUEL**

Coleman Flue End  
The New Way



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

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

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

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

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Branch Offices: WILMINGTON, DEL.

J. A. Hamm and Roadmaster Wm. Oglesvy paid the "burg" a visit about the middle of December.

### OKLAHOMA DIVISION.

El Reno Items.

By A. C.

With all the effort made to reduce the overtime in the superintendent's office, Dan Cupid filed a couple of time slips, one for the 28th of October when Miss Gertrude Nugent of El Reno became the bride of Mr. Joseph Wehling. Another one when Miss Lucile Webb of Kingsber espoused new responsibilities in marrying William Duncan Rankin.

Mrs. E. R. Saunders, wife of Superintendent Saunders, who has been confined to her home through illness, is reported in much better health. They spent the week-end December 4 in Kansas City visiting Mr. Saunders' brother, Dr. Saunders.

C. P. Stead of Duncan has resigned as division chairman for the Brotherhood of Railway Clerks. The title has been conferred on First Vice Chairman P. J. Mullen for the time being.

Trainmaster M. E. Lucas and wife returned November 23 from a very beneficial vacation spent at Hot Springs, Ark.

Winston Jelde of the engineering department spent a week in Tucumcari, N. M., superintending the preliminary work of a new reservoir under construction there.

Master Carter Lee Rhodes made his initial appearance on life's stage November 12. His father, Lee Rhodes, A. F. E. clerk, walks as though the smoke from "his treat" was sufficient to support him.

Mr. and Mrs. M. E. Lucas had as their guest Mr. and Mrs. Ed Lucas of St. Joseph, Mo. Mr. Ed Lucas is yardmaster at that point and is en route to Hot Springs for his health.

Miss Helene Morris of Kansas City, Mo., returned home December 10, after a two weeks' visit with her brother, Yardmaster Harry Morris.

Miss Marie Jelde, die clerk of the superintendent's office, will be absent from her duties for a couple of weeks due to a nervous breakdown.

Mrs. Carl Humphrey, nee Miss Irene Beacom, had a narrow escape December 2, when the limousine of J. T. Riley, of which she was an occupant, turned turtle. Both ladies escaped with a few scratches.

A get-together maintenance meeting was called December 13 in the office of Division Engineer S. L. McManahan.

A change in the assignment of roadmasters has taken place with the result that Messrs. J. H. Lynch and C. S. Dilts are stationed at Chickasha, J. T. Ready at Waurika and E. W. Gulley at Enid.

A new standard siding has been placed at the oil loading tracks between Duncan and Comanche. The trainmen pronounce it perfect.

A most enthusiastic meeting of the safety committee was held in the city hall of Chickasha December 9. J. G. Tally, of Oklahoma City, a government locomotive inspector, developed the subject "Individual Organization" in a masterly manner, quoting from statistics that seven million dollars had been expended by the various railroads in the United States for accidents, due

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Kansas City, Mo.

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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.**



Everybody knows "Jimmie" McQuaid who runs between Fairbury and Council Bluffs.



In a great many instances to the carelessness on the part of individuals.

H. R. Saunders presided over one of the most successful staff meetings ever held on the Oklahoma division, December 13. Every member reflected the superintendent's enthusiasm.

In order to establish better co-operation and with a view of expediting the establishment of certain facilities and improvements, the Chamber of Commerce of Duncan, Oklahoma, tendered a banquet to H. R. Saunders, superintendent of the Oklahoma division on December 7. A desire on the part of the business men of the town to meet and confer with the officers of the division as to improvements which they wanted resulted in this affair. A. B. Wilson, chairman of the Chamber of Commerce, introduced several business men who gave some authentic reports as to the business outlook for their town for 1921. Besides additional trackage they requested a new depot, removal of stockyards and enlargement of present facilities for handling freight. They declared that their town was entitled to these considerations, as Duncan was the center of the activities of all the larger oil corporations and was the fastest growing town in the Southwest.

Mr. Saunders then gave his views of the situation and also explained the difficulties which confronted the railroad along these lines, but gave the members his assurance that their requests would receive due consideration. Everyone present seemed pleased with the results and held an optimistic outlook as to the future. Those of the Oklahoma division staff who were in attendance were Superintendent Saunders, Trainmaster W. H. Dick and Loss and Damage Inspector E. M. Higgins.

### PAN HANDLE DIVISION.

By G. D.

Agent J. K. Withers of Weatherford has been in the El Reno Sanitarium for several weeks on account of a general breakdown. We are glad to report that his condition is much improved at this time.

On November 19 this division held a prevent-claims meeting in the superintendent's office. There was a large attendance, a great many items of interest discussed and a number of valuable suggestions made.

Master Carpenter A. H. Sturdevant is visiting his family in New Milford, Conn. During his absence T. H. Bilbrey has been appointed as acting master carpenter.

Our maintenance clerk, Miss Bertha Woods, is very much interested in hunting and has hopes of bringing in some big game before the end of the season.

W. E. Babb, assistant editor of our Rock Island Magazine, was a pleasant caller at this office; hence our first appearance for some time.

Miss Margaret Bector, former trainmaster's stenographer and now attending school at the Kansas University, was home for the Thanksgiving holidays.

F. E. Dowell, wife and son, of Chicago, spent Thanksgiving in El Reno, the guests of the former's parents. Mr. Dowell is employed on the Chicago terminal as supervisor, claim prevention.

Conductor G. C. Davis and family are spending a month in California, sightseeing.

H. W. Hammack, chief dispatcher, has been taking his annual vacation, during which he has spent most of his time hunting. D. B. Burke taking his place during his absence.

An interesting prevent-injury meeting was held December 10, same being conducted by Superintendent McDougal.

Leas, division engineer, attended a meet- motor car inspectors held at the Baltimore, Kansas City, on December 10 and 11.

Bye, who has been agent at Lookaba, a number of years, has bid in Weather- ton and D. H. Finch of Aline will be as agent at Lookaba.

For Claim Prevention C. O. Dowell at- meeting the claim prevention department Kansas City at the Baltimore Hotel on 17.

Scott, vice-chairman, maintenance-of-way was a pleasant caller at this office a ago. Mr. Scott was formerly employed division as section foreman at Oklahoma

Rock Island and K. C. M. & O. have con- sidered their accounts at Waldron, Kan., the Rock Island depot being moved to the K. C. M. & O. tracks and the Rock Island agent placed in charge.

Mr. K. Adams, who has been agent at Waldron, Kan., for a number of years, will be checked in agent at Lambert, Okla., next week.

O. S. Mac Swain and wife announce the birth of a son December 8.

Anyone of the Pan Handle division family hav- ing items of news interest will kindly advise correspondent of same, care of the superintend- ent's office, El Reno.

### ST. LOUIS DIVISION.

Eldon Items.

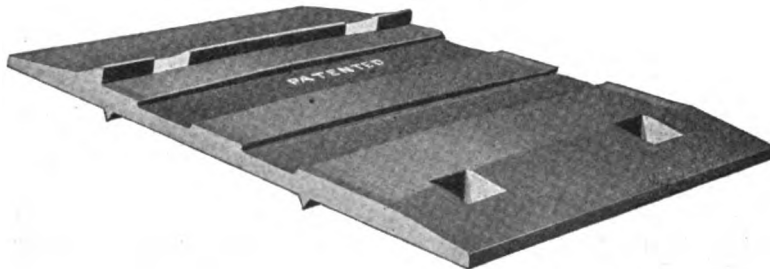
By R. P.

The division prevent claim meeting was held Friday, December 10. All branches of the service were well represented and a very pleasant and enthusiastic time was had.

Miss Lena Doty, clerk in the dispatcher's office, is on a sixty days' leave of absence, visiting her brother in Oklahoma, and her place is being temporarily filled by Harold Silsby.

R. R. Bragg, formerly division engineer of the

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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.

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## STANDARD COAL

Capacity of Mines 6,000 Tons Per Day

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## *Schaefer* **TRUCK LEVER** *Connections*



Schaefer Truck Lever Connections are made from one piece open hearth Steel; jaws dropped forged; no welds.

They are 40% lighter and afford 100% increased strength, reducing normal renewals about 50%.

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

### **SCHAEFER EQUIPMENT COMPANY**

OLIVER BUILDING, PITTSBURGH, PA.

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## **All Steel Flexible Car Roofs**

M e a n

## **Dry Lading**

## **Hutchins Car Roofing Company**

St. Louis division, dropped into Eldon recently to see his friends.

Operator T. E. Dowling, Denton, Mo., and Blacksmith A. D. Spalding performed very commendable service in stopping a runaway car and preventing a collision with an approaching freight train. Both men received ten merit marks for this service.

Engineer C. S. Ralston, Fireman M. T. Dolby, Conductor J. P. Bullard, Brakeman Paul Hinds and Brakeman A. H. Herrington each given ten merit marks for services rendered in extinguishing fire on Leeds bridge.

Otto Bruch of Des Moines offices and formerly maintenance clerk at Eldon, was here for several days on a business and pleasure trip.

Miss Ethel Phillips, personal record clerk, recently returned from a two weeks' vacation which she spent in Eldorado, Ill.

Walter Rouse, who has just returned from California, has accepted the position of assistant timekeeper, superintendent's office.

Roy Brockman, chief clerk, agent's office, died after a prolonged illness, Friday, November 27. We feel the deepest regret over Roy's death and extend our most sincere sympathy to his wife and daughter.

### \* \* \* OF THEE I CHAT.

My auto 'tis of thee, short road to poverty,  
Of thee I chat.  
I blew my oil stock dough on you two months ago,  
Now you refuse to go, or won't or can't.

Through town or countryside  
You were my joy and pride.  
Oh happy day.  
I loved the gaudy hue,  
The nice white tires new;  
But you're down and out for true  
In every way.

To thee, old rattle box,  
Came many bumps and knocks.  
For thee I grieve.  
Badly the top is torn,  
Frayed are the seats and worn;  
The whooping cough affects the horn,  
I do believe.

Thy perfume swells the breeze  
While good folks choke and wheeze  
As we pass by.  
I paid for thee a price,  
'Twould buy a mansion twice;  
Now everybody's yelling "Ice,"  
I wonder why.

Thy motor has the grip,  
The spark plugs have the pip,  
And woe is thine.  
I, too, have suffered chills,  
Fatigue and kindred ills,  
Endeavoring to pay my bills,  
Since thou wert mine.

Gone is my bank roll now,  
No more 'twould choke a cow  
As once before.  
Yet if I had the mon,  
So help me John  
I'd buy a car again  
And speed some more.

GEORGE W. MITTEN, Slivia, Ill.

### *Letters from Our Readers*

Editor, Rock Island Magazine:—

On November 8 I accidentally left my overcoat in the waiting room at Cameron Junction, Mo., and it was some hours afterwards when on the train that I missed it. As soon as I discovered my loss I asked the agent at Camden Point, Mo., to wire back to Cameron and ask them to look for it. When I arrived at Beverly I asked the operator there to wire Cameron and see if they had found the overcoat. I was informed immediately that the coat had been found and that it was being sent to me the next day.

Mr. J. H. Stauber, a Rock Island man at Cameron Junction, made the search there and found that the Burlington baggageman there had picked up the coat and was holding it for a call. I received the coat the next day. I think such service deserves notice in the Rock Island Magazine and I am sending you the information with the hope that it will be published.—D. W. K., Fruitland, Iowa.

### \* \* \* *A Picture of Home*

Of't when the day is dreary  
And the night is dark and cold,  
I seem to see a picture  
That is wonderful, sweet and old.

In fancy I seem to picture  
A home with its lamps a-light,  
And a maiden there is standing  
With eyes so clear and bright.

And she looks in the eyes of her lover,  
Who is husband and lover too,  
She feels his arms steal 'round her  
And knows he will always be true.

As she rests with his arms around her,  
To her heart comes a calm sweet joy;  
She has given all to his keeping,  
Pure love without alloy.

His will to be her master,  
His arms to be her world,  
His home to be her kingdom,  
With love's banner o'er it unfurled.

And I see him, the king and master,  
So noble, strong and brave,  
Loving with life and heart blood  
Till king is almost slave.

And if there should be discord  
Both wills so quickly bend,  
Till their souls are firmly knitted  
And their lives together blend.  
*Written August, 1905: Pansy May.*

### Ship Comes In

(Continued from page 8)

be an ideal site for a home and small fruit farm. We have ordered over a hundred dollars' worth of the best fruit trees and berry vines from a reliable nursery. We shall set them out this fall under the supervision of the County Farm Agent. Our savings the next year will be spent to build a barn, chicken house, and to get the farm started. We shall offer our present home for sale and use the money to build another house at the farm.

You ask, what do we expect to do in the future? We expect to sit on the porch of our new house on the farm called "Grand View." We expect to see on the north slope the orchard growing and bearing; on the south, the garden early in the spring; at the rear, the cow grazing in a patch of alfalfa and the chickens busily scratching about.

And looking off to the north we expect to see the Rock Island trains approaching from Tindall. And as we sit there on our porch we shall dream of the time when the Rock Island buys up the land in the bottoms near Trenton and



"When we were settled in our new seven-room house, we found we owed a good many bills."

builds there, great yards and shops, and makes this not only, "A city in God's country," but also a center of great industrial opportunities.

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(AN ANTI-SCALING COMPOUND)

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### Track Tools



### Nut Locks

on your track tools  
means a satisfied work-  
man and better work.

Let us prove the  
economy of their use.

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quality building goes  
into every tool with  
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**CHICAGO OFFICE**  
619 Railway Exchange

## Doing Thirty Miles

(Continued from page 11)

trains. They must not hesitate to run light power to move the business when it is necessary. On many railroads the direction of heavy traffic changes frequently. The transportation officers in many cases must use good judgment to know when to run light power, and cars will be delayed unless such officers decide quickly and properly. Yards must not be allowed to fill up and cause trains to be set out short of terminals. The shortage of motive power is frequently the cause, but it is sometimes the result of hesitation on the part of the officers in charge, to promptly run light power, or the failure of the connecting division or railroad to give proper notice of the heavy traffic en route.

### POWER IMPORTANT FACTOR

Mechanical officers, especially the master mechanic, road foremen of equipment and roundhouse foremen, have an important part to play in this problem. Power, usually limited in quantity and frequently inferior in quality, due to hard usage during the recent war period, must be turned promptly and kept in the best possible condition. Co-operation between the chief dispatcher, yardmaster and the roundhouse foreman is of first importance. Frequent visits, programs of incoming and outgoing trains, and the proper placing of the different classes of power on certain freight trains must be discussed and gone over several times each day and night. There should be no decrease in activity at night. Many railroads have sub-divisions which handle more freight and passenger trains at night than in the day. All division staff officers should be impressed with the lack of supervision at night, and devote their energy to that end as much as possible, all of which is in the end reflected in a better freight train performance.

Frequent staff meetings, attended by all division officers, to discuss transportation matters and statistics, showing just what is being done and what has been accomplished on neighboring divisions or railroads, will bring about a spirit of rivalry and arouse enthusiasm among the officers and the rank and file which will quickly bring about the desired results.

## Reciprocal Campaign

(Continued from page 11)

bills. Simply sign your name and pin same to the check. Will be glad to have you use these at all times.

"When business is secured on the information given by you, we will take pleasure in advising you of the fact and also see that proper mention is made in our Rock Island Magazine.

"We will welcome suggestions along the line of securing business from you and, if practical, will be glad to place them in effect."

"Learn how to do things, by doing them," is the policy of one of the large Canadian railway schools, and in order to carry out this effect to better advantage, this school has been equipped with a complete model of a trans-continental railroad system, including among other things sidings, yards, switches, stations with semaphores, train-order boards, switchboards and telegraphs connecting each station with an outside telegraph wire and one with the dispatcher's table and, of course, a complete telephone system.

## Of Interest to Women

(Continued from page 28)  
taire effects and long transparent gathered puffs.

Most cloth frocks show one piece effects, either in cut or simulated. Many have narrow belted fronts, and flat straight back portions with no belt or band to break the straight line from neck to hem. Any fullness is carefully disposed of over the sides.

The favorite sleeve is bell shaped trimmed in various ways, it may be braided or embroidered to the elbow or trimmed with fur.

Frocks of contrasting material are among the new models.

A blouse of satin and skirt of velvet, or serge and plaid silk, plain material braided or embroidered in black or colors. Plaits have lost more of their attractiveness.

Bodice lines are bloused, and low placed girdles are new and attractive.

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

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

No. 3462.—Ladies' dress. Cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38-inch size will require 6½ yards of 44-inch material. The width of the skirt at lower edge is 1½ yards. Price, 10 cents.

No. 3473.—A good school costume. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size will require 2½ yards of 42-inch material for the skirt, and 2½ yards of 42-inch for the blouse. Price, 10 cents.

No. 3436.—Boys' blouse and knickerbocker trousers. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 10 year size will require 1½ yards of 36-inch material for the blouse and 1½ yards for the knickerbockers. Price, 10 cents.

No. 2442.—A youthful gown. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A medium size will require 4½ yards of 44-inch material. The width of the skirt at lower edge with plaits extended is about 2 yards. Price, 10 cents.

No. 3454.—Girls' dress. Cut in 4 sizes: 4, 6, 8 and 10 years. An 8 year size will require 3½ yards of 36-inch material. Price, 10 cents.

No. 3465.—Junior dress. Cut in 3 sizes: 12, 14 and 16 years. A 14 year size will require 3½ yards of 38-inch material. Price, 10 cents.

No. 3434.—Girls dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size will require 3½ yards of 38-inch material. Price, 10 cents.

No. 3462-3383.—A smart coat suit. Coat 3452 cut in 6 sizes: 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3383 cut in 7 sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. For the entire suit in a medium size 6½ yards of 44-inch material will be required. The skirt with plaits extended measures about 1½ yards. TWO separate patterns. 10 cents FOR EACH pattern.

No. 2443.—Misses' dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size will require 4½ yards of 44-inch material. The width of the skirt at the lower edge with plaits extended is about 1½ yards. Price, 10 cents.

No. 3439.—Ladies' apron dress and cap. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 7 yards of 27-inch material. The cap will require ½ yard. Price, 10 cents.

No. 3441.—A set of "short clothes." Cut in 5 sizes: 6 mos., 1, 2, 3 and 4 years. A 2 year size will require 3½ yards of 27-inch material for the dress, 1½ yards for the slip, and 1 yard for the drawers. Price, 10 cents.

No. 3448.—A pleasing anron. Cut in 4 sizes: Small, 32-34; Medium, 36-38; Large, 40-42. Extra Large, 44-46 inches bust measure. To make the design for a medium size will require 4½ yards of 36-inch material. Price, 10 cents.

## Haven't Got Time

Of all the excuses there are,

By which this old world is accursed,  
This "haven't got time" is by far

The poorest, the feeblest, the worse.  
A delusion it is, and a snare;

If the habit is yours, you should shake it.

For if you want to do what is offered to you

You'll find time to do it, or make it.

—Detroit Free Press.

## One "AMERICAN" Railroad Ditcher Displaces 66 Laborers and Saves \$245.50 a Day



Working under average conditions, one "AMERICAN" Railroad Ditcher will take 500 cubic yards of material out of right-of-way ditches in ten hours.

It would require 66 laborers to handle the same amount of material in the same time.

Here are the comparative costs:

### DAILY COST OF HAND CREW

66 laborers at each \$4.00.....\$264.00  
1 foreman ..... 5.50  
Cost of hand crew per day.....\$269.50

### DAILY COST OF "AMERICAN" RAILROAD DITCHER

Operator .....\$ 6.00  
Fireman ..... 4.50  
Coal ..... 4.00  
Oil, Waste, etc..... 1.00

Two laborers at \$4.00..... 8.00

Cost of operating ditcher per day....\$23.50

### HOW THEY COMPARE

\$269.00 cost of hand crew.

23.50 cost of ditcher.

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## 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.

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*For Prompt Shipment*

**General Offices: TULSA, OKLAHOMA**

**Refinery: WALTERS, OKLAHOMA**

## Meritorious Service

(Continued from page 26)

commended for discovery of fire in build-  
ing on right of way and extinguishing  
same.

Brakeman C. O. Bollar, Estherville  
commended for discovering broken flange  
Engineer J. G. Brookway, Fireman C.  
E. Usury, and Brakeman F. Fuss, Esther-  
ville, given ten merits each for knocking  
fire, putting up dump grate in engine, re-  
building fire and bringing train through

Conductor R. V. Nasrec, Engineer W.  
Herr and Brakemen Schluntz and Hub-  
ber, Cedar Rapids, awarded ten merit  
marks for aiding in replacing coal on  
engines, thus getting trains over line in  
good shape.

Conductor J. S. Shive and Brakeman  
E. W. Saddler, Missouri division, ten  
merits each account promptness in secur-  
ing assistance in repairing car when same

Brakeman F. B. Hetherington, Missouri  
division, ten merits account voluntarily  
firing engine when fireman was taken ill.

Brakeman J. W. Anderson, Missouri  
division, ten merits account assistance in  
repairing engine when stoker failed, pre-  
venting delay to five cars of stock.

Engineer A. R. Hermance, Conductor  
F. J. Thomson, Brakemen A. Dangerfield  
and C. T. Vanderpool, and Fireman J. A.  
Hagan, Kansas division, have been com-  
mended for handling their train into  
terminal under difficulties.

Brakeman G. L. Murra, Kansas divi-  
sion, has been commended for detecting  
broken arch bar on car in his train and  
having car set out for repairs.

Yard Clerk L. O. Rhoden, Kansas divi-  
sion, has been given ten merits for action  
in detecting car of oil moving to wrong  
destination, correcting, and forwarding to  
proper destination.

Conductor J. B. Smith, Haileyville, and  
Brakeman E. J. Smee, Hartford, Ark.,  
commended for aid in re-railing engine.

Brakeman Thos. Coupe, Haileyville,  
commended for firing engine when regu-  
lar fireman was injured.

Porter-Brakeman S. J. Cailder, Mani-  
commended for finding and restoring  
purse left in one of the coaches by pas-  
senger.

Conductor W. P. Sanford, Brakemen  
P. A. Keister, W. H. Campbell and J. J.  
Couch, Cedar Rapids, given ten merits for  
attention to important merchandise car.

Train Porter Fletcher Caruth, Little  
Rock, commended for aid in building  
fire in engine, thus enabling the train to  
leave terminal without delay.

Conductor W. P. Tittworth and Brake-  
man J. W. Castleman, Haileyville, com-  
mended for bedding a car to be loaded  
with stock.

Conductor Grover Pearce, Little Rock,  
commended for finding broken arch bar.

Conductor W. T. Davy, Watertown, S.  
D., commended for obtaining nine pas-  
sengers for Rock Island to Florida.

Joe Code, engineer, Chas. Fehr, fireman,  
Jas. G. Gabel, conductor, A. J. Harlan  
and J. H. Morrison, brakemen, Des  
Moines Valley, ten merit marks each for  
action taken when they noticed brake  
beam down. Train was stopped and  
necessary assistance given to repair car.  
No doubt saved derailment to train.

Jas. L. McVey, agent at Carlisle, ten  
merit marks account of interest taken  
when 2nd 911 was passing Carlisle. He  
noticed brake beam dragging, stopped  
train and beam was removed. No doubt  
saved derailment to train.

John Shepherd, brakeman, I. B. Elliott,  
conductor, Des Moines Valley,



on merit marks each for assistance given in getting new hose and replacing bursted one. Not only saved delay to this train, but freight train following.

E. E. Trimble, operator, Corydon, ten merit marks for action taken in extinguishing fire in sleeping car.

Ed. M. Grant, conductor, Des Moines Valley, ten merit marks for interest taken when he discovered broken rail in main line, reporting same to proper office for attention.

Frank L. Gregorie, brakeman, Des Moines Valley, ten merit marks for alertness in watching train and prompt action when he noticed dust flying about the middle of train. Stopped train and found connecting brake rod down. No doubt saved trouble to train.

W. O. Bland, brakeman, Des Moines Valley, ten merit marks for interest taken when passing depot at Leighton, saw lamp in waiting-room on fire. Went back, put fire out, and threw lamp out. No doubt saved depot from being burned.

Engineers W. S. Margerum and J. W. Verba, Fireman C. B. Johnson, Conductors P. Doyle and C. J. O'Neil, and Brakemen Henry Harry Smith and Thos. J. Dunn awarded ten merit marks each for prompt action in voluntarily removing broken tie bar from rear of smoker, thus avoiding serious delay to passenger train.

Engineer Alex Somerville and Brakeman Edward DePencier, Valley Junction, given ten merits for going up coal chute to knock down coal.

Conductor G. T. Suggs, Colorado division, commended for firing engine after fireman was taken sick, avoiding delay to train.

Brakeman J. L. Caldwell, Colorado division, commended for assisting student fireman who was unable to fire engine properly, avoiding delay to train.

Agent Carlton Rainville and Section Foreman D. E. Kegley, Mt. Auburn; Conductor J. H. Shauli, Engineer Wm. Sullivan, Fireman M. J. Lash, Brakemen R. W. Newton and Thos. D. Leet, Manly, each awarded ten merits for prompt aid in repairing car, thus preventing excessive loss of coal.

Yard Foreman D. M. Smith, Peoria, has been commended for inducing number of passengers to travel via Rock Island.

Brakeman A. L. Halton, El Reno, commended for discovering broken flange on car wheel.

Conductor Chilcote, Albert Lea, Minn., commended for inducing passenger to use Rock Island Lines.

Brakeman Wm. H. Dachsteiner, Blue Island, awarded ten merits for firing engine when fireman was taken sick.

Brakeman F. I. Greene, Blue Island, given ten merits for firing engine in absence of regular fireman.

Section Foreman Lee Henderson, Greenwood, Mo., commended for discovery of dragging brake beam.

Brakeman T. W. Kinney, Herington, given ten merits for firing engine when regular fireman was disabled.

Conductor C. W. Drawbaugh, Conductor B. L. Voiles, Engineer F. W. Humbarger, Engineer J. T. Patie, Fireman N. Criswell, Fireman G. T. Lambert, Brakeman F. L. Blansett, Brakeman P. L. Smith, Brakeman C. Spady and Brakeman C. W. Young, Herington, Kas., commended for handling train into terminal under difficulties.

Conductor McWilliams, Missouri division, given ten merits account prompt action in reporting from Belknap, Ia., that car of onions should be diverted, for Highland, Ill., enabling same to be done,

# MULTIPLATE VALVE SERVICE

When a valve leaks do not remove it from the line to repair it. Make the repairs in the line by removing a plate from the head and a plate from the seat and scrap them; put the parts back in the valve and tighten them up carefully; and you have a valve good as new. Let our service man show you. Do not tolerate leaks, they are a nuisance and an expense to your company.

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thereby preventing unnecessary haul, delay and possible claim.

Clerks Noel Davis and Kenzie Black, Missouri division, given ten merits each for extinguishing fire at foot of telegraph pole, thereby preventing further damage to company property.

Switchman A. J. Wilverts, Missouri division, ten merits account promptness in reporting to crew that brake beam was dragging, thereby preventing further trouble.

Engineer H. M. Smith, Missouri division, given ten merits account promptness in reporting discovery of brake hanger down on car, preventing further trouble.

Noah Gilliland, cashier clerk, Jamesport, given ten merits on account of promptness in reporting discovery, to train crew, that car had broken brake beam, thereby preventing probable accident.

Section Foreman J. L. Duncan, Missouri division, given ten merits on account of interest manifested in promptly reporting discovery of broken brake beam on car in train.

Switchman Lambert Bearden, Missouri division, given ten merits on account of reporting that car of furniture was billed as empty, from Kansas City to Silvis, thus preventing delay to car.

Conductor J. M. Kerr, Brakemen E. G. Murphy and A. D. Porter, Fireman Amos Armstrong, Engineers C. A. Johnson and J. H. Kennedy, Missouri division, ten merits each on account of assistance in extinguishing fire in car of cinders, thereby preventing further damage to car.

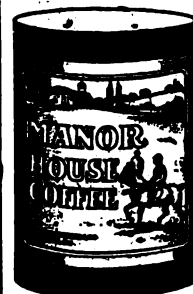
Brakemen C. C. Rigs and Verne Sconce, Missouri division, ten merits each on account of voluntarily firing engine. Washington to Muscatine, while regular fireman substituted for engineer, who was taken ill, thereby preventing delay to train.

### Answers to Quiz

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

1. Robert Underwood Johnson is American ambassador to Rome.
  2. July and August have thirty-one days each because the Emperor Augustus insisted that his month—August—be as long as that of Julius Caesar.
  3. The Indians called the present site of New York city "Manna-ha-ta" or "place of drunkenness," and from this "Manhattan" was derived.
  4. Supreme Court decisions are made public on Monday during the time that the court is in session.
  5. In Java there is a crater containing a lake strongly impregnated with sulphuric acid, from which a river of acid water issues.
  6. Colin Hamilton Livingstone, president of the National Council of the Boy Scouts of America, was founder of the Boy Scout movement in this country.
  7. "St. Petersburg" was changed to "Petrograd" to eliminate all traces of the German influence noticeable in the suffix "burg".
  8. The Venus de Milo is the most famous statue from which the arms are missing.
  9. Lincoln issued his Emancipation Proclamation on January 1, 1863.
  10. President Wilson was born at Staunton, Va.
- (Copyright by Public Ledger Co.)

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**Transfer Tables  
Turntable Tractors**

You see them everywhere

The Standard

**GEO. P. NICHOLS & BRO.**

2141 Fulton St., Chicago

## The Humane Side

(Continued from page 18)

Sebe cum'in behind us would about catch what we'd miss, and I'll be-doggoned if Sebe wuzent in the right place, fer at one place there wuz a man and a woman stand'in there wait'en fer 48 in that storm with a little Baby all wrapped the best they could. That Baby wuz cough'in then frum a bad cold and the Mother was tak'en it to a Doctor. Well, sir, she wuz so plumb tickled when Sebe's Caboose drove up and stopped and Bob, there, told them to git in by the fire, that the poor girl cried. That good warm fire and the prospects uv gitt'en a Doctor's care fer her little Baby wuz simply to much fer her be'in a woman you know. and her old man would have give Sebe a loan on his last mule only Sebe had to tell him not to, and that it wuz our Night Chief that done it.

"Now this man didnt know the difference between the Chief's instructions and a signal to go eat by a Student Brake-man, but the Advertise'in our Road gits frum such as this helps more than any scheme any advertise'in manager could frame up in a hundred years. This I know frum what the Boss wuz say'en the other day at one uv them Prevent Claim Meet'ens. He told 'em that the Humane side uv Railroad'en figger's in the game more this day and time than ever before, and if we once git the Confidence uv a Community and can hold it, why it's more than half uv the game. And Oscar our Claim agent, spoke up and says that the little stunt that Jack pulled that time had already paid fer it'self and more, fer this man (that man that Sebe picked up) talked it in his neighborhood to the extent that when a join'in farmer's horse wuz accidentally killed some time after and Oscar went to adjust the Claim the man says, 'Why the thing's settled as fer as I'm consenered.' 'How's that?' says Oscar, 'Wal, your Rail road is try'in to do the right thing mor'n that old horse wuz try'in to keep from committ'in suicide and Jim Stevens little Baby wouldnet be here if your freight train hadent picked it up that cold night and took it to a Doctor, fer it had the Numon'y and the Doctor said a little more exposier would uv done it up, so I guess that pays fer that old nag.

"This is an example," I says to the Hasher-Cook and to the rest uv the Boys at the same time. And, sir, that cook wuz convinced too, fer he scratched off a dime from Charley Race's check who had been eat'in, and when Red Ruth asked him to have his coffee warmed up a little he never added the extra thick nickle that he usealy does."

### *New Hoist*

The Rock Island has installed a new fifteen-ton American electrically-operated hoist at the Faribault, Minn., coaling station by which the coal cars are hauled up the incline and dumped. According to Robert J. Kalow, coal chute foreman, it requires about eighteen minutes to pull the average car of coal, weighing eighteen tons, from the bottom of the 300-foot incline to the top, on a grade of 20 per cent. An average of five Rock Island engines are coaled at Faribault, each day. This new hoist has a drum 40 inches in diameter and 36 inches wide between flanges. It is geared for four speeds. The hoist is housed at the top of the coal chute, 40 feet from the ground.

# Central Iowa Fuel Company

Producers of

## Chariton Block Coal

Clean coal

Mines located on the Chicago,  
Rock Island & Pacific, Chariton,  
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—"to the repair track for one column bolt and two nuts missing on truck."

This means train delay in cutting out the car.

It means a man's time when we have no men to spare.

It means money spent when we must conserve our resources.

It means a car out of service when shippers are begging for cars.

It never could have happened with the Bettendorf One-Piece Cast Steel Truck.

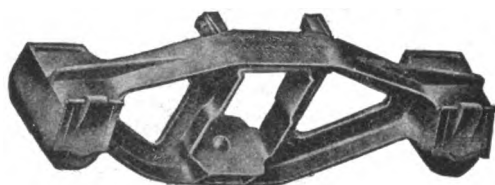
## THE BETTENDORF COMPANY

General Office and Works—Bettendorf, Iowa.

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*Ask Any Agent of*

**THE STANDARD ACCIDENT INSURANCE COMPANY**  
of DETROIT, MICH.

Railroad Dept.

H. C. CONLEY, Supt.

## Feeder Lines

(Continued from page 18)

tions near the center of the city are abandoned, due to rapid transit on elevated railroads or subways, furnishing as good or better facilities, is also taking place where short branch lines are being operated, where the business can be taken care of as well, if not better, by motor cars on hard-surface wagon roads. The business of the country is constantly growing, and it should be handled by whatever method gives the best service and the lowest rate to the public.

The abandonment of short branch lines of railroad and the delivery of freight at main-line stations means an increased use of cars, as a car sent to a branch line station means, as a rule, a day going and a day returning to the main line, which is two car-days lost for each car, which will be saved if the car is loaded at a main-line station.

The abandonment of these branch lines will do away with a lot of small mechanical terminals, which are expensive to maintain; also with men employed as station agents and helpers on the branch lines; and it will increase the force at many main-line stations, where better supervision can be given to their work.

It will be necessary, in order to permit the Interstate Commerce Commission to handle the question of new lines and abandonment of old lines, to have all railroad charters issued as national rather than state charters; otherwise it will be impossible to abandon useless lines or to make rates over branch lines that will cover the cost of operation and maintenance and a proper return on the investment, as State Commissions look at the matter from a local standpoint and will object to abandonment of lines or increases in rates within their state, whereas transportation is a national problem and should be so handled.

In order to carry out the idea expressed in this paper, there would have to be a campaign of education which would show the people that the changes advocated would be for the good of the great majority of the people—people along a branch line will object to its abandonment. Industrial plants will object to taking up the duplicate tracks to their plants.

### OBJECTIONS ARE SEEN.

All people on branch lines and all industries will object to paying the cost of maintenance and operation of the branch lines and industry tracks, this for the reason that they have up to this time, under the past practice, been able to have these special privileges paid for by the public at large. But while we are rearranging our transportation facilities we should weed out all special privileges and make every one pay for what he gets, and in this way only will we be able to make the rates for the general public as low as they are entitled to have them and as low as is possible considering the service performed.

We are going to be able to make many changes in the maintenance and operation of the railroads that will tend to decrease the cost to the public, if the Interstate Commerce Commission takes a broad view of the transportation situation and handles its regulation along economic lines as a national rather than local matter, and does not let local interests interfere with the carrying out of a broad national policy.

(The above are excerpts from a paper by Mr. Morse read at a meeting of the American Society of Mechanical Engineers in New York on December 9, 1920.)

## Be a Capitalist

(Continued from page 14)

earn much with their savings; but they become capitalists in the same way, and with the identical right, that wage-earners on small pay become capitalists—by saving rather than spending their earnings.

SEE ONLY THE PRESENT.

Have your neighbors and acquaintances saved as you have? Doubtless some have not saved, because their incomes were small and their families large, and they had no margin out of which savings could be wisely made. Others, on the other hand, have failed to save simply because they see the present only and have no thought for the future. Some of them think that the world owes them a living, and therefore that it is unnecessary that they should save. They are glad to make use of the capital of the world, but do not wish to contribute to it. Some of them doubtless think that you have been foolish to save; for they think that savings should be made not by individuals but by the state. Some wish to substitute state savings and state capital for individual savings and individual capital, and they wish to seize all capital now in existence and make a common state capital fund. Of the justice of this as between those who have been thrifty and have saved and those who have been thriftless and have spent, nothing need be said.

It is well known that business cannot be carried on by committees: committees can pass laws and make decisions, but the carrying out of those decisions must be done by single individuals. There may be appeals and reversals, but there will be no getting out of the system of individual control. Whatever a man's wishes or ambitions or hopes, whatever his effort and accomplishment in fitting himself for something else, whatever, his thrift, he cannot escape from his particular assignment to work unless he can convince his administrative superior that he had better be shifted. He cannot escape, for there is nowhere else to go. He cannot work without capital; and yet he is forbidden to obtain or use capital except on the orders of those administering state capital.

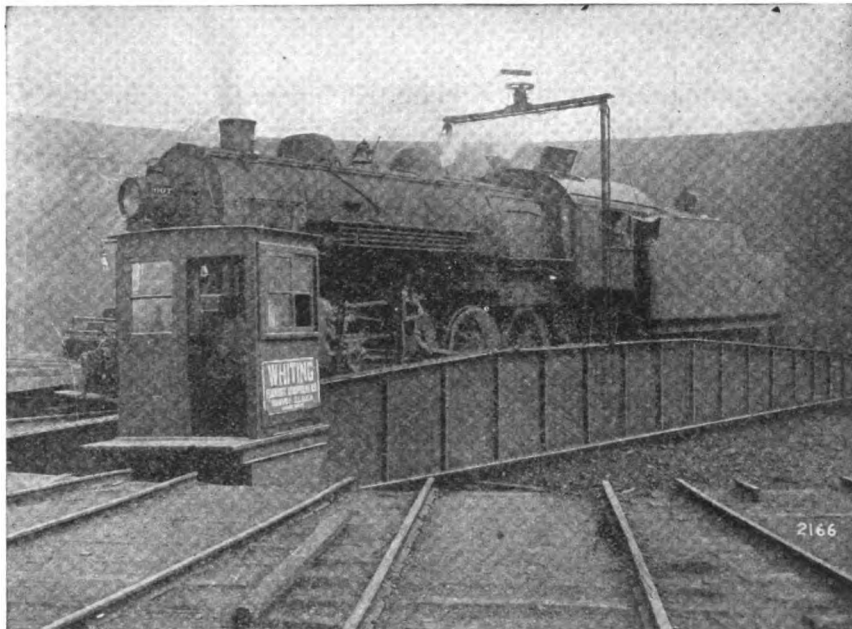
There is much talk nowadays of the slavery of workers to capitalists; but only under rare circumstances is any particular employe dependent upon any particular employer or group of employers. Yet under state operation of industry every human being will be absolutely under the control of other human beings who happen to be chosen for administration. This would not be the exceptional case as it now is: it would be the very essence of the system. This is for everyone nearer slavery than anything now existing in any civilized country, even in the worst case of control of the less fortunate by the more fortunate. So far as industry is concerned, it is absolute slavery.

✻ ✻

Always pay attention to the safety signs posted on the bulletin boards.

Removing and replacing driving springs especially around roundhouses is dangerous work and every man should be taught never to remove blocks from springs or gibbs from hangers without taking the weight off the springs.

In handling material on the steam hammer always stand at the side of the forging or piece you are holding and not directly back of the forging. Cold iron should not be cut under steam hammer.



Whiting Tractor in Service Pere Marquette R. R., Saginaw, Michigan

## A Tractor of Superior Design

The Whiting Turntable Tractor is designed and built for heavy duty.

Motor is mounted on top of the frame, which keeps it dry, even in a poorly drained pit.

A band brake, of the same type as used on our electric traveling cranes, is placed directly on the armature shaft of the motor, enabling operator to control travel of the table positively when "spotting" the rails.

All machinery is located under the cab and inclosed on all sides by a sheet steel housing equipped with sliding doors.

Made for turntables of any capacity and pit rail radius, A. C. or D. C.

*Specifications on request.*

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CRANES OF ALL TYPES / FOUNDRIES EQUIPPED COMPLETE

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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.

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**COAL mined by most modern  
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# **SPRINGFIELD DISTRICT COAL MINING COMPANY**

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***Producers of***

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**CHICAGO, PEORIA & ST. LOUIS R. R.**

**CHICAGO, INDIANAPOLIS & WESTERN R. R.**

**ILLINOIS TRACTION SYSTEM**



## From Off the Line

On October 14, passengers on Train No. 1, between Liberal and Dalhart, during a heavy dust storm, observed prairie dogs working two feet above ground.—A. P., Dalhart, Texas.

A middle-aged lady arrived in Eldon the other night and with a look of complete self-confidence bought a ticket to Keokuk and sat herself down to wait for her train. Shortly afterward a train rolls in, unloads its passengers and rolls out. Bill Burns, the baggageman, seeing the lady still waiting, asks her if she wasn't going east. She said she was. "Well, there goes your train," says Bill. "Oh, no," she replied. "That train says 'Rock Island' on it and I'm going to Keokuk."—V. W., Eldon, Iowa.

John Jones of Iowa Falls had occasion tother day to cut down a tree in his yard. While at work, John received about four hundred suggestions from helpful neighbors and then the tree hit the house.—J. V. H., Manly, Iowa.

The autumnal days are now with us, with their share of chill and Jack Frost and beauty and nuts. Many of our employes have been to the woods. Here's hoping that the cold winter days will find them all as good-natured and as happy as they now are.—V. W., Eldon.

After weinies and other delicacies had been served, the floors were cleared, but Slim Caldwell complained the ceiling was too low, although little Fannie said she enjoyed dancing with him.—C. M. A., Des Moines.

Smithy, (Z-bo't) Mike Spooner and Floyd Percy made a road trip to Bloom recently to put the 970 in shape to go to the "shops," she having broken a main axle a few miles out of Bloom while pulling train No. 1. They were absent from Saturday evening till Monday noon. They enjoyed the eats while away, having been fortunate enough to board at a farm house, where the bill of fare was fried chicken. Fireman Detwiler was also there, having been on said engine when she broke down.—L. K., Liberal, Kans.

Although this town is mostly inhabited by Swedes, we had ninety-one cars of Irish potatoes here this Fall.

Everybody here during the latter part of December was busy getting ready for their annual Christmas swapping.

Art Grotegut received the leather medal for the best attendance at the Rock Island football games during 1920.—A. S., Moline, Ill.

## Grindstone Gus



I ain't always certain what people mean when they refer to "the honest working man," but I guess they mean that workmen are generally honest when it comes to payin' grocery and meat bills and providin' for their families, and otherwise bein' good neighbors and citizens.

I've got an idea that an "honest workingman" is the fellow who does his bit in the shop; does a full day's work for a good day's pay. There's only two ways to figure a man's business character. He's either honest or dishonest.

It ain't always that a Boss can watch a man, and a man who needs watchin' is nothin' short of a crook—a shop crook.

If you're spongin' and stallin' at your work, you're dishonest, and I don't care if you do pay all your bills and drop a quarter in the plate at Sunday services.

## Our Monthly Quiz

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

1. Who is American ambassador to Italy?
2. Why do July and August have thirty-one days?
3. What is the meaning of "Manhattan"?
4. When does the Supreme Court make public its decisions?
5. Where is there a river of acid?
6. Who is the founder of the Boy Scout movement in America?
7. Why was "St. Petersburg" changed to "Petrograd"?
8. What famous statue has her arm broken off?
9. When did Lincoln issue his Emancipation Proclamation?
10. Where was President Wilson born (Copyright by Public Ledger Co.)

## Ten Years Ago

(Notes from the Rock Island Magazine of January, 1911.)

Two general managers were appointed on the Rock Island—W. S. Tinsman, for the lines north of Caldwell, with office in Chicago, and W. M. Whitenton, for the lines south of Caldwell, with office at Ft. Worth, Texas.

The Steuben statue was unveiled in Washington, D. C., attended by former President Taft, Count Von Bernstorff, Charles Hexamer and Richard Bartholdi. President Taft and Col. Goethals completed inspection of lock sites of Panama Canal.

Rock Island employees placed on pension include Agent Leslie M. Grant, Agent Wm. Flannigan, Tax Commissioner James C. Cooper, Conductor Eathan A. Stone and Painter Thomas Poulson.

Engineer T. J. Brady, Cedar Rapids, awarded five merit marks for stopping his train and driving cow off the track. Cow owned by S. L. Schneider.

The Pullman Company announces it will abide by the order of the I. C. C. and charge a lower price for upper berths than levied for lowers.

The Grier Hotel Company leases tract of land at Silvis on which to raise chickens for its hotels and lunchrooms.

C. W. Jones, city passenger agent of the Rock Island at Kansas City, puts his office force in uniform coats, each coat having ten pockets in which punches, pencils, etc., are to be kept.

Carl Nyquist is appointed assistant secretary of the Rock Island Lines.

E. L. Goff appointed division freight agent of the Rock Island at Davenport, Iowa, succeeding C. H. Caswell.

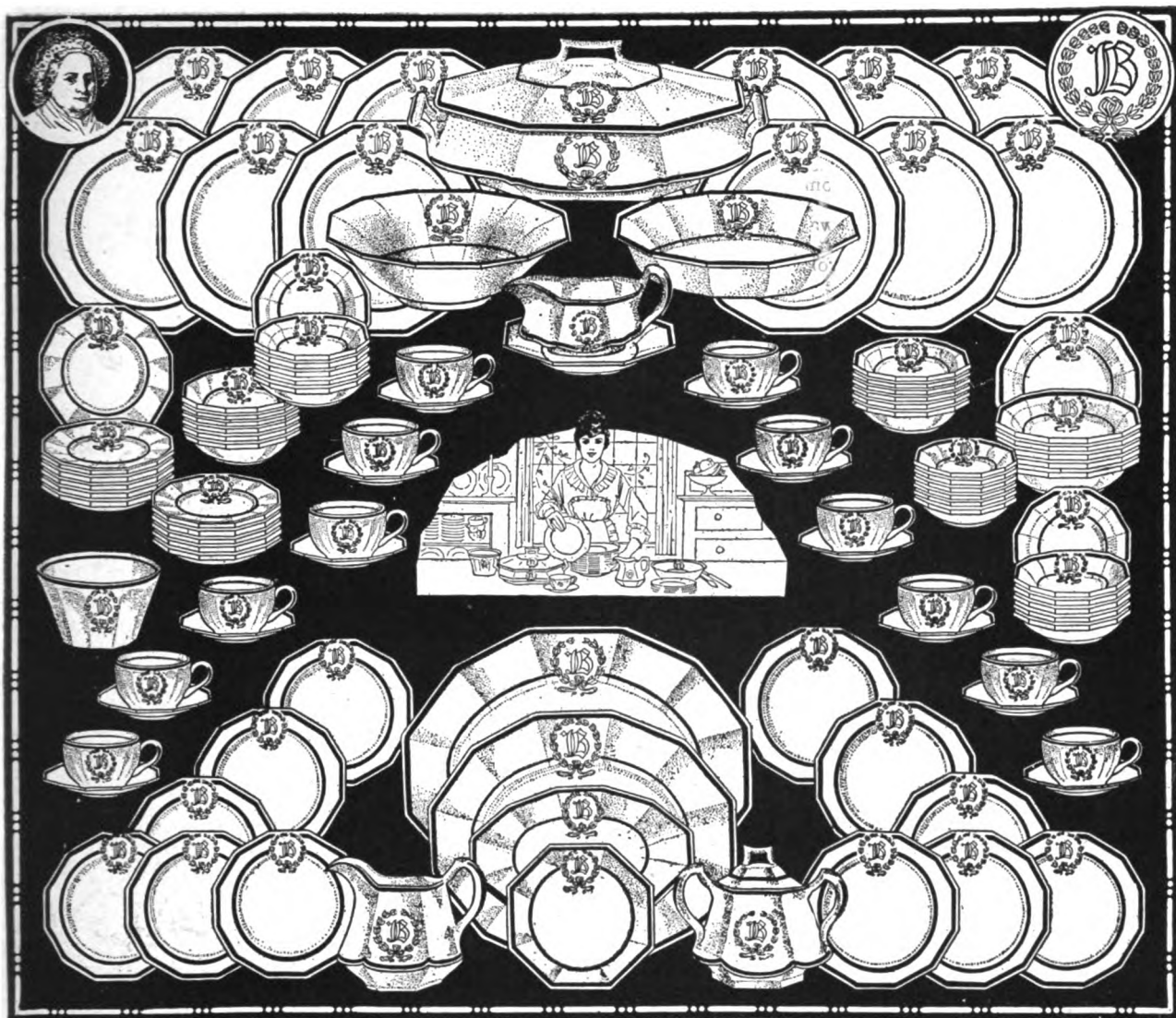
Shops at Dalhart reopened after being closed for ten days.

J. E. Kennedy is made the new second trick dispatcher at Eldon, Mo.

## Days of Real Sport



WHEN YOU BROKE YOUR LEG AND YOU WAS A HERO TO ROSEMARY

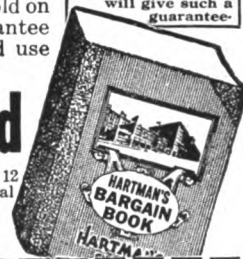


# Brings This Gold Decorated 110-piece Martha Washington Dinner Set

Only \$1 and we ship this superb Dinner Set—yours to use for 30 days before you decide whether to keep or return it at our expense. Artistically shaped, snowy white dishes with glistening gold decoration, and your initial in gold surrounded by a wreath in gold on each piece. Of course you will be astonished at our bargain price. We guarantee that nowhere can these dishes be bought for less. You must actually see and use these dishes to realize what beauties they are.

## With Your Initial Monogram in Gold

**IMPORTANT!**  
Every piece in this set is guaranteed to be of first quality. Replacement pieces can be purchased from us for three years, as this is an "open" pattern. Ask any house if they will give such a guarantee.



**Complete in every feature.** This superb gold decorated set comprises 12 dinner plates, 9 in.; 12 breakfast plates, 7 in.; 12 soup plates, 7 1/4 in.; 12 cups; 12 saucers; 12 cereal dishes, 6 in.; 12 individual bread and butter plates, 6 1/4 in.; 12 sauce dishes; 1 platter, 13 1/2 in.; 1 platter, 11 1/4 in.; 1 celery dish, 8 1/4 in.; 1 sauce boat tray, 7 1/4 in.; 1 butter plate, 6 in.; 1 vegetable dish, 10 1/2 in., with lid (2 pieces); 1 deep bowl, 8 1/4 in.; 1 oval baker, 9 in.; 1 small deep bowl, 5 in.; 1 gravy boat, 7 1/4 in.; 1 creamer; 1 sugar bowl with cover (2 pieces). Shipped from Chicago warehouse. Shipping weight about 90 pounds.

Order by No. 327CMA19. Price of complete set of 110 pieces, \$34.95. Send only \$1 with coupon; balance \$3 monthly.

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Send only the coupon and \$1 now and we will send you this complete set of 110 pieces for 30 days' use in your home. If not satisfied, return the set in 30 days and we will return your \$1 and pay transportation both ways. If you keep them, pay balance on our easy monthly payment plan. Don't let this offer pass. We ship immediately.

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