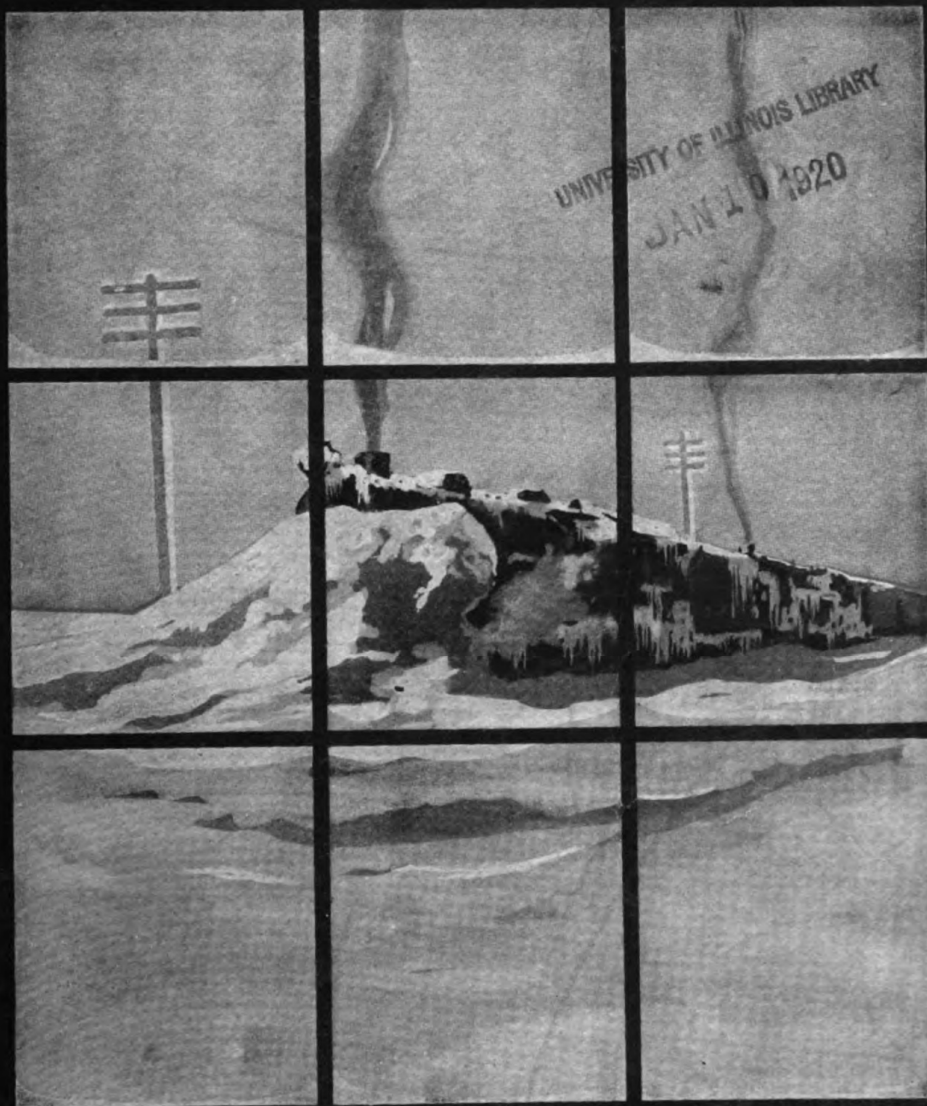


# Rock Island Magazine

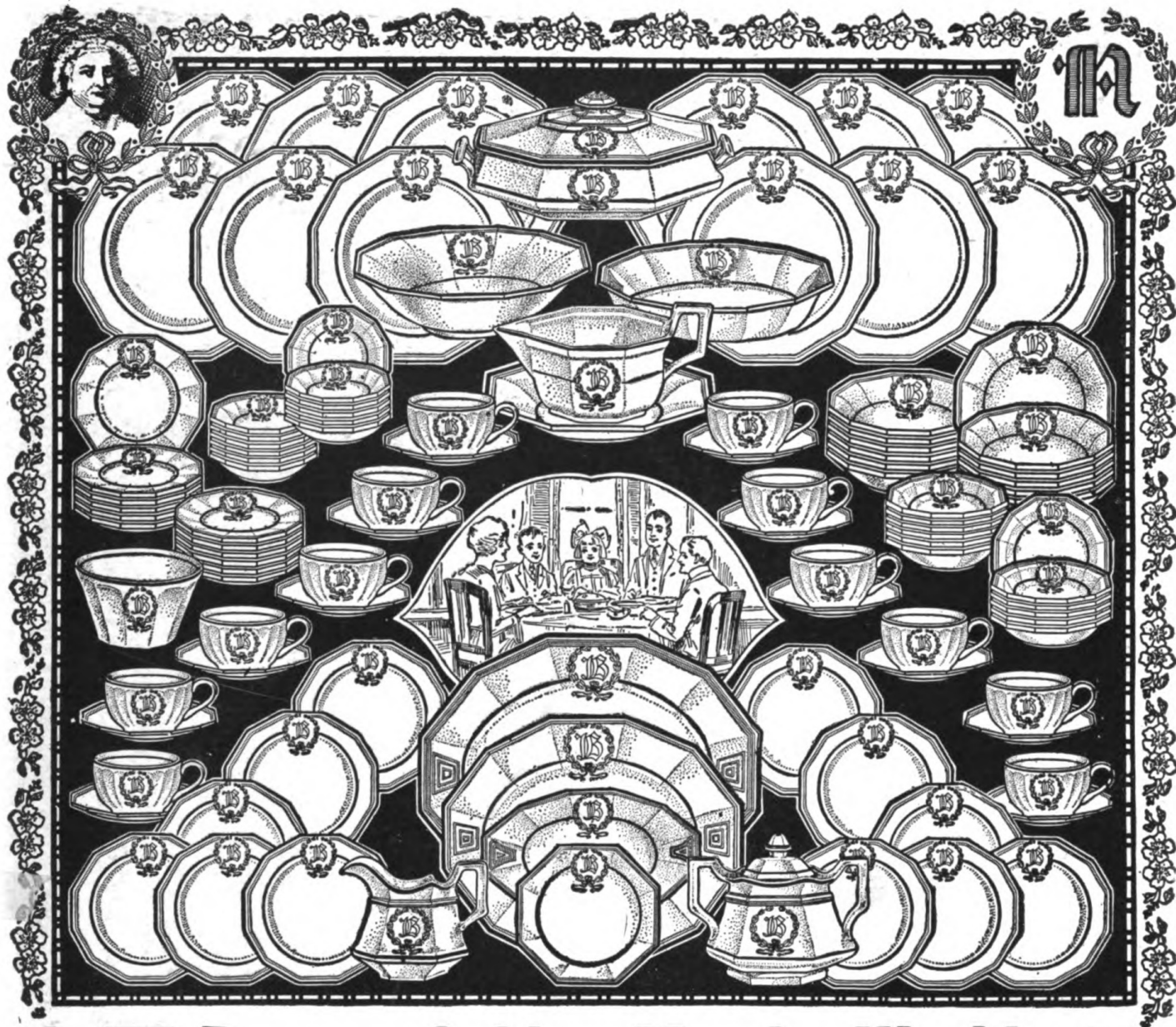
Edited by H.E. Remington



JANUARY 1920

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UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN



# \$1 Down—Golden Martha Washington Dinner Set—110 Wonderful Pieces

How can we hope to give you even a faint idea of the exquisite beauty of this wonderful Golden Martha Washington Dinner Set? A picture can't do it because no picture can show the gleam of heavy, lustrous gold comprising the heavy decoration, or the snowy whiteness of each piece where it glistens through the heavy bands of rich gold and the wreath with your initial monogram also in gold. You must see the distinctive shape—the many and varied artistic indentations—which make this pattern so different from all others. It is a reproduction of the most expensive dinner set made.

## With Your Initial Monogram In Gold

We want you to compare this set of golden beauties with the most luxurious tableware you have ever seen. In no other way can you appreciate how wonderful are these dishes. That is why we will send you this complete set of 110 pieces—full size for family service—for 30 days' use in your own home. Send the coupon or a letter with only \$1.00 now. If not satisfied, return the dinner set in 30 days and we will return your \$1.00 and pay transportation charges both ways. If you decide to keep the dishes, pay balance in easy monthly payments as stated below. Every woman instinctively knows fine quality tableware the instant she sees and holds a plate or cup in her hands. And so will you immediately recognize the extra fine quality of this elegant set. Each piece is fire glazed—guaranteed not to check or craze.

Order by No. 327BMA17. Price of complete set of 110 pieces, \$26.85.

### Complete Set Consists of

12 dinner plates, 9 in.; 12 breakfast plates, 7 in.; 12 soup plates, 7 3/4 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 1/4 in.; 1 platter, 11 1/4 in.; 1 celery dish, 8 3/4 in.; 1 sauce boat tray, 7 1/4 in.; 1 butter plate, 6 in.; 1 vegetable dish, 10 1/4 in. with lid (2 pieces); 1 deep bowl, 8 1/4 in.; 1 shallow bowl, 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. Shpg. wt. about 30 lbs.

Send only \$1.00 with coupon. Balance \$2.50 per month.

### FREE Bargain Catalog

Be sure to get this great catalog. Thousands of bargains in furniture, carpets, rugs, stoves, phonographs, sewing machines, kitchenware, farm equipment, silverware, jewelry, etc.—all on Hartman's easy credit terms. Many pages in colors. Send postal today.

**HARTMAN FURNITURE & CARPET CO.**  
3952 Wentworth Ave. Dept. 2388 Chicago



**HARTMAN FURNITURE & CARPET COMPANY**  
3952 Wentworth Avenue  
Dept. 2388 Chicago

I enclose \$1.00. Send 110-piece Golden Martha Washington Dinner Set Number 327BMA17. I am to have 30 days' trial. If not satisfied will ship it back and you will refund my \$1.00 and pay transportation both ways. If I keep it I will pay \$2.50 per month until price, \$26.85, is paid.

Name.....  
Address.....  
City.....  
State.....  
Occupation.....  
Original from.....  
Give Initial.....  
Wanted—Any One Letter



# SUGAR 4 $\frac{1}{2}$ c Per Lb.

Don't miss this big chance to get Sugar at only 4 $\frac{1}{2}$ c per lb. Buy ALL your groceries at Big 4's amazing bargain prices and lower your living cost. Send only \$1.99 for the combination offer of high grade groceries shown below—regular value \$3.19—a cash saving of \$1.20, or nearly one-half! Every item guaranteed absolutely pure, fresh, standard, highest grade—exactly the same as you have been paying double for.

## FREE! Heavy Silver-Plated TEASPOON

*Beautiful Wild Rose Design*

As an extra inducement to you to give us a trial order at once, we will send you, absolutely free, the heavy silver-plated teaspoon illustrated here.

### Catalog Bargains

Remember that with your first order you get a free copy of our big wholesale catalog which saves you money on all your grocery purchases. Here are just a few catalog specials.

**Flour, Per Bbl. \$7.98**

**Sugar, 100 Lbs. \$4.50**

**Uneeda Biscuits, 12 Pkgs. . . 35c**

**Quaker Oats, Large Pkg. . . . 4c**

**RUSH** Send your trial order at once and get our wholesale grocery catalog in which you will find many of the most startling grocery bargains ever offered.

**References** We are one of the leading Wholesale Grocers in Chicago. Our bank, Foreman Bros. Banking Co., or any mercantile institution in Chicago can tell you about us.

### We Guarantee

you absolute satisfaction or your money back. In every instance you get pure, fresh goods of the very highest quality. So send the coupon for the trial order today.

**BIG 4 GROCERY CO.**

900-902 W. Lake St., Dept. 89 CHICAGO



Our low prices merely indicate what you can now save on all your groceries, a full line of which is listed in our Wholesale Catalog—**The Big Money Saver**. This catalog sent to customers only. A **Free** copy will be sent with your first order. Send this coupon NOW—**TODAY**.

### Trial Order No. 9

#### One Teaspoon FREE

	Average Retail Price	BIG 4 Wholesale Price
3 pounds Granulated Sugar...	\$ .36	\$ .13
1 bar Fels Naptha Soap.....	.07	.02
1 large size pkg. Quaker Oats	.14	.04
1 pound Pure Baking Powder	.55	.42
1 bot. 4 oz. Van. Flav. Extract	.65	.49
1/4 pound Pure Cocoa .....	.17	.12
1 bottle Machine Oil.....	.25	.17
1 pkg. BIG 4 Brand Best Tea	.50	.35
1 box Powdered Bluing (equal to about one gal. average Best Bluing) .....	.50	.25
1 Catalog FREE		
<b>Total.....</b>	<b>\$3.19</b>	<b>\$1.99</b>

**YOU SAVE \$1.20**

### Trial Order Coupon

**BIG 4 GROCERY CO.**

900-902 W. Lake Street, Dept. 89 Chicago

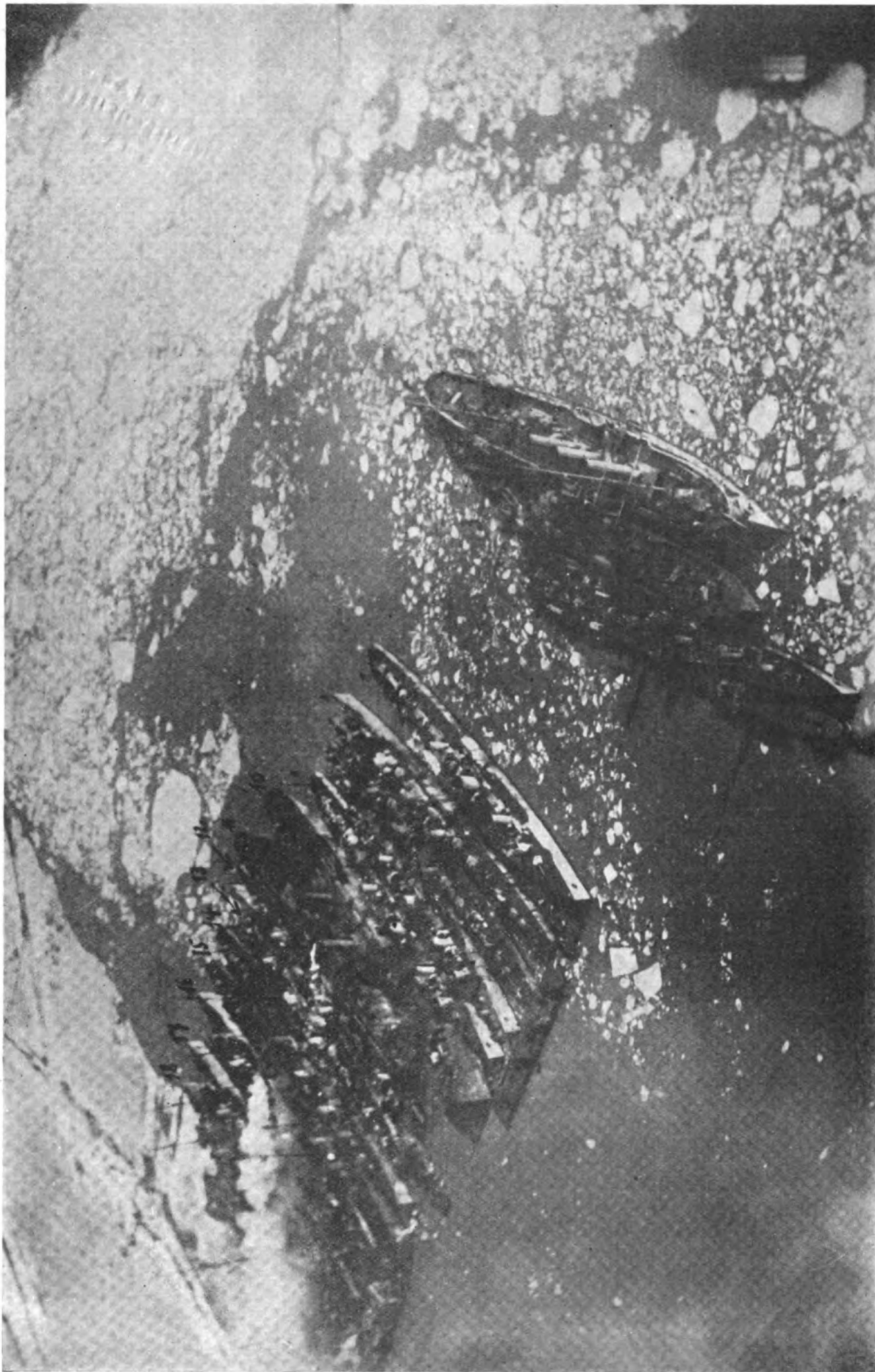
Gentlemen:—Enclosed find \$1.99 for which send me at once your Trial Order No. 9. Send also your heavy silver-plated Teaspoon FREE, and a copy of your Wholesale Grocery Catalog, also free. It is understood that if I am not satisfied, I may return the goods at your expense and you will return my money at once.

Name.....

Address.....

Express Office.....

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UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN



*The remaining ships in the great Russian fleet, tied up in a northern harbor because of the ice floes. On board these ships, once the pride of the Czar's navy, are half-manned crews and dissention is rife.*



658.05  
RC  
v.15

## H. E. Says:

The year 1920 will probably be the most important industrial year in the history of America. Tremendous problems are to be faced, the question of obtaining means for increased production must be solved and methods of making the United States the leading factor in world's commerce adopted.

In no other time in decades has the need of greater production been keener. With certain peoples suffering from loss of man-power during the World War, and a wave of bolshevism causing misery and famine in Russia and elsewhere, it is up to this country to produce more than it ever has before. No country ever faced a more glorious commercial opportunity than this. The world is crying for our products and for our own good—for selfish reasons at least—we should not disappoint other lands.

If every red-blooded American puts his shoulders to the wheel in 1920, this nation, even now the richest country in the world, will eclipse all past records. Every man, woman and child can take part. On the railroads, merchant marine, in mines and manufacturing plants, stores and warehouse, farms and foundries, we can all speed production and contribute our bit to this era of prosperity.

The Rock Island Magazine is sincere in its wish to all of the employees of the Rock Island Lines that 1920 may see them happier and better pleased with themselves and everything else than ever before. Members of the Rock Island family can be depended upon to further prosperity in the United States.

### COURTESY ALWAYS PAYS

Courtesy is one of the greatest assets that any company or individual can possess. From the standpoint of dollars and cents, it is invaluable. It is a source of constant pride and gratification, silently expressed, of course, to the courteous person to realize that he is appreciated by all with whom he comes in contact.

An Erie Railroad conductor was recently left a small fortune by a financier who had traveled on his train numerous times. The kindly way in which the conductor looked after women and children on the train caught the eye of the man of wealth and the conductor was thus remembered in the latter's will.

To persons coming in touch with the

public often, nothing is so essential as politeness. Cheerful replies to queries, no matter how foolish they may seem, makes friends for the individual and for the company which he serves. All railroad employees are, figuratively speaking, servants of the public, which pays the freight and passenger tariffs, a good part of which eventually lands in the railroad man's pocket as pay. Surely speech and gruffness of manner tends to create a feeling of ill-nature toward yourself and your railroad and it is to every man's interest to co-operate in making as many friends for his company as possible.

### AN ANALYSIS OF THE SITUATION

There is business enough on hand for 200,000,000 souls in the United States, if we had them, Samuel Vauclain, president of the Baldwin Locomotive Works, declared recently in addressing the Bond Club of New York.

"My experience has been such that I have no fears for the future," said Mr. Vauclain. "I see nothing but joy and prosperity ahead of us. My newspaper

friends have besieged me for an article on labor and its management. I am powerless to oblige. The same rules are in force at the Baldwin Locomotive Works that were adopted by Mr. Baldwin ninety years ago when the place started, and which you will find were also in force during the Apostles' time. It makes me tired when people ask me about labor. Labor is all right and will prove it. Labor agitators, now in their zenith of glory, will fade away like fog in sunshine and law, order and common sense will once more prevail.

"Labor must not be separated from the employer, the front office must be wide open, the big boss must be visible. He must be accessible. He must smile and avoid scolding.

"Old age pensions, insurance policies, price lists for legs or arms, fingers or toes should be avoided. Men permanently injured should be assured employment at their full value before injury. Men should be encouraged to save by payment of wages, all paternal measures avoided, all rules and regulations avoided that deprive a man of self-respect. Extend human sympathy to all. This is all the American workman expects. He does not want your charity."

Mr. Vauclain rapped the movements to offer home savings to foreign nations to encourage business abroad and the suggestion that the exports of the United States be reduced and the imports increased in order to correct quickly the balance of trade. He urged that the United States lend not money but articles of production, and declared that if articles of production be lent to Europe prosperity will be in our midst beyond the present facilities of the United States labor content and the busybody have lost his occupation.

Nevertheless Mr. Vauclain declared that manufacturers should be placed in a position whereby they can extend credit to all nations which come here to buy. He said: "Our financiers should adjust themselves to the needs of our home industries and be ready at all times to finance them before offering foreign nations large percentages of home savings to encourage business abroad." He called for a decision as to just how much of the total productive power in the United States can be spared

## Rock Island Magazine

Published Monthly

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

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La Salle Station, Chicago

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# Solving Army Transportation Problems

## A Resume of War Time Railroads and Troop Movements

By Hal S. Ray

THERE is no more interesting phase of the participation of the United States in the World War than that of transportation and, predicated on the belief that when we took up arms, our allies had their backs to the wall, none more important.

To organize an army of vast proportions, to transport it and maintain its rapidly increasing overseas force to a total of 2,000,000 men, three thousand miles from its base of supplies, would have been a Herculean task under favorable conditions and after years of preparation. The problem of the United States was much graver, tremendously more difficult of solution and the accomplishment of its purpose was an achievement like which there is no parallel in history.

With a nucleus of a small regular army, supplemented by the National Guard, there was created with astounding rapidity from our citizenship a gigantic military force, for the successful transportation of which and its necessary supplies, facilities were immediately required.

At the time war was declared with Germany, the American Railway Association, representing the railway systems of the United States, had a well equipped force in Washington familiar with the requirements of the War Department. On April 11, 1917, the War Board of that association was organized, by which means there was placed at the constant service of the government, a corps of men expert in their particular lines of transportation activity and under able direction.

There were in the United States some 37,000 freight and 14,000 passenger locomotives, approximately 2,500,000 freight cars and about 30,000 passenger coaches. There were 9,029 baggage cars, 5,500 standard sleeping cars, 858 tourist cars and 22 kitchen cars. This constituted the total equipment with which to meet the ordinary demands of business and to handle the immense traffic consequent upon our entrance into hostilities. The War Board bent its energies to utilize this to the best advantage. Forty-five hundred coaches and 966 baggage cars were made available for troop movements, and by marvelously skillful handling, sleeping cars were provided for the comfort of a very large majority of the troops moving distances involving a journey of more than twenty-four hours.

Troop movements were well regulated, and the work of concentrating existing units, transporting drafted men to training camps, and sending troops overseas was carried on in a manner reflecting great credit upon the American railways.

The Quartermaster Corps of the army, upon which rested the responsibility of transporting property and troops, undertook and discharged its duties earnestly and intelligently. The closest co-operation existed between it and the War Board, and methods were employed which aided materially in the prompt prosecution of the war program of construction and preparation.

Upon the selection of cantonment sites



Photo by De Guedre.  
Lieut.-Col. Hal S. Ray, Assistant Chief,  
Inland Traffic Service, War Department,  
and member General Staff, A. E. F.,  
France.

and adoption of plans, competent representatives of the American Railway Association were sent to each cantonment and rendered valuable assistance in the construction work. The railways undertook the installation of tracks at the

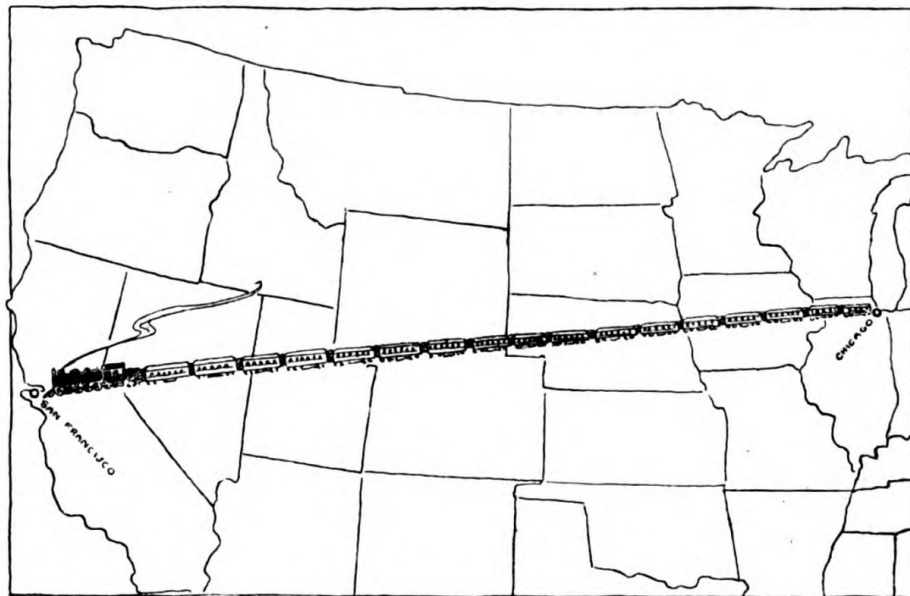
New and greater problems in transportation constantly arose however, and of a character for which no precedents existed and which could not have been anticipated by previous experience of either the railways or the War Department. The War Board amplified its organization and the railways responded most creditably to the daily increasing demands.

Despite the well directed efforts to avoid such a condition, congestion of terminals, and delays in deliveries of urgently needed material became a serious menace.

By reason of the constantly growing army and the necessity for increasing the production and shipment of equipment and supplies, the several Supply Bureaus of the army were bending every energy to procure, produce and forward those supplies and such equipment as each was held responsible for, to the seaports and other points where they were needed. The natural result followed. Great quantities of equipment reached the ports and other destinations prior to the requirement for their use for shipment overseas or domestic consumption, and in advance of other material urgently needed.

This situation was greatly complicated by the adverse weather conditions which prevailed during the winter of 1917-18. Not only was railway operation made more difficult, but the supply of fuel was curtailed and vessels were tied up in the ports.

As a consequence there resulted a serious congestion of railway, steamship and War Department facilities caused by the shipment of property in excess of the ability of receiving officers to unload cars



Between May 1, 1917, and November 11, 1918, 11,959 special trains, carrying 8,714,582 soldiers were moved. If placed end to end, these trains would reach from Chicago to San Francisco.

cantonment sites, and the movement of material was expedited by the use of every means known to the railway profession which could be made available.

and care for the property shipped. Equipment and supplies for the American Expeditionary Forces in Europe, (Continued on page 43.)

Rock Island Magazine for January, 1920.



# Adventure of the Engineers Thumb

By A. Conan Doyle

## One of the Many Adventures of Sherlock Holmes In Two Parts—Part One in This Issue.

(Copyright by Harper & Bros.)

OF all the problems which have been submitted to my friend, Mr. Sherlock Holmes, for solution during the years of our intimacy, there were only two which I was the means of introducing to his notice—that of Mr. Hatherley's thumb, and that of Colonel Warburton's madness. Of these the latter may have afforded a finer field for an acute and original observer, but the other was so strange in its inception and so dramatic in its details, that it may be the more worthy of being placed upon record, even if it gave my friend fewer openings for those deductive methods of reasoning by which he achieved such remarkable results. The story has, I believe, been told more than once in the newspapers, but, like all such narratives, its effect is much less striking when set forth *en bloc* in a single half-column of print than when the facts slowly evolve before your own eyes, and the mystery clears gradually away as each new discovery furnishes a step which leads on to the complete truth. At the time the circumstances made a deep impression upon me, and the lapse of two years has hardly served to weaken the effect.

It was in the summer of '89, not long after my marriage, that the events occurred which I am now about to summarize. I had returned to civil practice, and had finally abandoned Holmes in his Baker street rooms, although I continually visited him, and occasionally even persuaded him to forego his Bohemian habits so far as to come and visit us. My practice had steadily increased, and as I happened to live at no very great distance from Paddington Station, I got a few patients from among the officials. One of these, whom I had cured of a painful and lingering disease, was never weary of advertising my virtues, and of endeavoring to send me on every sufferer over whom he might have any influence.

One morning, at a little before seven o'clock, I was awakened by the maid tapping at the door, to announce that two men had come from Paddington, and were waiting in the consulting-room. I dressed hurriedly, for I knew by experience that railway cases were seldom trivial, and hastened downstairs. As I descended, my old ally, the guard, came out of the room and closed the door tightly behind him.

"I've got him here," he whispered, jerking his thumb over his shoulder; "he's all right."

"What is it, then?" I asked, for his manner suggested that it was some strange creature which he had caged up in my room.

"It's a new patient," he whispered. "I thought I'd bring him round myself; then he couldn't slip away. There he is, all safe and sound. I must go now, doctor; I have my dooties, just the same as you." And off he went, this trusty tout, without even giving me time to thank him.

I entered my consulting-room and found a gentleman seated by the table.

He was quietly dressed in a suit of heather tweed, with a soft cloth cap, which he had laid down upon my books. Round one of his hands he had a handkerchief wrapped, which was mottled all over with blood-stains. He was young, not more than five-and-twenty, I should say, with a strong, masculine face; but he was exceedingly pale, and gave me

Victoria street (3d floor)." That was the name, style and abode of my morning visitor. "I regret that I have kept you waiting," said I, sitting down in my library-chair. "You are fresh from a night journey, I understand, which is in itself a monotonous occupation."

"Oh, my night could not be called monotonous," said he, and laughed. He



"One morning at a little before 7 o'clock I was awakened by the maid tapping at the door."

the impression of a man who was suffering from some strong agitation, which it took all his strength of mind to control.

"I am sorry to knock you up so early, doctor," said he, "but I have had a very serious accident during the night. I came in by train this morning, and on inquiring at Paddington as to where I might find a doctor, a worthy fellow very kindly escorted me here. I gave the maid a card, but I see that she has left it upon the side-table."

I took it up and glanced at it. "Mr. Victor Hatherley, hydraulic engineer, 16,

laughed very heartily, with a high, ringing note, leaning back in his chair and shaking his sides. All my medical instincts rose up against that laugh.

"Stop it!" I cried; "pull yourself together!" and I poured out some water from a carafe.

It was useless, however. He was off in one of those hysterical outbursts which come upon a strong nature when some great crisis is over and gone. Presently he came to himself once more, very weary and blushing hotly.

Continued on page 48.)



# New Styles in Boys Compared to Old Ones

*By James J. Montague*

**Y**OU remember little Harold, of course. His hair was always nicely brushed. His clothes, though patched in places, were neat and tidy. In all his twelve years he had never tasted ale, beer, wine or spirituous liquors or used tobacco in any form.

He got down to the office at 7 in the morning, swept, dusted, filled the inkstands, sharpened the lead pencils, and, with a smiling face, greeted the office people as they arrived.

Harold, you remember, had vainly applied at a hundred places before getting his job as an office boy. He had letters of recommendation from his pastor and his Sunday school teacher, and from the nice old lady next door, whose chickens he used to feed.

Indeed, Harold's sweet disposition and exemplary habits might have won him innumerable letters of recommendation.

But nobody seemed to value letters of recommendation. And it was not until he plunged into the cold river and saved the life of the banker's little daughter that the banker, with an overflowing heart, got him a place in the real estate office at \$1.50 a week.

Harold used to work from 7 till 6, except on Saturdays, when his considerate employer let him off at 5:30. He ran errands, waited on the clerks, told bill collectors that the boss was in Syracuse and wouldn't be back till Thursday week, answered the telephone, kept the typewriters clean and shiny and brought in sandwiches for the stenographer on rainy days.

When he wasn't occupied with these things he was reading useful books, which improved his mind, so that one day he could be a bookkeeper himself and get \$8 or \$10 a week.

Harold was the sole support of a widowed mother, to whom he would hasten at the close of the day and, as he sat at his evening meal tell of all the exciting things that had happened at the office, like the new insurance blotter a kind gentleman had given him, or the wicked attempt of the boy across the street to teach him to smoke cigarettes. And his mother would look on him with a fond smile which hid her awful terror of the evils that might befall him out in the great world of business where her protecting arms could not follow.

It is just as well that you remember Harold, for he is only a memory today. Poor little Harold passed on seven or eight years ago, and is now about as much in evidence as the great auk. And the world of business misses him—misses him more than it ever dreamed it could miss anything in this bitter life.

To be sure, there is his successor, Mike. But Mike is different. Mike never had any recommendations from his pastor or Sunday school teacher. He never had any pastor or Sunday school teacher. And, if he had had any such, they would firmly have refused to give him any recommendation.

Mike was over at Cassidy's room when his big chance came. The bookkeeper, sent out on a hurry call to pro-

cure an office boy, found Mike pocketing \$1.85 as the result of a cleanup at Kelly pool.

He approached Mike deferentially, and offered him employment.

"What is dere in it?" inquired Mike, chalking his cue for another game.

"We have been paying \$4 a week."

"Not to me, yuh ain't."

"The boss said I could go as high as five for a good boy."

"Five a week wouldn't be cigarette money."

"Will you come for six?"

"Nix, decidedly nix."

"For eight?"

"Aw, quit pikin'."

"Ten?"

"Twelve is me figure, Jack, wit half a day off Saturdays an' no janitor work to do."

Thus, as we have said, the big chance came to Mike.

Now and then you will meet him in the office, but if you happen to have immediate and important business with him it will be wiser to look in the alley back of the office where several of the younger

set in his block make endearing remarks to two square little blocks of ivory.

Mike sweeps not, neither does he dust. When he is in the right mood he will run errands or at least start on errands. Whether he will return or not the same day is one of those great gambles which give zest and spice to modern business life.

The stenographer gets her own sandwiches on rainy days. The typewriters gather accumulations of greasy dirt. Bill collectors find easy access to the boss, while good customers remain indefinitely in the reception room.

Now and then Mike reads, but unless it is his purpose to shine in the world of sport, his reading is likely to be of small advantage to him.

The \$12 a week that he received on taking his position has swollen to \$15 and Mike has given notice that unless it is \$20 by the first of the month he will make his services available to any rival firm which requires them.

You may wonder, perhaps, why Mike succeeds where little Harold did not. If you do, you have nothing on us.

It is just possible, however, that the times and the scarcity of office boys have something to do with it. We think perhaps that herein lies the solution. For nowadays, even a college graduate can get a job in an office without spending a year on the waiting list or having a recommendation from J. P. Morgan. And that certainly could not have happened in little Harold's day.

## Prizes to Be Awarded for Best Letters on Poultry

**I**T IS my purpose to write an article along poultry lines that will be helpful and instructive, as well as entertaining. I have never before attempted such a task and I assure you I do so now with a trembling hand.

I wish to say to the readers of the ROCK ISLAND MAGAZINE that I have some mighty good things to tell you. In my experience with successful dooryard flocks, started for the purpose of supplying fresh eggs for the home table, I can say the venture has proved a pleasure as well as profitable.

There is no reason why you cannot have the same high quality heavy egg producers. By following a few common-sense rules you can meet with success. A few of them are: Good stock, practical housing and proper care and feeding. By practical housing I do not mean expensive housing. My 8' by 8' colony house cost \$30 and it will accommodate thirty Leghorn layers. Not so expensive, is it? The long house cost less, as the back fence forms the rear and west end of the house and there is very little lumber in the front. By good stock I mean any good pure-bred poultry. Of all the disappointing and aggravating features of poultry keeping, the mixed-up, odd-sized mongrel flock easily takes the prize. Such a flock costs more, produces less, and in the long run is a complete failure.

It is my belief that there is no more progressive class of poultry keepers in the world than railroad men and their families. We are all anxious to know their various methods of feeding and housing. In the interest of better poultry and more of it and in order to assist

Rock Island poultry fanciers through the columns of this magazine, the writer is going to donate \$50 worth of stock and hatching eggs to be given away absolutely free to the Rock Island employees and their families for the best letter on the method of poultry keeping.

The prizes will be awarded as follows:

1st, 100 baby chicks, value \$25.

2nd, 100 hatching eggs, value \$15.

3rd to 6th, inclusive, one setting (15 eggs), value \$2.50 each.

Those interested should write a letter telling their method of hatching, housing and feeding, from baby chick to maturity, kind of feed, etc. Each letter should not be more than 300 words and should be addressed to the Poultry Contest Editor, Rock Island Magazine, LaSalle Street Station, Chicago, Ill. The contest will not close until February 15.

At any time readers of the magazine desire any information pertaining to poultry raising, inquiries addressed to the Poultry Editor will receive prompt attention. Send your inquiries with a stamped, self-addressed envelope, and experts will answer the questions you ask.

✻ ✻

The Germans are reported to be picking out those responsible for the war. About the only practical mode of procedure, it seems to us, would be to draw lots for it.—Manila Bulletin.

✻ ✻

It is more worth while to take pains to be agreeable to those under you than to those over you. Neither fawn nor growl. *Forbes Magazine.*

Rock Island Magazine for January, 1930.



# What it Means to Be A Rock Island Man

*By D. C. Rees*

**T**HE growth of the Rock Island during the seventy-three years since its establishment in 1847, is due solely to the fact that its service has met with the requirements of its patrons. Rock Island men must never forget this fact, nor fail to realize that the future prosperity of the road, and therefore of themselves, depends on the maintenance of this service, and upon honest and fair dealings between themselves and with those it serves.

Two elements predominate in making the Rock Island the successful organization it is—the capital invested and Rock Island men.

The capital invested is of different kinds, yet regardless of the kind the employee is always involved, whether he be the president, the general manager, the foreman or the laborer. The stockholder invests his capital, which is his money, and he justly expects a reasonable return on it. The employee invests his capital, which is his ability, both mental and physical, and he in turn expects a reasonable return on his investment. However, a third party enters into the scheme. He is the bond and security holder. The third party is generally not recognized as an individual but is often large insurance companies and banks. Therefore, every insurance pol-

icy holder and every depositor in a bank is a part of this third party. Every Rock Island man, whether he be stockholder or employee, has an insurance policy or a bank account, and by possessing these he has a first lien on the great Rock Island. Is there a better security for your investment than the Rock Island? Many times NO. Stop and think of what it has experienced during its existence and how well it came through the storms. Could any but a rock foundation organization weather such conditions, and although it came out battered and scarred, yet not crumble?

Having decided we have made a sound and wise investment does it not behoove us to do all we can to further our best interests in order to increase our returns? Boost the Rock Island—let the patron know we have a good thing and that we believe in it. Let's be leaders, not followers. Honest, efficient, loyal and courteous service increases our friends. More friends mean more patrons—more patrons assures greater revenues, and with increased revenues the stockholder receives larger dividends and the employee increased salary. Is anything more reasonable, more honest or more logical than this?

How do Rock Island men tend to promote the success of the Rock Island?

But first let us decide who are Rock Island men. They are you Mr. Section-man, you Mr. Freightman, you Mr. Clerk and Mr. Operator, Mr. Agent and Mr. Foreman, Mr. Trainman and Mr. Engineman, Mr. Superintendent, Mr. General Manager and Mr. President. If you are on the Rock Island pay roll you are a Rock Island man. It's a great family—no one individual in it feeling bigger or better than any other. If a true democracy exists it is certainly found in the Rock Island family. We are all interested in one another's welfare, we all do our best to see that honest and just treatment is given one another, we are all treated alike and the "open door" policy prevails. We want to know about the Rock Island, all its ins and outs, and the Rock Island wants us to know all about it. It treasures your confidence, so tell it what you think. Let it know your grievances so they may be righted. It wants to co-operate—you let it.

Rock Island men are clean-cut, efficient, loyal and courteous. These qualifications, to which every Rock Island man scales, mean Rock Island Service and Rock Island Service means success to all. Real Rock Island men are dyed in the wool. They are, except in rare cases, made here and infrequently leave. Long years of loyal and faithful service are rewarded with a pension.

Pensions are often thought of as paternalistic or as philanthropic. This is not true on the Rock Island. To receive a pension from it you must be a real Rock Island man and must earn it. After you have earned it, think of the pleasures you have derived.

Let's all get together now and boost the Rock Island—make it the Railroad of Railroads. Isn't it a glorious thing to be a Rock Island man?

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## Contestants Given Pencils And Lee Unionalls

The H. D. Lee Mercantile Company, manufacturers of Lee Unionalls, have presented a pair of unionalls to all prize-winners in the recent advertising contest who won awards on Lee letters. Inasmuch as some of the winners were women, it may be the beginning of a rejuvenation in the wardrobes of the ladies. Who knows but at future teas and other social functions in Rock Island towns that the guests (those of feminine gender) will appear daintily clad in unionalls.

The Ball Watch Company has decided to present writers of letters on their advertisement with Eversharp pencils, with the Rock Island emblem engraved thereon.

When this was brought to the attention of the Rock Island Magazine, members of the staff were so favorably impressed with the idea of having the famous emblem enameled on the pencils that it was decided to obtain a limited number of them and sell them to the readers of the periodical. An advertisement pertaining to this appears on one of the back pages of this issue.

❧ ❧

To get on become friends with your work. Look upon it as the lever by which you can rise in the world. Look upon it as the most important job in the world and fill it with as great vim and nerve and care as if the fate of the whole nation depends upon whether you do it well or poorly.

Original from *Forbes Magazine*.



Photo copyright by Underwood & Underwood.

The first train over the new San Diego & Arizona Railroad, which is now open for traffic. This provides a connection with the Rock Island Lines which makes by far the shortest line between Chicago and Kansas City and San Diego. Through sleepers on the Golden State Limited are now in effect.

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**T**HE Troop Movement Section has won high praise for the smoothness and efficiency with which it has operated, in spite of the tremendous problems faced.

From May 1, 1917, to December 1, 1919, 15,724,058 men, either just drafted or in uniform were handled, the average being 507,421 a month, the maximum moving in July, 1918, when 1,147,013 men were handled. These men were carried the equivalent of nearly seven billion miles for one passenger.

To handle this tremendous business 315,367 pullmans, coaches and baggage-cars were used; 25,909 special troop trains were run an average distance of 759 miles, with an average number of men per train of 424; 4,109,327 men were carried in pullman cars and 11,614,731 in coaches. Scarcely an accident marred this wonderful transportation record.

The average distance that drafted men were carried to camp was 388 miles, and the largest number handled to a single camp was 138,349, who were sent to Camp Lee, Va.

In transporting these men to seaboard the largest movement occurred in August, 1918, embracing 306,741. Sometimes entire army divisions of 28,000 men were moved at a time. To move a division requires 62 trains, 707 pullmans (or 622 coaches), 62 kitchen-cars and 62 baggage-cars. Some of these trains were moved solid 3,500 miles across the continent.

Eighty percent of the men were sent overseas through New York, twelve percent through Newport News, and a number through and out of Canada.

Four million men were called to the colors, one-half of whom were transported across the Atlantic. Immediately upon the signing of the armistice plans were made to demobilize as many as possible of the two million men who had not gone overseas. They were discharged at the camps at which they were located, all necessary arrangements being made for extra equipment on regular trains and for special trains for their prompt and comfortable movement home.

The overseas return movement began in December, 1918, during which month approximately 75,000 men were returned, through the ports of New York, Newport News, Boston, Charleston and Philadelphia. The return movement gradually increased until the maximum number was reached in June, 1919, when 343,000 men were handled. This number exceeded by over 36,000 the largest number embarked for overseas service in any one month. At certain periods over 170,000 of our men were on the sea at one time. The number returned from overseas to December 1, 1919, totaled 1,990,223 officers and men.

The maximum amount of equipment required for troop movements at one time was approximately 1,500 pullmans, 2,500 coaches and 500 baggage or express cars.

This wide-spreading and huge undertaking taxed the resourcefulness of everyone, but, even during the turmoil, cleanliness was not overlooked. The country

can be thankful that the utmost watchfulness prevailed when the men returned to prevent the spread of cooties, such as has taken place in Europe. Certain equipment was allotted for handling the men from shipside to camp, where the men were fumigated, as was also the equipment. This has prevented any spread of the pest.

The late George Hodges, to whom the Distinguished Service Medal was posthumously awarded, was the man whose initiative and executive ability shone forth in this time of stress. He was ably assisted by C. F. Stewart, who succeeded Mr. Hodges as manager of the Troop Movement Section.

\* \*

#### A. F. OF L. SCORES REDS.

At a conference of leaders of unions affiliated with the American Federation of Labor held in Washington early in December, the following resolution was adopted declaring the federation's opposition to bolshevism and I. W. W.-ism and to the irresponsible leadership that encourages such a policy:

Resolved, that this conference of representatives of trades unions affiliated with the American Federation of Labor, and other organizations associated in this conference, repudiate and condemn the policy of bolshevism and I. W. W.-ism as being destructive to American ideals and impractical in application.

\* \*

#### OPPORTUNITIES FOR APPRENTICES.

Apparently the opportunities open to the sons of railroad employees and to other young men between the ages of sixteen and twenty-one to obtain positions as apprentices in the various crafts in railroad shops are not fully realized.

The national agreement which was recently concluded between the Railroad Administration and the shopmen provides a ratio of apprentices in railroad shopwork of one apprentice to five mechanics. So that the exact situation may be known, the Railroad Administration has just completed a canvass, whereby it has been developed that, at the ratio permitted by the national agreement, 64,076 apprentices could be employed, while there are actually employed but 17,268 apprentices, which is a ratio of one apprentice to 18.58 craftsmen.

At the rate of pay for apprentices provided in the national agreement, apprenticeships become very desirable positions, as they not only provide steady work at reasonable compensation but put these young men in the way of learning some one of the numerous desirable trades in railroad work.

The national agreement has for the first time classified all carmen as skilled mechanics, fixed a rate commensurate with the service performed and provided an apprenticeship system in the car department. The opportunities in this branch of service should not be overlooked, because the larger percentage of the money spent for maintenance of equipment goes to the car department, and, now

that the recognition of the importance of this work has resulted in a suitable rate of pay, positions in this department have become fully as desirable as in the locomotive department.

Instructions issued by the Railroad Administration provide that each apprentice shall be given the opportunity to learn all branches of the trade to which he is apprenticed.

In addition to the shop training, a number of roads have highly developed apprentice schools, in connection with their shops, for the education of apprentices. The Railroad Administration has approved cooperation with the Federal Board for Vocational Education in the matter of training apprentices, which will tend to facilitate the work of giving technical instruction to those who enter this line of work.

Taken as a whole, the opportunity for young men to become proficient in the various trades has never been so good, and, with the technical instruction which is given, they may qualify for the highest and most desirable positions in the mechanical departments of the various railroads.

These opportunities should be directed to the attention of the employes so that they may take advantage of them, inasmuch as sons of employes are given preference to the extent of 80 per cent of the apprentices employed. The officials should also realize that the only way to provide a future supply of skilled mechanics is to keep the apprenticeship lists filled with desirable young men and they should be constantly on the look-out for suitable candidates.

\* \*

#### EFFICIENT FREIGHT CAR USE.

As indicative of increased efficiency in the use of freight cars, the average mileage per car per day made in October was 27.3 miles, as compared with 26.7 miles in September, with 26 miles in October, 1918, and 25.9 miles in October, 1917.

\* \*

#### PACKING EXPRESS SHIPMENTS.

In an effort to reduce the number of claims for goods damaged in shipment, the American Railway Express Company adopted stricter packing rules on December 10, whereby the use of paper wrapping for packages weighing more than twenty-five pounds is forbidden, as well as the use of ordinary paper boxes when the weight of the contents is over that limit. For heavier packages the regulations, like those in freight service, require wood, fibre board or corrugated strawboard, of specified test strengths. Already reports show the wisdom of these provisions.

\* \*

#### SAFETY ACCOMPLISHMENTS.

A comparison of the number of accidents during the two-week period of the National Railroad Accident Prevention Drive, from October 18 to 31, 1919, with the similar period of 1917, prior to the formation of the Safety Section, gives some startling figures and shows with more than ordinary clarity just what has been and can be accomplished in this work. From October 18 to 31, 1919, 2,455 employes were killed or injured. In the same period of 1918 5,228 employes were killed or injured, and in 1917 the number was 6,425. Taking into account the increase in the number of employes, the number of casualties has been cut to less than one-third of what it was in 1917, or

Original from Continued on page 57.)  
Rock Island Magazine for January, 1920.



# President Ripley Becomes Chairman of Santa Fe

EDWARD PAYSON RIPLEY, president of the Atchison, Topeka & Santa Fe Railway and one of the most prominent figures in the transportation world, resigned recently, effective January 1, to become chairman of the board of directors of that system. Although he reached the age of 74 on October 30, 1919, he will still remain in the harness, firmly believing that continued activity will prolong his life and good health.

W. B. Storey, federal manager of the Santa Fe and for many years prior to government operation vice-president in charge of operation, has been elected president.

As head of a railroad operating, to a large extent, in the fertile Southwestern region wherein the Rock Island laid its bands of steel many years ago, Mr. Ripley has been associated, socially and in a business way, with many officials and employes of this system. For twenty-three years he contributed immensely to the building up of the great Southwest.

Born in Dorchester, Mass., Mr. Ripley began his railroad career at the age of 23 with the Pennsylvania Railroad. Two years later he became a clerk in the general eastern agent's office of the Burlington route at Boston and remained in the employ of that company twenty years. He served successively as general freight agent and freight traffic manager, finally becoming general manager. In 1890 he left the Burlington to become vice-president in charge of traffic of the Chicago, Milwaukee & St. Paul Railroad.

The Santa Fe, in the early nineties, experienced the rough financial seas which sooner or later come into the life of every railroad. Out of the chaos of receivership, which began in 1893, Mr. Ripley was selected as president on January 1, 1896, and he gradually developed the road to its present sound basis.

A firm believer in harmony and co-operation between the railroads and the public, Mr. Ripley is frank and open in his dealings and easily approachable. The occasion of his seventieth birthday, more

than four years ago, was a dinner at the Blackstone hotel, Chicago, attended by the most prominent rail men in the world.

Frank Trumbull, president of the Chesapeake & Ohio Railroad, once said:

"I have never had a conversation with E. P. Ripley without feeling better and bigger at the end of the interview than at the beginning."

A cordial feeling has always existed between Rock Island men and President



Moffet Photo.

Edward P. Ripley, president of the Santa Fe Railway, who has resigned to become chairman of that system.

Ripley—the executive who says a man is as old as he feels and who is a living proof of the correctness of this adage. His recreation is golf, but his delight is work. The railroad world, the business world and the sphere of the average man is bettered exceedingly by the example set by this 74-year-old "young" man.

and that sooner or later, if you fail to apply the brakes of good judgment and common sense, you will head into a board set at Stop and just beyond that is the Derail. Do not think for a second that you are to stand there to repair the defects and block traffic. That is not according to the rules. If you can't go yourself, get out of the way and let some one else by.

These little Caution signals that flare up in your face don't mean much at first, but it is the heeding them not that leads to disaster. You have trouble with the many different bearings, which are running hot, and hot boxes CAN be avoided, if properly looked after during the one-stitch period. The pump will not supply enough air to keep the brakes released if there are many leaks. Then comes a pump failure, or another Caution signal: "Stop the little leaks." They can be avoided and must be avoided if you are to make the run with any degree of success. These are the little object lessons that teach us to be careful. They compose one form of lessons which we should avoid in one sense of the word, but yet are very essential.

Every ounce of energy wasted is gone forever. First is the Caution signal, then the Stop signal and finally the Derail, and beyond the derail you must stop. You can't deliver the goods.

The chap who looked things over and fixed the leaks last year must get on his way, and you must step to one side and let him pass. The big Chief Dispatcher has his eye on him as well as on you. He is classed on the big Yard Master's list as being able to handle more than you, and as Time adjusts these things, he lets the other fellow have a whack at lots of things that he will not let you or me try because the other fellow has proved that he can make the best run. He grabs on to a string of opportunities and we call it easy and a soft snap. He reduces delay to the lowest level through his own efforts and the Big Chief, seeing him do it, helps him by not permitting dead freight, like you or me, to get in his path.

So the signals have three positions: Caution, Stop and Proceed, and the one set at Caution is the one to be looked out for more than the rest, because it places one in a position to see which of these three are looming up at the beginning of 1920. What are you going to do this year to show the rest of us that you are not dead freight? What did you do last year to prove that you could handle the opportunities offered. This stuff must be moved and if you, or I don't handle our share of the loads the other fellow will have to haul what we leave in addition to his own. If he tries right into it and does handle it he's got us trimmed a million ways, hasn't he?

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## Freak Styles in Shoes Not in Vogue Now

The National Shoe Retailers Association, in session at Atlantic City recently, decided to eliminate all freak styles and shades this winter in an effort to wipe out all avoidable costs. They expect to carry only staple lines retailing at \$8 to \$12 a pair.

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"In old Babylonia," we are told, "they didn't print their literature, they baked it." Over here and nowadays, as a rule, we toast it in Nashville Banner.

## Father Time Is The One Big Boss By G. Hiram Young

FATHER TIME has just added another rattler to the tail of history and has successfully strung another bead on the necklace of years that goes around our neck, securely tied in a knot that will not come off. He is the one big Yardmaster who never seems to know when to quit raising the tonnage. He adds another car to our train along in the dark hours of night and if you can't pull the load—if you slip down on the hills between terminals—he calmly wonders why you didn't get your sanders in condition before you got up against it. You are supposed to keep tab on the engine failures in the lives of others.

You may have the motive power to

pull the load and again you may not. There is a limit to all things and this year the addition to your load may prove the limit as to what you can handle, but did you ever consider what a powerful piece of machinery you yourself are? It is never too late to improve, and if you didn't stop in the early part of the game to make a few necessary repairs, halt the parade long enough to do it now. It will pay a surprisingly large dividend for the time consumed.

Last year you recollect how near you came to falling down? Those little recollections are the semaphores along the line placed at Caution to govern your speed and actions while making the run this year. Don't forget where they are

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# Coal Strike Settled On December 10th

THE nation-wide strike of bituminous coal miners, which threatened to paralyze the industry of the United States and leave in its wake famine and death, was settled on December 10, when John L. Lewis, acting president of the miners' federation, signed an agreement with government officials. Two days later the miners slowly drifted back to work with their tools.

The agreement, to sum it in a few words, was to the effect that the miners return to work immediately on a fourteen per cent increase in pay and that their claims be submitted to a board composed of one miner, one operator and a man to represent the public.

Curtailement of light, heat and rail service was rigidly enforced all over the country during the strike. Many trains were suspended, including the famous Rocky Mountain Limited, of the Rock Island, from Omaha to Denver, and the Twentieth Century, of the New York Central, from New York to Chicago. Street railway service in the cities was cut to the minimum. Display lights, street lamps, etc., were under the ban and stores and office buildings submitted to rules more drastic than anything similar in the history of the country.

Very little soft coal was mined during the strike. The only state where coal in any quantities was mined was in Kansas, where Gov. Henry J. Allen took immediate charge of the situation. Many Kansas towns needed coal and the governor, by authority of the state supreme court, seized the mines and called for volunteers to operate them. In twenty-four hours nearly 5,000 men, the majority of them veterans of the 35th, 42nd and 89th divisions during The World War, cheerfully volunteered and were sent to the large mine district near Pittsburg, Kan. Coal was soon speeding over Kansas by the carloads and the shortage in that state was rendered less acute.

The strike was noticeable for its absence of rioting. Contempt proceedings brought in the federal court at Indianapolis against miners' leaders were dropped, with the exception of the suit against Alexander Howat, radical chief of the Kansas workmen.

Many plants closed because of lack of coal and hundreds of thousands of per-



Photo by Underwood & Underwood.  
Gov. Henry J. Allen, of Kansas, whose quick action in taking charge of the operation of coal mines in his state attracted nation-wide attention.

sons were thrown out of employment. By Christmas, however, things gradually took on a more normal aspect, although it will be several weeks before the effects of the strike are not keenly felt.

Capital, promotion, management, and plain labor must some day meet around a common table as partners and collaborators, fix a reasonable profit, assign to each his fair share of the work and the reward, keep the books open and the cards all on the table and recognize their unity of interest.

Strikes and lockouts, violence and antagonism are not so wicked as they are stupid. They are waste.

The only way to help labor is through production. Strikes are antiproduction.

The only sensible labor union is a union in the shop, on the job, a union with capital, to produce, and not against capital, to destroy.

Mr. Porter says these words, which are worth a dollar apiece:

"The place for labor to organize is on the job, not off. It should organize to do things, not simply to keep things from being done. It must organize to run industry, not merely to keep some other interest from running it. It must organize in the shop where it can actually accomplish things, rather than on the picket line, where it can only swear at them. One type of labor organization, the type that contents itself with striking for higher wages, means permanent industrial war. The other type of organization, organization to control and perfect the industrial processes, means industrial democracy."

## DESCRIPTION OF ILLUSTRATIONS ON PAGE 11.

- (1) Stripping usable and scrap parts from beams with oxy-acetylene torch.
- (2) Air press for straightening beams.
- (3) Air punch for riveting holes in beams.
- (4) Riveting parts on beams with air hammer.

## Silvis Reclamation Work; Repairing Brake Beams

From January 1st to December 1st, 1919, a total of 4,535 Nos. 1 and 2 brake beams were repaired at Silvis, resulting in a saving of \$14,542.10.

Seldom a car of scrap reaches Silvis scrap dock that does not contain either scrap or repairable beams. In unloading cars all beams are carefully inspected and any that are scrap with no usable parts are immediately disposed of as scrap. All other beams are picked up by cranes and taken to the reclamation shop. The repaired beams are then sorted out, while scrap beams with good parts are stripped of same and returned to the scrap dock. In repairing usable beams, scrap parts are removed by cutting rivets with oxy-acetylene torch and new or usable parts reclaimed applied. Beams are straightened cold with shop made air press and rivet holes necessary are punched with a shop made air operated punch.

Beams are also repaired at 124th Street, Horton and Shawnee Shops. This to avoid hauling beams to Silvis and back to the line again. However, beams from Roadway pick-ups reach Silvis from all parts of the railroad, as a large portion of the scrap does not pass through the above repair points, which accounts for the large number of beams repaired at Silvis.

The saving made still indicates the importance of watching this item to keep the beams picked up and shipped in promptly.

Road Island Magazine for January, 1920.

# The Word "Spiralysis" Is Great Danger to Industry

By Dr. Frank Crane

H. F. J. PORTER, an "industrial engineer," whatever that is, has put forth, in a recent interview, a new word, at least new to me and the stenographer. And whoever furnishes us with a new word enlarges our thought sweep, so to speak. It is:

"Spiralysis."

It means going around in a spiral manner. A man trying to escape from his shadow, which keeps right up with him, no matter how fast he runs; (2) a dog chasing his tail, which invariably has a velocity equal to its owner's, and (3) a squirrel racing in a revolving cage, are examples.

The "analogous" of this is the effort of people to escape the evil of high prices by raising wages. For if your upkeep costs you \$3 a day and your wage is \$3, it does not help any to have your

salary raised to \$12 if your upkeep rises to \$12.

This is one of those nose-on-your-face facts that voluminous argufiers overlook.

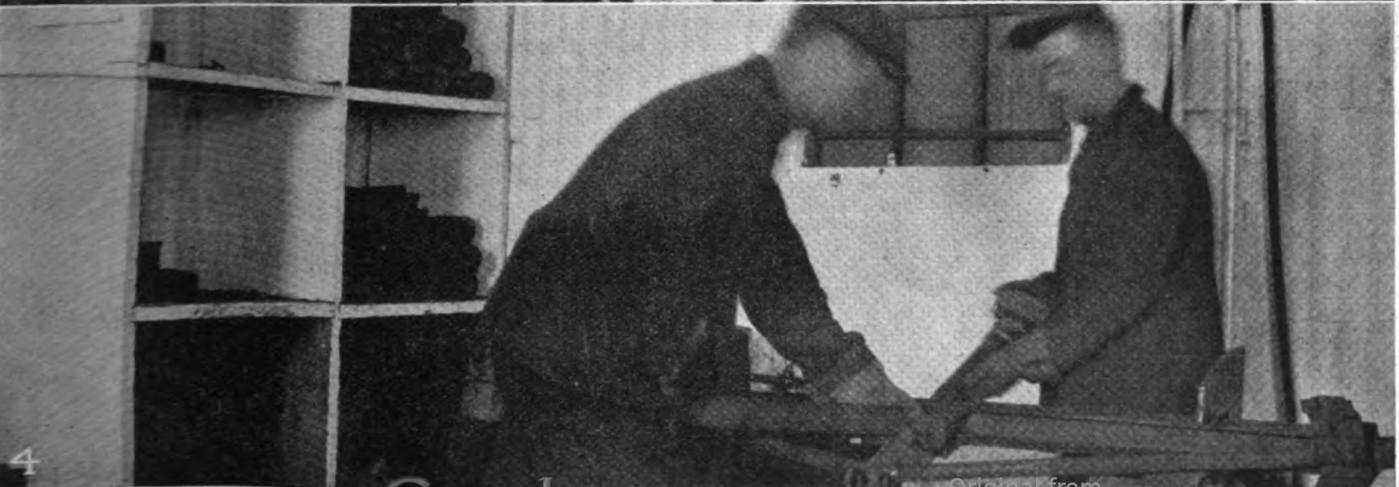
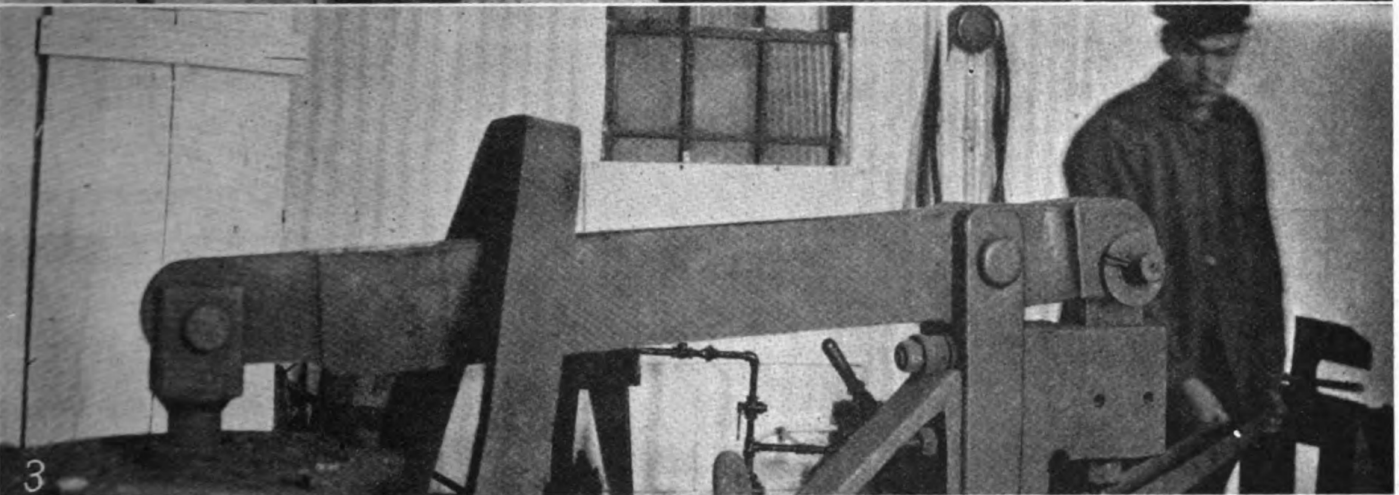
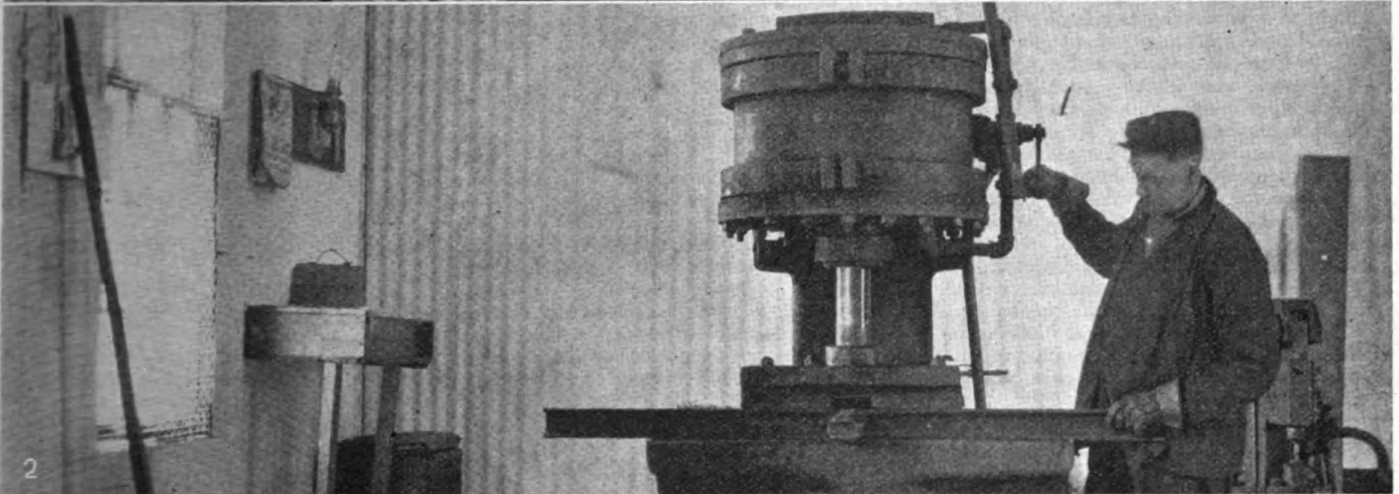
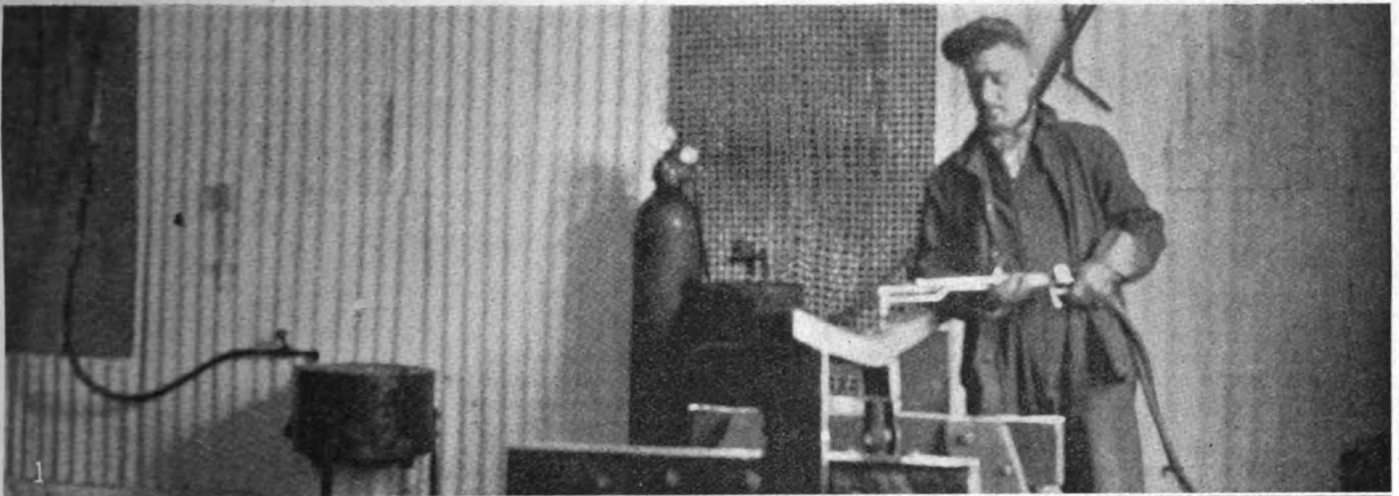
To go on raising the wage of workers, while the cost of living of these workers mounts in the same proportion, is exactly like the dog chasing his tail.

When the company advances the wages of its men 10 per cent and passes the buck right on by raising the price of its product 10 per cent, and the men have to buy those products in order to live, they get nowhere.

What, then, is the way out?

There is only one way. We can adopt that way now or first break a few heads and burn a few factories; in other words, we can use the sense we have or wait to have some sense knocked into us. The way is—to get together.





# A Word to Remember

"Interdependence" is Well Worth Considering

By H. Addington Bruce

(Copyright 1919)

THERE are many words that are sadly overworked. Some are used not nearly so much as they ought to be. One of the latter is the word interdependence.

And the present is a time when the word interdependence ought to be used with uncommon frequency. For the fact which that word represents is nowadays ignored by multitudes of people.

If it were not, if the reality of interdependence were more generally appreciated, we should not now be witnessing the lamentable spectacle of graft, grab and class conflict which so painfully holds the attention of the world.

Profiteering food sharks, grasping manufacturers, merchants and landlords, conscienceless venders of worthless stocks all forget that the interdependence of men upon one another is such that their freebooting behavior is bound in the end to work injury to themselves.

Equally forgetful of this fundamental truth are those workingmen who clamorously insist on wage raises out of all proportion to the return of the industries in which they are engaged.

Even more in need of being reminded of the fact of interdependence are those agitators who would subjugate all classes to their particular class, making the interests and welfare of one class paramount in the life of humanity.

From the viewpoint of sheer selfishness itself the one class thus made dominant would soon regret its domination. For in proportion as other classes lan-

guished sickness, discontent, and revolution would become rife everywhere.

The fact that they are rife today is itself proof of the dangers inherent in forgetfulness of the interdependence of men. But two wrongs never make a right and a mere shifting of power and privilege from one class to another will be only a perpetuating of wrong.

Urged by some as a panacea, such a shifting would be found the most worthless of quack medicines. It would leave the world as badly off as ever, if not more badly off.

What is needed by every class in the community is a radical change of outlook from the self to the other fellow. This change can be effected only if the leaders of every class unite in a zealous preaching of the gospel of interdependence.

We need to have this preached day in and day out, alike in directors' meetings and in trades union gatherings. We need to have it preached in our churches and our public forums. We need to have it preached in our newspapers and magazines, from the most "conservative" journal to the most "revolutionary" organ.

Most important of all, we need to have the principles of interdependence taught in our schools, colleges and universities.

Once get it really impressed on the minds of the rising generation and that great essential to human welfare, co-operation, will ere long become a happy established actuality.

many months before his death, Mr. Frick is reported to have given out the following advice to young men:

"The opportunities today are just as great as they were in my youth. In many respects they are greater. Save



Photo by Underwood & Underwood.  
Henry C. Frick, steel magnate, who left his large estate to the public.

your money. Invest wisely but well. Don't be afraid of work. Don't follow an uncongenial line of business. It is impossible to make an architect out of a journalist, or a railroad man out of a chap whose natural inclination is navigation. The bank is a better friend than the blind tiger or the pool hall."

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## A Yearning

From the *Milwaukee Employees' Magazine*.

Backward, turn backward, oh, time, in thy flight,  
Make me a child again, just for tonight;  
Show me the jam on the top pantry shelf,  
Please let me smear it all over myself.

Lead me once more to the green apple tree,

Bring back the pains that in youth tackled me;

Put me again, Mother, over your lap,  
Give me a rap, Mother—give me a rap!

No one has whipped me in thirty-odd years,

Not a darned soul has been boxing my ears;

No one has said: "Don't you do that again."

I miss those joys that I knew when but ten,

I miss Mother's words: "Son, I am shocked,"

I miss the closet in which I was locked.

Backward, turn backward, oh, time, in thy flight,

Wallop me, Mother, dear; wallop me right!  
—B. H. P.

✻ ✻

The Sultan of Turkey is going to dispense with some of his wives. Well, that's one way of getting himself nearer to peace status.—Columbia Record.

*Frick Island Magazine for January, 1920.*

## Frick Leaves Bulk of Estate to the Public

HENRY CLAY FRICK, iron master and art collector and one of the wealthiest men in America, died on December 2 at his home in New York City. He left an estate of approximately \$150,000,000, of which \$25,000,000 went to his family and the remainder to the American public. This huge sum was divided among schools, universities, great public parks, hospitals, libraries, etc., and his almost priceless art collection was donated to the city of New York.

The son of a poor farmer in Westmoreland county, Pennsylvania, Frick divided his time, as a boy, at school, on the farm and as a bookkeeper at his grandfather's distillery. Reared in the heart of the coke region of Pennsylvania, Frick, as a young man, invested every surplus penny of his slender earnings and gradually obtained control of several ovens and acres of soft coal lands.

With this small beginning, Mr. Frick's keen insight into the coal and coke business worked to his advantage and he extended his interests to embrace certain

steel holdings. He soon became one of the captains of industry in this country, engaged in quiet philanthropy on a large scale and his business or personal integrity was never questioned.

Thirty years ago Alexander Berkman, the notorious anarchist, shot and stabbed Mr. Frick in an effort to assassinate him, but was unsuccessful. Berkman, by the way, who has been a dangerous character in this country for thirty-five years, is being deported at the present time to the country whose sovietism he would like to see adorted in this country. The universal opinion is that he should have been sent to his beloved Russia at the time he shot Frick.

During the world war, he supplied funds for his daughter, Helen, to reconstruct a French town in the war zone and he gave liberally to many war enterprises and charities. His liberty loan subscriptions were tremendous.

The fact that instead of perpetuating his large fortune he gave it to the public will always stand out as symbolic of the character of Henry C. Frick. No Original



## H. M. S. Proposes These Happy New Year Receipts

Take twelve fine, full-grown months, see that these are thoroughly free from all old memories of bitterness, rancor, hate and jealousy; cleanse them completely from every clinging spite; pick off all specks of pettiness and littleness; in short, see that these months are freed from all the past—have them as fresh and clean as when they first came from the great storehouse of Time.

Cut these months into thirty or thirty-one equal parts. This batch will keep for just one year. Do not attempt to make up the whole batch at one time (so many persons spoil the entire lot in this way), but prepare one day at a time, as follows:

Into each day put twelve parts of faith, eleven of patience, ten of courage, nine of work (some people omit this ingredient and so spoil the flavor of the rest), eight of hope, seven of fidelity, six of liberality, five of kindness, four of rest (leaving this out is like leaving the oil out of salad—don't do it), three of prayer, two of meditation, and one well-selected resolution. If you have no conscientious scruples, put in about a teaspoonful of good spirits, a dash of fun, a pinch of folly, a sprinkling of play, and a heaping cupful of good humor.

Pour into the whole love ad libitum and mix with a vim. Cook thoroughly in a fervent heat; garnish with a few smiles and a sprig of joy; then serve with quietness, unselfishness, and cheerfulness, and a Happy New Year is a certainty."

## Headlines and Hosiery May Be New Combination

Newspapers are said to be a comfortable covering for bench-warmers; but who ever heard of stockings made out of that material? As a matter of fact, the product that goes to make your favorite journal and artificial silk hosiery "that you can't tell from real" is exactly the same. You can now lay the dangers of deforestation at the door of the economical fair sex as well as the journalist tribe, for both stockings and wuxtries are made from wood pulp.

## Origin of "Deadhead" Is Explained Again

There is no authentic origin of the word "deadhead," which is so frequently used in connection with the transportation business, but the following is an interesting version:

Many years ago the principal avenue of a town passed close to the entrance of a road leading to the cemetery. As this cemetery had been laid out some time previous to the construction of the road, it was arranged that all funeral processions should be allowed to pass along the later free of toll. One day, as a well-known physician who was driving along this road stopped to pay his toll, he observed to the keeper: "Considering the benevolent character of our profession, I think you ought to let us pass free of charge." "No, no, doctor," said the gatekeeper; "we can't afford that; you send too many deadheads through as it is." The story traveled and the word "deadhead" was eventually applied to those who obtained free courtesies.

# Well Worth Knowing

A True Friend to Men and Women

By Orison Swett Marden

(Copyright 1919)

I AM stored-up happiness.  
I lead the way to peace, power and plenty.

I bring you freedom from anxiety and worry over the living problem.

I am a friend alike of rich and poor.

I am common sense applied to life in all sorts of ways.

I am a tower of strength in youth and a staff in old age.

I increase hope, confidence, assurance, certainty as to the future.

I am the best form of insurance against poverty and failure. I remove the shadow of the poor house.

I make for health, efficiency, the highest possible welfare of the individual.

I kill that "rainy day" dread; in fact, I do away with the "rainy day" altogether.

I put hope into the heart of man, a light into human eyes that was never there before.

I put people in position to take advantage of all sorts of opportunities for investment, for advancement, to take advantage of chances that, but for me, would be lost.

I bring the best physician, the most skilled surgeons, the best hospitals in case of need as well as the best health resorts.

I make possible a needed vacation,

rest, recreation and travel. I mean leisure, more living with natural art and with the beautiful things in the world.

I mean better opportunities for your children, better schools, better clothing, a more refining environment, greater security for their future.

I am the enemy of that great curse of mankind—debt—which wrecks multitudes of homes, causes divorce, blasts love and destroys peace of mind.

I help a man to lift his head above the crowd; to be independent, self-reliant and to stand for something in the world.

Multitudes of families are homeless, moneyless and are enduring all sorts of hardships, privation and humiliation because the husbands and fathers never took me into partnership.

The failure army is largely recruited by people who never learned to know me, who ridiculed the suggestion of needing me, who rather despised and looked down on me as standing for meanness and penuriousness and as being an enemy of their enjoyment.

I am the beginning of real success, which puts a foundation under your air castles, which makes your dreams come true, which builds that "home of my own" to which every healthy, ambitious young person looks forward as the culmination of his hopes.

I am Thrift.

## Who Can Furnish Best List of Vet Employees?

VETERAN employees, attention! Pensioners, front and center! Boy, page A. Temple at Hamilton Park! Wit ye well what D. C. Stephenson, city freight agent of Rock Island Lines at Kansas City, Mo., has to say:

"I will pay a cash prize of five dollars for the most complete list of names of Rock Island employees of forty years ago. The list is to be furnished by present or ex-employees and is to be headed by Mr. Hugh Riddle, former president."

Present employees of the treasurer's office and the paymaster's department will oblige us by turning over a few pages and read "As It Was Told To Me." They are not eligible for this contest. The lists of names will be submitted to the editor of this magazine not later than January 19. Those which reach this office after that date will not be considered. The winning list will be published in the February number.

In the "Forty Years Ago" column in the *Kansas City Times*, December 13, the account of the Rock Island's proposed line to Kansas City was printed. That gave Mr. Stephenson his inspiration. The merit of the lists submitted will be passed upon by members of the Rock Island Magazine staff and others whom

they may call in to assure a fair final decision. To reach this office on time, the letters should be mailed not later than January 15 or 16.

There are numerous men on the pension rolls who were employed by the Rock Island in the early days when Mr. Riddle was president. And a few of the more veteran employees, still in the harness, were drawing down Rock Island pay checks forty years ago.

At the time Mr. Riddle was chief executive of the system, the Rock Island was laying its bands of steel over the fertile Southwestern states. A great change in transportation methods has come since that time. The rails of 1879 could not withstand the weight of the heavy locomotives today.

Every old-time railroad man remembers vividly the embryo days of long ago, when methods of operation were in effect that appear to us as medieval. But the railroads of that age were empire builders and despite their antique equipment, they formed the solid rock on which this nation was constructed. So let us not laugh and jeer when we still see in a switchyard an engine of the 1879 type; rather let us gaze at it with reverence and admiration.





The above citation was issued to the Rock Island because of its system of re-employing all service men after their discharge from the army. It was issued jointly by the war and navy departments.

## Rock Island Receives Citation From Government

FEDERAL MANAGER GORMAN recently received a citation from the War and Navy Departments for the Rock Island Lines, and with it the following letter from P. Churchill Goettel, field representative of the War Department:

"Enclosed you will find the citation which has been issued to you in Washington in recognition of your patriotic action in re-employing all former employees who left to serve in the great war. It is believed that such a policy is not only patriotic, but will be of very practical effect from a purely commercial point of view.

"There is no doubt that the experience through which these men have gone has broadened their point of view, developed faculties tending toward a greater feeling of responsibility as well as having demonstrated the worth of

discipline in daily life. The sudden change from military to civil life will undoubtedly, in many cases, be accompanied by a temporary unsettled state of mind. This is to be expected, as it is not within the range of human possibilities to be otherwise. You, no doubt, realize this, and if the employers in general will take this fact into consideration they will find, in a short time, that the men have re-adjusted themselves and are manifestly more valuable as a result of their experience during the war.

"Our work will not be finished until every man who answered the call is returned to civil life in a position for which he is fitted and where he will again become a worthy member of society and a unit in the bulwark needed in the fight against radicalism so prevalent at this time."

## R. N. Carson Tells of Early Days In Iowa

Railroading is a fever. It gets in a man's blood and stays there. Neither riches nor poverty, fame nor disgrace, travels, change of status or even matrimony can stem the instinctive feeling in the veins of every true railroad man.

Robert N. Carson, of Iowa City, Ia., president and originator of the Red Ball Route, the pioneer north and south highway between Minneapolis and St. Louis, was a locomotive fireman on the old B. C. R. & N. Railroad. He was employed by the Rock Island from 1890 to 1894 and left the road as assistant agent, Iowa City station. But if anyone has obtained the idea that because of his quarter of a century absence from railroading Mr. Carson has lost interest in the bands of steel, it is our painful duty to deprive him of that illusion.

Every once in a while Mr. Carson indulges in reminiscences. Most of them pertain to the old B. C. R. & N. or earlier Rock Island days. For instance:

"In my boyhood days about the first locomotive engineer I know was the late Angus Sinclair, editor, *Locomotive Engineering*. Mr. Sinclair ran the one and only engine on the 'plug line' between Iowa City and Elmira Junction. The road was only nine miles long and was owned by Iowa City capitalists. The engine was known as 'The Governor Kirkwood.'

"In those early days, train service, even though links and pins were used, was efficient. Through freight, through merchandise and C/L shipments of freight were handled with prompt dispatch.

"The suggestion for the name and marker of the Red Ball Route came to me from the red ball fast freight used by the Rock Island."

Once a railroad man, always a railroad man, even though he is engaged in the business of building public highways and boosting for good roads.

## The Fairbanks Company Enlarges Chicago Plant

The Fairbanks Company, popularly known as The Fairbanks Co. 'O. K.," has recently opened new quarters at 701 West Washington Boulevard, Chicago, where they occupy the entire building, which approximates 107,000 square feet. This is a rather phenomenal growth, considering the fact that this company two years ago occupied about 5,000 feet of space, which was located at Market and Lake streets. There it stayed for one year and then moved to 64 East Lake street, about five times as large as the former place, but the company remained there only one year. Business grew too fast to keep it at this location and today the concern is housed in a modern building, properly equipped to take care of its many customers, especially in the railroad field. Lansing DeLong, Chicago manager, took personal charge of laying out the Chicago branch with the natural result that the Fairbanks Company has an ideally laid out plant. The growth of this concern is not only due their having the "goods" but also to their reputation for service and dependability.

Wanted—Something that will sharpen American wits so they will cut the cost of living.—Minneapolis Tribune.

Rock Island Magazine for January, 1920.



## Dr. Theodore Hansen Now Is Asst. Chief Surgeon

Dr. Theodore L. Hansen has been appointed assistant chief surgeon of the Rock Island Lines, succeeding Dr. C. C. Hopkirk, who recently resigned to enter private practice in Chicago.

Doctor Hansen served two years as interne at St. Luke's Hospital, Chicago, and eighteen months as an army surgeon. Before entering the army he handled all night emergency cases at the La Salle Street Station. He is a graduate of the Northwestern University Medical School.

## No, Geraldine, This Old World Is Still Functioning

Some persons who never said a prayer in their lives did so on the night of December 16. They decided to be on the safe side if the world ended on December 17, as predicted by a Philadelphia astronomer. Imagine their happy surprise when they awoke on the following morning, and instead of flying through space, they were forced to arise and shut up the incessant tintinulation of the alarm clock.

Scientists, almost without exception, declared that the Philadelphia astronomer had the wrong idea, but that didn't restrain lots of folks from worrying over the outcome. Some people, however, took the cheerful view that it would be far better for the world to end on December 17 than on January 3, because the Christmas bills could be left unpaid in such an event.

Needless to say, the ones who pinned their faith in the fallacy of the chap from the City of Brotherly Love, were not Rock Island men. No engineer deserted his throttle to pray, and no dispatcher failed to show up for work to settle his financial affairs so that he could salute St. Peter at the Golden Gate without a qualm. Even the colored gentry, regarded as more superstitious than their Caucasian brethren, lost no sleep.

## Sleepers

The following, entitled "Sleepers," was recently printed in the column B. L. T. has long since made immortal in the *Chicago Tribune*:

Long vestibuled, princely, palatial, twelve wheeled, smooth gliding,

Shiny, symmetrical Sleepers:

Aristocracy of the glistening parallels of the cobweb of commerce,

Rolling super-chariots of civilization,

With onomatopoeitic, polyphonic, hendecasyllabic, hermaphroditic

Individual Names!

How I gawk when you zoom magnificently by.

Augustly bearing your first class, silk underwared, extra fare passengers,

Idly lolling in easy elegance!

How I envy you your white smocked, black skinned, temperamental

Autocrat

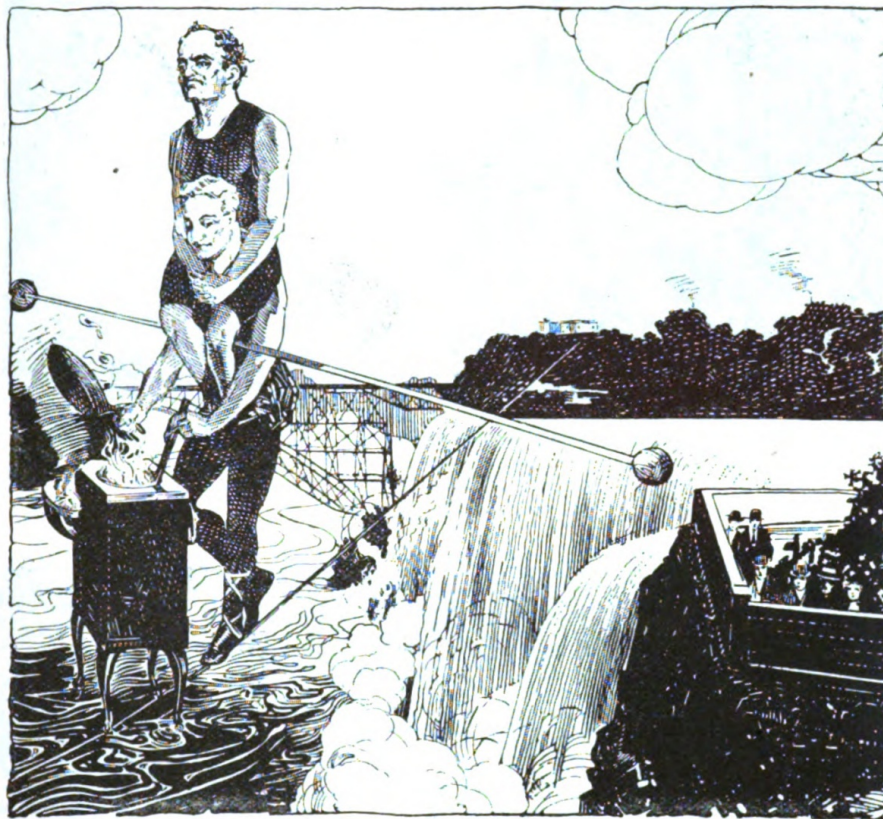
With his long, deferential whisk broom, With his long, contented pants pocket

Jingling with silver tributes of Mammon to your superior majesty!

And always you speed luxuriously in silent imperial triumph

From Somewhere Afar That Matters

To Somewhere A-Farther That Is Important



Many a Railroad Man Now Dead or Crippled Would Be  
Alive and Sound Today if He had Learned a Lesson in Safety  
from the Tight Rope Walker and Trapeze Performer.

## BLONDIN

Jean F. Gravelet (or Blondin as he was generally known on account of his blond hair) in 1859 walked a rope stretched across Niagara River and repeated the performance scores of times in later years. On one occasion, he supported a man on his shoulders, also carried a cooking stove and cooked and served an omelet to himself and companion on the way over.

Contrary to the commonly accepted notion, Blondin was not a reckless man—no more careful man ever lived. He never took a chance of getting killed by violating a principle or rule governing his business, and because he was a truly careful man, he kept up his marvelous feats of daring until old age, and died a natural death at 73. His life proves that there is hardly any feat too dangerous for a careful man.

A railroad man, who goes between moving cars or under an engine or train without the knowledge of the engineer, or works under cars without blue signal, or crosses a track without first looking in both directions, or stands between the rails and gets upon an approaching engine, or does a hundred and one other such bonehead stunts—is taking a lot more chances of getting killed than Blondin ever took.

Train operation is naturally safe employment; but rule violations and careless practices have made it (unnecessarily) more unsafe than walking across Niagara River on a rope. The fact that Blondin and others have made the most unsafe business in the world safe (for them), while train and engine men have made a really safe business so unsafe (for themselves) that no indemnity company will insure men in such service, except at an extra high premium, proves just this: that safety in any line of work is about 99 per cent a question of what kind of man is doing the work. Don't blame it on the business because your death rate is higher than that of acrobats and trapeze performers. They first learn the rules of their business and then they comply with those rules, not just when they happen to feel like it, or when the boss is looking on, but all the time and under all circumstances,—or so nearly so that it is a most unusual occurrence for one to get killed or seriously injured.

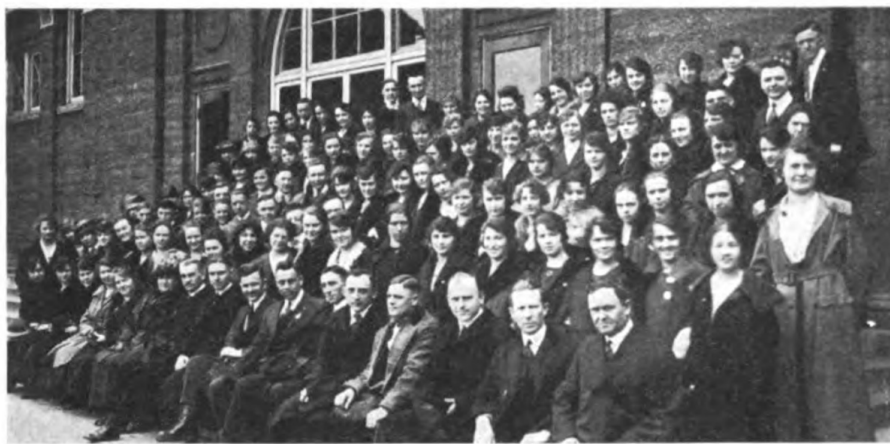
Blondin made dare-devil business pay and the careless railroad man makes his business pay too—but the pay goes to doctors and undertakers.

Sam Jones once said: "Bob Ingersoll is going to hell, but he's getting all his expenses paid and making big money besides." You are paying all your expenses, taking all risks and not getting one kopeck for it. Most men would consider that mighty poor business; but if you think it's a paying proposition, go to it. But first get your life insured; then it won't be long until your wife can pay off the mortgage, marry some careful man and forget all about you.

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Original from  
UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN

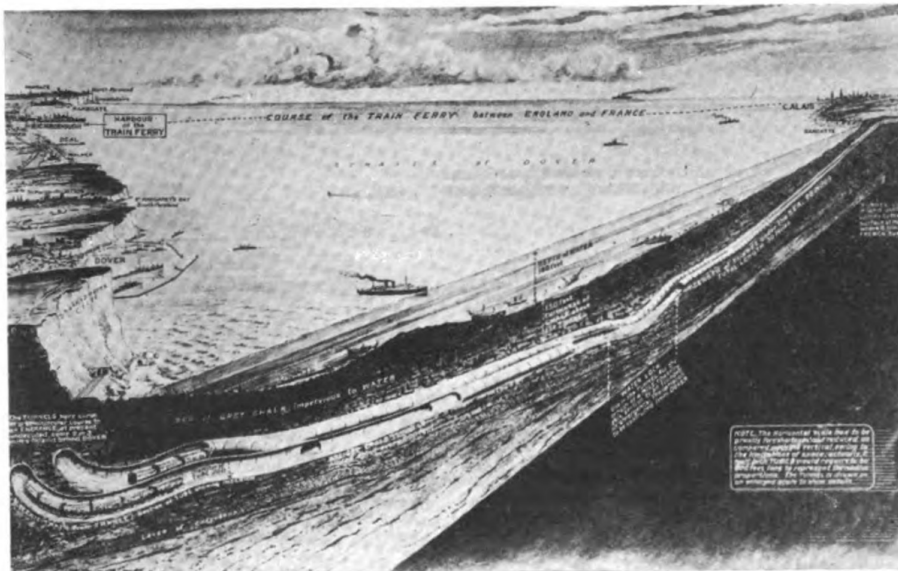




The car accountant's force, Hamilton Park. From right to left, front row—W. H. Wallace, car accountant; W. L. Linnehan, assistant car accountant; F. J. Sindelar, chief clerk; J. W. Kimmey, chief demurrage clerk; J. E. Cognac, assistant chief of per diem and reclaims; E. F. Graf, chief record clerk, and H. H. Kester, statistician



C. Fahlstrom, blacksmith foreman; C. L. Cooke and A. Anderson, assistants, and force, Silvis, Ill.



Copyright by Underwood & Underwood.

The proposed channel tunnel, reaching from England to France, which will probably be built within ten years. This will make a through railway system from Scotland to Capetown, Africa, if the suggested plans for the Gibraltar tunnel are carried out. British capitalists are behind the proposition and it is expected to take a large bulk of the traffic which now crosses the stormy English channel. Construction was started at both ends just before the outbreak of the war, which put a halt on the work.

## Uncle Joe Cannon Favors Old Fashioned Courting

Here's a classic from ex-Speaker Cannon, who always gets an audience whether in the cloakroom, on the floor, or at his favorite "hangout," the National Press Club. Mr. Cannon was discussing modern marriage the other day. He said:

"The young fellow of today doesn't know what courting means. In the old days a young man would walk ten miles through the rain or snow, freeze his ears and fingers, and face the danger of wildcats to see his girl. And when he did see her it was in the general living room, with the rest of the family present. The man who courted in those conditions knew what courting was. And I may say that such conditions were the rule and not the exception.

### LONG TRAMPS THROUGH SNOW.

"The young fellows would start out Sunday afternoon. It might be too cold or the snow too deep to take a horse, but in that case they went on foot. They faced hardships to see their sweethearts, as did the knights of old to rescue fair maids from castle holds. And when such a youngster won his girl he kept her, too.

"Divorce was not the popular pastime then that it is now. These couples stuck through thick and thin, obeying the scriptural injunction that what God hath joined together no man shall put asunder.

"There were no marriages of convenience and mighty few hasty marriages in those days. The young folks knew each other before they were wedded, and the young man knew his bride's people and all about them. There was less chance for mistake.

"All the courting was on Sunday night, and it was a ceremony religiously observed. The swain remained at his sweetheart's home until after midnight, even though the rest of the family sat up with him. Then he went home through the storm or in the bright starlight he walked the earth as a conqueror, for he had been in the presence that to him represented the real poem of life.

### THEN THEY WILL "STICK."

"He had been courting, and that is all we need in these days to bring back safe and sane ideas of marriage—courting—courting in the true sense of the word—the man seeking, if not serving like Jacob, seven years for the object of his affections. Then he will stick to her and she to him through life.

"Some of the old fashions have never been improved upon, and one of them is the old fashioned courting."



## Burr Oak Journalists Indulge in a Peeve

E. H. T., who says he represents the men in the Burr Oak round-house submits the following rare and racy bit of news:

"William Thornber, chief night call boy of the Burr Oak out-freight, was deeply in love with a sweet little girl who lives in Blue Island. One night he bought a box of candy and while standing in front of the pool room door waiting to take her home she came by with another fellow. William was so disgusted he brought the candy down to the out-freight, but he wouldn't give the boys any.



## Safety First Bulletin Urges Greater Carefulness

The safety and fire prevention bureau has issued the following circular:

"The safety and fire prevention bureau is not unmindful of the fact that our railroad stands second to none in its efforts to have our property at all times offer the safest possible place for men to work, but there is always a chance for improvement, and with this thought in mind we suggest that a special day be set apart and on that day particular efforts be made on every division and in every shop to remove causes from which a personal injury or fire might arise.

"The personal effort of those in charge of the various properties is especially solicited, and the suggestion offered that every employe under their jurisdiction be asked to do something on the day designated that will be recognized as a real effort to advance the interest of the safety and fire prevention movement on our railroad.

"Particular attention should be given to surface conditions and everything removed over which one might fall. Material should be piled a safe distance from the track. Walks and bridges should be free from holes, and railings in good condition. The property inside and out should be put in best possible condition the 'Prevent Injury' and to 'Prevent Fire.'

"The designation of the day is left entirely to those in charge of the property, but we suggest early attention. We anticipate your whole hearted assistance."

## Here's Something for All Rock Island Babies

Have you a little baby in your home? Or a youngster old enough to be mischievous, scampering around to the delight of the neighbor's fox terrier? If you have, why don't you send his or her photo into the magazine? We'd like to print it.

The magazine desires to publish the pictures of a few of the newer members of the great Rock Island family. The little girls who will be the belles of the system twelve or fourteen years from now, and the little boys who may reside in the White House before many years, are numerous and interesting.

If there were members of the magazine staff with babies in their families, the ball would start rolling this month. The advertising manager has an eight-year-old boy, but probably he doesn't care to have that fact known out over the line, so please keep it to yourself. If the next mail doesn't bring in some photographs, every reader of the magazine, we feel sure, will be keenly disappointed.

Now proud papa and mamma, get out that kodak album and invest in one of Mr. Burleson's stamps.

## Former Conductor Wins in Ogden City Election

Capt. J. R. Ward, formerly a conductor on the Nebraska Division, and well known all over the Rock Island Lines, was recently elected four-year commissioner of the city of Ogden, Utah. His majority was a landslide. Captain Ward led in forty-seven precincts, tied in six and lost only one, receiving almost twice as many votes as the next candidate for the position.



Miss A. Drake and her force in the typing bureau.



Office force of auditor freight overcharge claims department. Left to right, F. W. Main, auditor O/C claims; W. I. Caldwell, chief clerk; F. E. Merring, first overcharge investigator; F. J. McCormack, first relief investigator; John Hean, first rate clerk; W. Gun, first suspense investigator, and Esith U. Kline, first record clerk.



J. J. Keogh, general boiler foreman, and Original foreman, Ill. Seated, second row, Mr. Keogh; J. W. Schenck, assistant; J. Koenig and C. Robinson, boiler foremen, and William Owen, tank foreman.



# A RECORD OF CURRENT EVENTS

Senator Boise Penrose, of Pennsylvania, chairman of the finance committee of the United States Senate, has been seriously ill for several weeks, due to a nervous breakdown. The collapse was brought about by overexertion during the Peace Treaty fight.

Twenty-eight young men and women lost their lives in a panic and fire in a Villa Platte, La., dance hall recently. At the alarm of fire, everyone rushed for



Photo by Underwood & Underwood.  
Lady Nancy Astor, American-born girl, who has taken her seat in the British Parliament.

the door, instead of filing out in an orderly manner. The entire town is in mourning.

Prince Umberto, heir to the Italian throne, is said to be considering renouncing his claim to that place. He is reported to have a strong disinclination to rule over sunny Italy.

Senator Truman H. Newberry, millionaire Michigan man who defeated Henry Ford in the senate race in 1918, was indicted in Grand Rapids recently with 135 other men on the charge of fraudulent election.

Maud Powell, famous violinist, was taken ill during a concert at the Odeon Theater, St. Louis, and is in a serious condition in a St. Louis hospital.

Four young women of Shiloh, Mo., went swimming in November and hung their clothes on a hickory limb. To their amazement and consternation, a cow belonging to Farmer John Bable devoured the clothing and the girls had to wait until nightfall before they could walk one and one-half miles to their homes. Now they're hanging 'em higher in Shiloh.

Sergeant Alvin C. York, 328th Infantry, the "world's greatest hero," arrived in Chicago recently in the interest of a fund he is raising to educate the

mountaineer children of Tennessee. The fund will be known as the Alvin C. York Foundation.

Admiral Kolchak, anti-Bolshevist leader, was forced to retreat hastily with his forces early in December, after meeting reverses in Russia.

Popular brands of cigarettes selling for the past year at eighteen cents for a package of twenty have been boosted in price two cents. With this hike, and the prolonged strike of cigarmakers causing a shortage of cigars, the high cost of smoking is keenly felt.

Lady Nancy Astor, American born wife of Viscount Astor, was elected to the British parliament by a large majority. She was the first woman to take a seat in the House of Commons. She was formerly Miss Nannie Langhorne, of Virginia, one of the famous Langhorne sisters who were regarded as the most beautiful American women.

Broadway theaters raked in \$250,000 at the ticket windows on Thanksgiving Day and it is estimated that all the shows and movies in New York on that auspicious occasion collected not a nickel less than half a million simoleons.

The Duke of Aosta, cousin of the King of Italy, is spoken of as the probable successor of King Emmanuel, should the latter abdicate.

The bomb squad of the New York police department recently raided a bomb factory occupied by the Russian People's Workers of America. The factory was camouflaged as an automobile repair shop.

James M. Miles, vice president of the Standard Trust and Savings Bank, Chicago, accused of having lost \$200,000 belonging to that institution and friends, is missing. Police are seeking him in connection with the shortage.



Photo by Underwood & Underwood.  
Felipe Angeles, artillery wizard who led a Mexican firing squad.

American soldier dead in England, Ireland and Scotland will be brought back to this country shortly, the war department announced recently. Bodies of Americans in Belgium, Luxembourg, Germany, Austria, Serbia and Italy will also be returned and negotiations have been opened with the French for the removal of the dead from the war zone cemeteries.

W. M. Wallace, a prominent American oil man operating in the Tampico fields, was murdered by a Carranza soldier recently. The soldier was not arrested. The Mexican government rendered an explanation regarded as a rather flimsy one by the government at Washington.

Joshua W. Alexander, member of congress from Missouri, was selected by President Wilson as Secretary of Commerce, succeeding William C. Redfield, resigned. Mr. Alexander is 67 years old and resides at Gallatin, Mo.

The refusal of Germany on December 6 to sign the allied protocol led to reports that the war of aggression against the Hun would immediately be resumed. But the allies finally decided to make important modifications in the protocol and the Germans signed.

Emma Goldman and Alexander Berkman, notorious anarchists and agitators, will be deported to Russia. They have fought bitterly against the deportation proceedings.

Captains W. E. Jackson and W. P. O'Crote recently returned from Europe on the La Lorraine. For twenty-one years these two soldiers-of-fortune have been "buddies" and have fought together in Cuba, South Africa, the Philippines and France.

Former President Montes, of Bolivia, arrived in New York from France a few days ago. Senor Montes, a leading South American statesman, has been representing Bolivia at the peace conference.

Oil engineers have startled the petroleum world with stories of a new field in Brazil, covering an area of 25,000 square miles. They predict that the fields will produce 500,000,000 barrels annually within a decade.

Consuelo Vanderbilt Spencer-Churchill, ninth Duchess of Marlborough, in a public statement disclaimed any intention of seeking seat in parliament. She has been mentioned for that honor. She says she is quite satisfied with her membership in the London county council.

Jack Dempsey, world's heavy weight fighter, will meet Georges Carpentier, European champion, in Paris or London in 1920 to defend his title. It is probable that the event will be staged at Pershing stadium, Paris. Carpentier knocked out Joe Beckett, English champion, in fifty-seven seconds in London, December 4.

President Wilson, in his annual message to congress on December 2, declared that the labor situation should be clarified as soon as expedient.

On December 2 the Democratic and Republican parties held their state conventions in South Dakota to choose their candidates for the presidential preferential

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primaries, to be held next spring. The Democrats indorsed President Wilson, but left the decision open should the president decline to re-enter the race. The Republicans indorsed Maj. Gen. Leonard Wood, of New Hampshire, with Gov. Frank O. Lowden, of Illinois, a close second.

William Carlisle, notorious Wyoming train robber, was captured in a hand-to-hand fight with a sheriff's posse near Douglas, Ariz., on December 2. He will be sent back to the state penitentiary, after a three weeks' vacation replete with stirring incidents.

Dr. R. Hermann Geist, an American surgeon, was named as food director of Vienna during the recent food famine in the Austrian capital.

It is reported that soldiers of Francisco Villa, Mexican bandit chieftain, are holding him captive in the hope of winning the reward that has been offered for his arrest.

Relations between Mexico and the United States were strained almost to the breaking point in December due to the arrest of William O. Jenkins, American consular officer at Puebla. Jenkins was charged by the Mexicans as having connived at his abduction in November. Upon the receipt of almost an ultimatum from the state department, Mr. Jenkins was released from jail.

The American peace delegation, headed by Frank Polk, Assistant Secretary of State, left France for the United States last month.

Considerable agitation has been raised in Egypt by Egyptians who object to a further British hold over that country.

The fourth child of Lieut. Col. and Mrs. Theodore Roosevelt was christened recently in the Christ Episcopal Church, Oyster Bay. The infant was christened Quentin, after his uncle who was killed in the aviation service in France.

It is reported that Serbs and Italians have clashed at Buccari, a small town south of Fiume. The Italians in the skirmish are believed to be members of the D'Annunzio army.

Victor Pepeliaeff has been chosen as premier to head the new Siberian cabinet of the Omsk government.

A committee representing the American Legion appeared before the senate military affairs committee on December 10 and presented an argument in favor of universal military training and a small standing army.

Senators Ransdell and Gay, of Louisiana, representing sugar growing constituents, succeeded in getting the sugar famine bill pigeon-holed temporarily on December 10.

In an address before the Yale Civic Club, of New York, former President Taft declared that the danger of bolshevism is past in the United States because the "leaders of dissatisfaction have found that they could not turn this country into a bolshevik government."

The Countess Primo Magri, who was Mrs. Tom Thumb and later the wife of

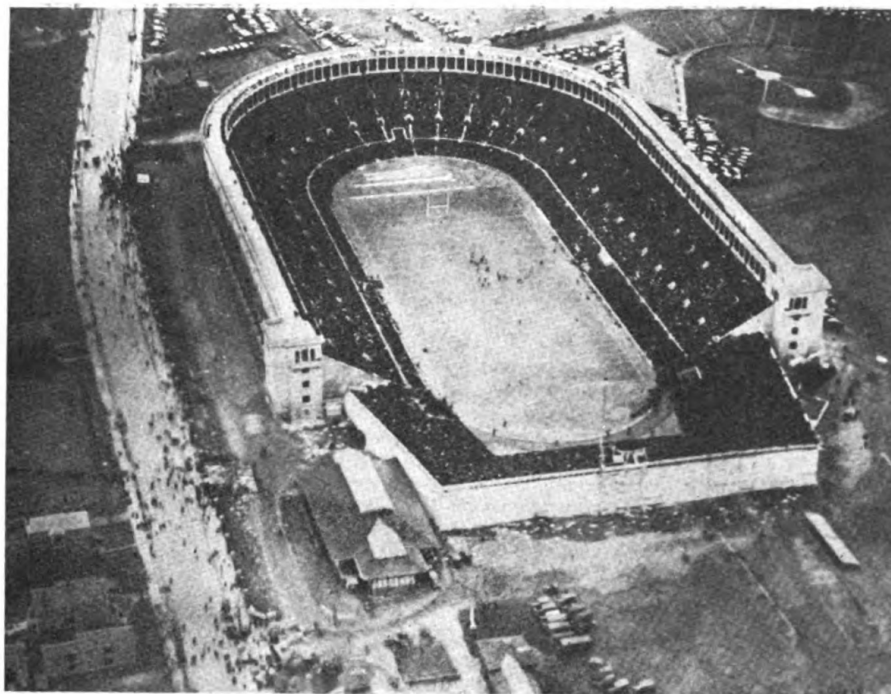
## WHAT THE WORLD IS DOING

an Italian dwarf, died at her home in Middleboro, Mass., at the age of seventy-seven years. She was thirty-two inches in height and weighed twenty-nine pounds.

A new law passed by the Japan government permits foreigners to own real

estate off the coast of Florida is becoming the Mecca of thirsty Americans. Eighty-six thousand applications for winter passports to Cuba have been received at the state department. Cuba is just as wet as Kansas is dry.

The Rockefeller Foundation spent ap-



*Photo by Underwood & Underwood.*  
The great Harvard stadium, Cambridge, Mass., during the Yale-Harvard game last fall. Sixty thousand persons viewed the contest.

estate in that country. All previous limitations have now been removed.

The Interchurch World Movement of North America is now training its big guns on Cuba because that little island

proximately fifteen millions in 1918 in educational and war work and medical instruction, according to the annual report just made public.

Reports of a clash between loyal Carranza troops and those favorable to Gen. Alvaro Obregon, former Mexican minister of war, have been denied, but *Associated Press* dispatches from the republic state the feeling is bitter between the two factions.

General Felipe Angeles was executed by a Carranza firing squad at Chihuahua City, Mexico, on the charge of co-operating with revolutionists. He was regarded as one of the most brilliant artillerymen in the world and is generally credited with the perfection of the French 75 gun. His widow, Mrs. Clara K. Angeles, died in New York a few days later.

Baptists are planning to raise \$100,000,000 in five years. This money will be spent in welfare work among new citizens, expansion of foreign missionary work, the continuance of active educational aid to the negro, the furtherance of Baptist interests in South America and the provision of an adequate pensioning fund for ministers and missionaries of the denomination.

An aged woman, with head bowed and a face of infinite sadness, was seen in December walking through the Tuileries Gardens in Paris. She was former Em-



*Photo by Underwood & Underwood.*  
J. W. Alexander, of Missouri, the new Secretary of Commerce, succeeding Wm. C. Redfield, resigned.



# Kitchen Economies

*By Isobel Brands*

## Of the Applecroft Experiment Station

### WAYS THAT MAKE CHICKEN ESPECIALLY DELICIOUS.

**T**ENDER, fried chicken depends more on the age of the bird than the skill of the cook. For unless you select a young chicken no amount of careful preparation will avail to make the fried fowl edible. You may roast or stew or boil a chicken of questionable age, but there's no use attempting to fry it unless you're sure. There are many ways to fry chicken, but in all cases the cooking is quick.

#### CHICKEN FRIED IN DEEP FAT.

Disjoint the chicken, season with salt and pepper and dredge with flour. Heat plenty of fat in deep kettle and test by dropping a bit of bread in it. If the bread browns in one minute the fat is sufficiently hot. Fry the chicken for about 10 minutes or a little more if necessary. Drain on soft paper and serve on a hot platter. Fried in this way the chicken should be nicely browned, very tender and juicy, since the quick immersion in the hot fat seals it and prevents any of the juice from escaping.

#### CHICKEN FRIED IN OVEN.

Cut a spring chicken into four parts. Do not wipe dry, but leave moist. Sprinkle with salt and pepper, dip in beaten egg and cracker crumbs, and finally dust with flour. Place in a greased pan and leave in a hot oven for 20 minutes. After it is in the oven for 10 minutes baste with melted butter or chicken fat if it is available.

#### CHICKEN FRIED IN BATTER.

- 1 cupful of flour.
- $\frac{1}{2}$  cupful of water.
- 1 tablespoonful of shortening.
- 1 teaspoonful of salt.
- $\frac{1}{8}$  teaspoonful of pepper.
- 2 eggs.

#### Chicken.

Beat the eggs well. Sift together dry ingredients, add the eggs, water and shortening. Dip the disjointed chicken in batter and fry in deep fat for about 10 or 15 minutes. The fat should be hot enough to brown a bit of bread in one minute, but it should not be smoking. Reduce heat if fat begins to smoke, otherwise the chicken will be blackened before it is sufficiently cooked.

#### CHICKEN SAUTE.

- $\frac{1}{2}$  cupful of chicken fat or butter.
- $\frac{1}{2}$  onion.
- 1 green pepper.
- 1 cupful of tomatoes.
- 1 tender chicken, disjointed.
- Salt, pepper.

Heat the shortening, and slowly fry the sliced onion and pepper until tender. Season chicken with salt and pepper, and place in frying pan. Cover and let fry slowly until tender. When ready add the tomatoes and cook a few minutes before serving.

#### BROILED CHICKEN.

Split spring chicken in half, season with salt and pepper and brush with butter

and dredge with flour. Grease the broiler and broil the chicken over a slow fire until tender, turning frequently. About 20 minutes should be sufficient to broil a young chicken.

### DELICIOUS WAYS TO COOK WINTER GREENS.

We haven't the wealth of fresh greens now, and so there's a temptation to stick to the heavy—mostly root—vegetables the market affords. But vegetable greens are a necessary and wholesome part of the diet, and if we can't get them fresh, at least we can use some of the canned or dried greens that are available everywhere. Spinach, parsley, celery and other cooking greens may be turned into appetizing and palatable dishes if seasoned well.

Many persons dislike greens like spinach. Usually it is because they have not tasted them when they were correctly cooked. In so many places one finds spinach served in watery, coarse strings, inadequately flavored, so that the peculiar flat taste still remains. Spinach, and other greens, as a rule, should be chopped very fine, blended with plenty of butter and a little flour so that it forms a thick, creamy mass. Salt and pepper must be used liberally, and if garnished with a sprinkling of chopped, hard-boiled egg, or seasoned with a bit of bacon is a most delicious dish.

#### COOKED SPINACH.

Cook fresh or canned spinach with a slice of fat salt pork or a small strip of bacon. Drain and chop finely, season with pepper and heat again with a sprinkling of flour to form a smooth paste. Serve hot, garnished with slices of hard-boiled egg, or sprinkled with chopped egg yolk.

#### FRIED PARSLEY.

Wash and dry the parsley, place in a frying basket and leave in deep, hot fat for about 10 or 12 seconds, or until crisp, but bright green. Do not leave in too long or it will burn. The parsley should simply be crisp, but its green color must remain. Drain, then sprinkle with a little salt and pepper and serve hot.

#### SCALLOPED CELERY.

The coarse pieces, not suitable for serving uncooked, may be used for this dish. Cut into small pieces and place a layer in a buttered baking dish. Then sprinkle a layer of canned tomatoes, 1 teaspoonful of chopped onion, a little salt and pepper. Repeat until all ingredients are used up, leaving tomatoes for the top layer. Cover with small dices of bread and dot with bits of butter. Bake for 30 minutes in a hot oven.

#### SPINACH AU GRATIN.

- 2 cupfuls of cooked chopped spinach.
- 2 tablespoonfuls of butter.
- 2 tablespoonfuls of grated cheese.
- Salt, pepper.

Place a layer of chopped spinach in a buttered baking dish. Spread with a few bits of butter and sprinkle with

cheese. Cover with another layer of spinach and cheese and butter. Sprinkle the top layer of spinach with bread-crumbs and bits of butter and place in a hot oven for about 10 minutes.

Both celery, spinach, beet tops and other cooked greens may be made the basis of an excellent cream soup if they are not sufficiently green and tender to serve by themselves. Simply cook the greens with seasonings, onion juice, until tender, then force through sieve, blend with a paste of butter, flour and hot milk and strain into cups. Serve with croutons.

### WAYS TO MAKE GINGERBREAD.

Gingerbread is probably the most economical of cakes, as well as ever popular. It can be made without any of the ingredients that add cost to a cake—like eggs, butter, cream—and yet it is as delicious as some of the more expensive cakes if it is generously flavored. Here are some recipes for making many kinds of gingerbread—either in loaf or cookie form:

#### GINGERBREAD MUFFINS.

- $\frac{1}{2}$  cupful of sour milk.
- $\frac{1}{2}$  cupful of molasses.
- $\frac{1}{2}$  cupful of sugar.
- $1\frac{3}{4}$  cupfuls of flour.
- $\frac{1}{2}$  cupful of shortening.
- 1 egg.
- $\frac{1}{2}$  teaspoonful of soda.
- 2 teaspoonfuls of baking powder.
- 2 teaspoonfuls of ginger.
- $\frac{1}{2}$  teaspoonful of cloves.
- $\frac{1}{2}$  teaspoonful of cinnamon.
- $\frac{1}{2}$  cupful of chopped raisins.

Stir soda into milk, sift together all the dry ingredients and add. Mix all ingredients well and pour into greased muffin rings. Bake in a moderate oven for 15 minutes.

#### EGGLESS GINGERBREAD.

- $\frac{1}{4}$  cupful of shortening.
- 1 cupful of molasses.
- $\frac{1}{2}$  cupful of boiling water.
- 2 cupfuls of flour.
- 1 teaspoonful of soda.
- $\frac{1}{2}$  teaspoonful of salt.
- $1\frac{1}{2}$  teaspoonful of ginger.
- $\frac{1}{2}$  teaspoonful of cinnamon.

Rub together shortening and molasses and add water. Sift dry ingredients together and add and beat thoroughly. Pour into greased, shallow pan, or into greased muffin pans and bake in a moderate oven 25 minutes.

#### CHEESE GINGERBREAD.

- $\frac{1}{2}$  cupful of molasses.
- $\frac{3}{4}$  cupful of grated cheese.
- $\frac{1}{2}$  cupful of sugar.
- 2 cupfuls of flour.
- 1 teaspoonful of soda.
- 2 teaspoonfuls of ginger.
- $\frac{1}{2}$  teaspoonful of salt.
- $\frac{3}{4}$  cupful of water.

Rub together the cheese and sugar and add molasses. Sift the dry ingredients together and add, alternately with water, to the mixture. Pour into greased muffin pans and bake for 15 minutes in a moderate oven.

#### GINGER COOKIES.

- $\frac{1}{2}$  cupful of shortening.
- 1 cupful of brown sugar.
- $\frac{1}{2}$  cupful of milk.
- $2\frac{1}{4}$  cupfuls of flour.
- $\frac{1}{2}$  teaspoonful of soda.
- $\frac{1}{4}$  teaspoonful of salt.
- $1\frac{1}{4}$  teaspoonfuls of ginger.

Cream shortening, add sugar, then sifted dry ingredients and add alternately with milk. Set in a cold place, roll thin and cut with fancy or round cookie cutter. Bake in a moderate oven eight minutes.



# Beauty Hints

By *Lucrezia Bori*

## The Famous Spanish Prima Dona

**F**OR obstinate freckles, redness and roughness of your hands there is no better remedy than the wearing of cosmetic gloves at night, after applying to your hands a cosmetic paste.

If, from wearing a short-sleeved bathing suit or elbow-length sleeves, while indulging in other outdoor sports, your arms are also tanned or freckled, you can wear a pair of elbow length chamois or kid gloves. If you cannot procure a pair long enough to cover the blemishes, by exercising a little ingenuity you can piece the gloves until they reach as high as you want them. A chamois duster or parts of other old kid gloves may be used to piece out the arm length.

As you know, quite warm jackets were made out of old kid gloves during the war, and as the kid or chamois may be stitched on an ordinary sewing machine it is not difficult to do.

First, cut a paper pattern the shape and size you wish. Then baste the small or large pieces of kid on this, with all pieces nicely flattened out. It is not necessary to turn under the seams, though double stitching, a fraction of an inch apart, keeps the skins from pulling out.

Such gloves should be very loose, of course. When you have your patchwork in shape put it under the presser foot of the machine and stitch it right through the paper, which can later be torn away after the sides are stitched up.

This piecing of old gloves is suggested because a new pair of long kid gloves is quite expensive to devote to this purpose, and a home-made pair will serve admirably in bleaching your skin.

An excellent bleaching and emollient paste to apply to your hands and arms before putting on the gloves may be prepared from these ingredients:

Myrrh .....	1 ounce
Honey .....	4 ounces
Yellow wax .....	2 ounces
Rosewater .....	6 ounces

Melt the wax in a double boiler, add the powdered myrrh while the wax is hot, beat the mixture thoroughly and then stir in the honey and rosewater. Add sufficient glycerine, little by little, to make a spreadable paste.

The application of glycerine and lemon juice mixed in the proportion of half and half will also bleach your skin when used in conjunction with cosmetic gloves.

Pure glycerine is perhaps the most valuable cosmetic that chemistry has placed at the service of women. It has a wonderfully beautifying effect upon your skin, whitening and softening and making it very supple. It possesses solvent power over coloring matter and is one of the most effective agents for bleaching sun-browned or freckled skin. It should not be used in a concentrated form.

There are many skins with which glycerine does not seem to agree. This is probably because it is used in too concentrated a form. For the average skin it should be diluted 50 per cent with some

perfumed water for general use and with lemon juice for bleaching purposes.

Another cosmetic paste which you will find very beautifying to your arms and hands is made as follows:

Oil of sweet almonds.....	2 drams
Glycerine .....	1 dram
Rice flour.....	1 dram
Fresh yolks.....	2 drams
Tincture of benzoin .....	36 drops
Rosewater .....	1 ounce

Beat all of these ingredients together until they form a paste. Because of the yolks this mixture will not keep as long as the first mentioned one. The other ingredients may, however, be made up in large quantities and the yolks added in the above proportions when you are ready to use them.

### HOW TO MAKE SOME MANICURING PREPARATIONS AT VERY LITTLE COST.

The various powders, creams and bleaches which are necessary to a careful manicure may be prepared at home. White castile soap is best for use in manicuring. It may be procured at any druggist's, and should be seasoned, that is, it should be hard so that it will not melt

Oxide of tin .....	4 drams
Boric acid .....	2 drams
Talcum powder .....	2 drams
Oil of lavender .....	20 drops
Oil of violet .....	20 drops

Rub these ingredients together in a porcelain bowl until they are thoroughly mixed. If a light rose color is desired add ten drops of tincture of carmine and again mix until the color is uniform.

In manicuring your nails a good nail cream is a necessity to rub into them and soften them. The following cream is an excellent manicuring cream:

Pure cold pressed leaf lard.	½ ounce
Tincture of carmine .....	1 dram
Tincture of benzoin .....	15 drops
Oil of bergamot .....	30 drops
Oil of cypress .....	15 drops

Rub the tincture of benzoin and lard together and mix them well, then add the carmine and blend it by rubbing. Lastly, add the perfume. Your dressing table should also be provided with a styptic pencil and a small vial of tincture of benzoin, a few drops of which are added to the water in which your nails are soaked.

### THE PROPER "TOOLS."

The instruments necessary to effect a manicure consists of:

Nail clipper
Curved scissors
Flexible steel file
Cuticle knife
Buffer
Emery boards
Nail brush
Orange wood sticks
A small bowl
Absorbent cotton

The standard ointment of rosewater as



Put the paste on,



Then don old gloves

too readily. Borax is another necessity for your manicure table. It may be obtained at a druggist's, and is called borate of sodium, or washed borax.

The principal ingredient of nail bleaches is peroxide of hydrogen, although some professionals use a solution of oxalic acid. A satisfactory nail bleach is made as follows:

Peroxide of hydrogen ....	1 ounce
Ammonia .....	¼ ounce
Fresh lemon juice .....	¼ ounce

Mix the above and keep in a dark, glass-stoppered bottle. The mixture can be made without lemon juice in larger quantities and without this ingredient it will keep more readily.

### NAIL POWDER AND CREAM.

If you desire a reliable nail powder which will bring a polish to your nails when applied with a buffer, you may prepare one from these ingredients:

prescribed by the United States pharmacy law will be found a dainty adjunct to a manicure. The ointment should be rubbed into your nails to soften them and to prepare the skin for the pushing back of the cuticle. If you desire to make a cold cream for this purpose the following recipe will be found excellent:

Rosewater .....	4 ounces
Almond oil .....	4 ounces
Spermoceti .....	1 ounce
White wax .....	1 ounce
Tincture of benzoin .....	1 dram

Melt the wax, spermoceti and almond oil together in an earthen dish over a slow fire until the ingredients form an even mass. Then stir with a glass rod to mix thoroughly. Continue stirring and add the rosewater, pouring it in slowly until a creamy appearance results, then add the benzoin and whip it thoroughly into the cream. Allow it to cool and put it into small, wide-mouth porcelain or glass jars.



# Of Interest To Women

THERE is so much diversity in the fashions of this season that no one style prevails to the exclusion of any other. Frocks with small bodices and full skirts are shown, and these are best for young and very slender girls. There are tailored suits in extreme mannish forms and in the smart and more dressy types. There is also the separate coat and beautiful evening wrap. The long dress coat is intended for wear with one-piece dresses. For general utility wear "coat" dresses are of twilled worsted or wool velours. Some of the styles are in redingote effect with long tunic side sections. A suede or leather string belt is smart with a coat dress.

Tricotine and duvetyn are used for street dresses that are made with straight lines, with perhaps the waist fronts joined to a skirt portion at the hip lines and sides and back in one piece. Some show long tunics over a skirt foundation.

Self-color embroidery in floss worsted or chenille is a fine decoration for this style of dress.

Preference seems to rule the length of skirts. American women wear their skirts from five to seven inches above the ground. For tailored dresses  $1\frac{1}{2}$  yards is a good width for the skirt even when the coat is flaring and long. Plaited skirts which hang straight and close are much favored.

Popularity and individuality keep the separate blouse in a place well to the front in fashions. The type with long skirt portions in matching suit colors, and also in novelty velvets and fancy silks, combined with other fabrics shows braiding, hand embroidery, pipings and printed borders for decoration.

Thin net blouses and others of lace are shown. On a net waist a filet collar is very suitable. Plain dresses of serge and silk are finished with lace collars.

A coat of taupe velours may be trimmed with caracul fur and finished with machine stitching.

Maroon chiffon velvet is used for a smart one-piece gown having a vest and plaited frill of flesh-colored silk.

A distinguished looking two-piece suit of black velvet is trimmed with bands of squirrel fur. An olive green dress in serge or velour will be smart with trimming of skunk fur.

A dress of brown taffeta has bands of soutache embroidery on dull gold cloth.

Castor color broadcloth would look well with a trimming of brown velvet. A dress of French blue serge is trimmed with braid binding and decorated with small metal buttons. A dress of brown and green changeable satin is trimmed with self-ruchings on skirt hem and ruchings of the satin and of fine ecru net under a green collar.

Midnight blue tricotine and black satin combine to make a smart utility dress.

A dress of brown chiffon velvet has a narrow belt of bronze metal ribbon and duchess lace neck trimming. Small bronze buttons trim the waist, which is made with slashed lower edge.

An afternoon dress of brown georgette is combined with chiffon taffeta in a matched shade. An embroidered de-

sign in dull gold thread and chenille serves as ornamentation.

Black chiffon velvet may be trimmed with ivory white crepe and finished with a belt of white suede. Gray broadcloth and velvet made a stylish coat suit.

A fascinating evening gown of yellow taffeta has a full skirt trimmed with double ruchings of the silk. The waist is of ecru lace woven with blue metal

threads. A belt of blue velvet ribbon encircles the waist.

## DESCRIPTION OF PATTERNS

Instructions in ordering any of the following patterns may be found in the under lines below the illustrations on page 22.

3102. Child's Coat. Cut in 4 Sizes:—4, 6, 8 and 10 years. Size 6 will require  $2\frac{3}{8}$  yards of 44-inch material. Price 10c.

3090. Set of Short Clothes. Cut in 4 Sizes:—6 mos.—to 1 year, 2, 3 and 4 years. Size 4 will require  $2\frac{3}{8}$  yards of material 36 inches wide for the Dress,  $\frac{7}{8}$  yard for the Drawers, and  $1\frac{1}{4}$  yard for the Petticoat. Price 10c.

(Continued on page 34.)



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

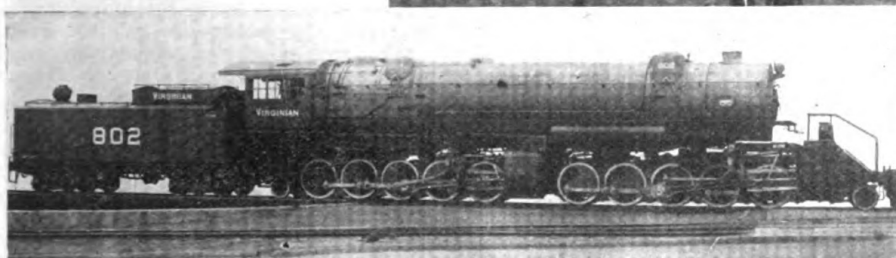
Rock Island Magazine for January, 1920.



Western Newspaper Union Photo.  
(Right) Fighting a fire on a roof is  
one of the many angles of the  
business of the city fireman.



Underwood & Underwood Photo.  
(Below) This huge Mallet locomotive,  
having a tractive power of  
147,200 pounds, has been deliv-  
ered to the Virginian Railroad by  
the Baldwin Locomotive Works  
for use on the steep grades of  
that system.



Underwood & Underwood Photo.  
(Right) The original Declara-  
tion of Independence is kept  
in this steel safe.



Underwood & Underwood Photo.  
(Below) Ruth Byers, a writer,  
coming up with a crab in a  
new invention by Captain  
Lake—a submarine salvage  
boat.



Underwood & Underwood  
Photo  
(Right) Jack Dempsey,  
Douglas Fairbanks and  
Charlie Chaplin. Chaplin is  
trying to lift the two  
champions—Jack, of the  
fistic arena, and Doug, of  
the screen.





# Meritorious Service

Section Foreman W. H. Brundage, Cambridge, Ia., awarded ten merit marks for alertness in discovering brake beam dragging and reporting same to conductor in time for repairs.

Brakeman W. E. Shoemaker, Biddle, Ark., awarded ten merit marks for voluntarily firing engine after fireman had been accidentally injured.

J. E. Panda, J. R. Green and H. E. Stichter, Minnesota division, commended for voluntarily rebrassing car of oats and car of flour at Rockford, thereby saving several days' delay for them.

Brakeman I. E. Sanford, Minnesota division, commended for making ingenious repairs on freight car drawbar while en route.

Brakeman Harry Bixby, Estherville, Ia., awarded ten merit marks for voluntarily firing engine after fireman had been taken ill.

Bridge Foreman J. F. Martin, Bucklin, Kan., commended for observing brake beam down on car on passing train and wiring ahead so that train could be stopped at next station for necessary repairs.

Conductor V. E. Gaffney, Louisiana division, commended for accepting call on short notice on account of illness of regular conductor and getting train out without delay.

Section Foreman L. N. Sidebottom, Barnett, Mo., commended for flagging passing train on discovery of broken brake beam.

Brakeman T. J. Stanley, Minnesota division, commended for discovery of broken arch bar and thereby averting possible derailment.

Brakeman James L. Rickabaugh, Des Moines Valley division, awarded ten merit marks for firing engine on illness of regular fireman.

Fireman Thomas Lewellyn, Des Moines Valley division, awarded ten merit marks for shoveling down good coal to enable train to keep from reducing account poor coal taken at Valley Junction.

Brakeman C. W. Millerup, Des Moines Valley division, awarded ten merit marks account alertness and close inspection in discovering broken flange.

Conductor Joseph Hopper and Engineer Thomas F. Whalen, Des Moines Valley division, awarded ten merit marks each on account interest manifested and action taken to get train to terminal after air brake failure.

Conductor F. E. Moody, Engineer I. E. Butts, Brakemen Ben Joseph and H. W. Ross, Des Moines Valley division, awarded ten merit marks each account interest taken in coaling engine.

Conductor L. T. Sloan, Engineer A. Sherod, Fireman R. L. Biery, Brakemen J. S. Plantz, Ray Carson and L. A. Prather, Des Moines Valley division, awarded ten merit marks each for assistance in coaling engine at Prairie City and avoiding delay.

Engineer M. L. Moran and Fireman Hall McDaniels, of Pratt, Kan., commended for stopping train and extinguishing fire on right-of-way bridge.

Conductor J. L. Sullivan commended for voluntarily pulling down coal when section men declined to do this work, thereby avoiding delay.

Conductor C. Lawrence, Damar, Tex.,

commended for bringing in train to Daltart on December 2 without one of his brakemen.

Engineer E. H. Hughes, Brakemen Otto Stegeman and R. W. Kurth, Nebraska division, commended for firing engine after regular fireman had been taken ill.

Fireman A. De Clark, Colorado division, awarded ten merit marks for noting piling on fire, having train stopped, backed up to put out the fire.

Brakeman H. H. Smith, Iowa Falls, Ia., awarded ten merit marks for voluntarily rendering assistance in unloading coal from car to chute at Iowa Falls.

Conductor H. Hanson, Brakemen Roy Stuart, E. L. Moore and R. I. Griffin, all of El Reno, Okla., commended for valuable assistance in making repairs and putting car company coal set out at Jefferson in condition so that same could be chained up and moved to Caldwell.

Conductor B. B. Spears and Brakeman O. R. Ferguson, El Reno, Okla., commended for assistance in firing engine because fireman was unable to keep the engine in proper shape because of poor condition of coal.

Engineer J. D. Lee, Pratt, Kan., commended for making repairs on grates of engine at Fowler, saving serious delay to train of stock.

Brakeman Claude House, Trenton, Mo., awarded ten merit marks for pulling down coal, enabling crew to complete run inside of sixteen hours.

Brakeman H. B. Stevenson, Kansas division, commended for firing engine after regular fireman had become disabled.

Brakeman J. V. Arnett, Kansas division, commended for discovering broken rail in track and arranging to have repairs made.

Ray Reynolds, Minnesota division, commended for calling trainmen's attention to loose dynamo on passenger car.

Conductor A. B. Roberts, Brakeman C. E. Tibbetts and Fireman J. E. Mosier, Trenton, Mo., commended for shoveling down coal and saving an hour and a half delay to train.

Conductor H. T. Nichols, Ellsworth, Minn., commended for alertness in discovering incomplete coupling and remedying same.

Engineer R. V. Gilluly and Fireman Lester Meighen, Missouri division, commended for repairing engine No. 1617 broken down at Altamont, Mo.

Fireman W. E. Mosier and Brakeman Glen Tibbetts, Missouri division, commended for hand firing engine when stoker failed.

Operator E. V. Stuart, Seymour, Ia., commended for ascertaining and removing trouble in water tank at Seymour.

Brakeman Harry J. Carter, Missouri division, commended for firing engine from Letts to Silvis, preventing delay to stock train.

Fireman Otto Heriford, Missouri division, commended for volunteering to clean fire in engine, getting engine in service, crew having been tied up account sixteen hours.

Conductor J. E. Wright, Missouri division, commended for services rendered when laying off in turning engine No. 1617 double-head with No. 11 at Centerville, Ia.

## Fire on Bridge Put Out By Rock Island Men

Five Rock Island men of the Minnesota division—namely, C. B. Peters, C. J. Brown, P. Crotty, E. D. DePencier and H. Chase—recently discovered a fire on bridge No. 147, just east of the coal chute at Iowa Falls and they went to excessive pains to put out the fire before any great damage was done. They were warmly commended by Supt. A. L. Haldeman of that division.

## Auto Comes in Handy in Repairing Derailment

On Armistice night train No. 686 celebrated by derailing itself near Benton, on the Arkansas division. The derailment also blocked passenger train No. 614. Brakeman R. L. Reagan, of Biddle, Ark., happened by in his motor car and carried Conductor Easley to Benton, Ark., and otherwise assisted in getting aid from Rock Island crews to clear the blockade.

## Biddle Railroad Men Are Fire Fighting Demons

Conductor A. W. Wright, Brakeman B. C. Dempsey, Ray Bentley and P. O. Ferguson, Engineer C. H. Hooper and Fireman J. D. Neal, all of Biddle, Ark., recently found a pile of ties burning with prospects of making the entire neighborhood look like the great Chicago fire. It took them no time to extinguish the blaze, which had already gained great headway. They were cordially commended by Supt. A. E. Walker.

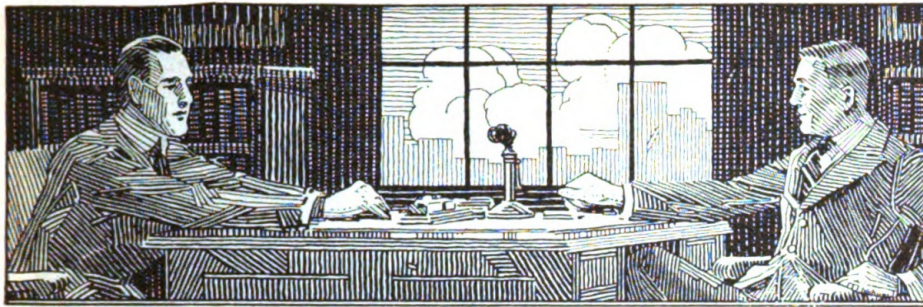
## Passenger Assists in Making Quick Repairs

Machinist James Bains, of Enid, Okla., was a passenger on train No. 11 on November 23 between Kingfisher and Chickasha. He was enjoying the scenery along the route (for there is pretty scenery in Oklahoma; if you don't believe it, ask any native), when the train halted sharply. Upon the discovery that the main pin of the engine was broken, Mr. Bains volunteered his services, which were appreciated by the train crew and by the management of the railroad.

## Serious Accident Avoided by Alert Section Foreman

George Selz, section foreman at Chesterfield, Mo., on the St. Louis division, was walking track during a downpour a few weeks ago. He discovered a clearing slide at Milepost No. 24 just in time to flag train No. 24, which was shaking a mean hoof down the line. Engineer S. Kadderly, Conductor G. H. Whitehead and Fireman E. Nelson backed the train to Chesterfield and returned to the scene of the slide with the engine and men. They voluntarily assisted in removing the debris and clearing the track, which was covered with mud, water, rocks, trees, etc. All of the time the rain continued to pour down on the workers. The track, cleared rapidly by such warm co-operation, soon was in good enough condition to permit trains to pass.





# As It Was Told To Me

Edward Stone, general agent of the Canadian Pacific Ocean Service, Ltd., at Yokohama, Japan has been appointed general publicity agent of the system, with headquarters at Montreal.

The *Railway Review* reports that the Baldwin Locomotive Works are said to have arranged for the sale of notes which will be received from Poland for 150 engines ordered by the Polish government last August.

The largest stove manufacturing center in the United States is St. Louis, as the many cars of stoves sent out on the Rock Island every week will attest. The year 1918 was a banner one in stove manufacturing.

Miss Daisy Oden has been appointed supervisor of women's service on the Chicago, Burlington & Quincy Railroad. This is a new departure in railroad service, due to the heavy increase in the number of women employed in all departments.

Carl R. Gray, one of the best known railroad executives in the United States, has been elected president of the Union Pacific system, with headquarters at Omaha, effective January 1. He succeeds Judge Robert S. Lovett, who resumes his duties as chairman of the Board of Directors.

Maj. Gen. Leonard Wood was a recent passenger on Rock Island No. 12, between Kansas City and Chicago, and much interest was manifested by passengers when he entered the dining car. The General ordered ham and eggs, coffee and toast, which proved that he's a regular fellow, like the rest of us.

Henry M. Tilford, for more than twenty years one of the most influential men directing the affairs of the Standard Oil Company, died in New York recently. He was vice-president of the company and interested in other properties. He was known as a large producer of fuel oil and was acquainted with hundreds of railroad men in the West.

The agricultural section, United States Railroad Administration, has issued an illustrated booklet entitled "The Beauties of Arkansas." This is to meet demands of homeseekers and other investors for information. There are chapters on cotton, rice, corn, alfalfa, oats, wheat, peanuts, apples, peaches, strawberries, melons, grapes, Irish potatoes, sweet potatoes, pecans, beef cattle, hogs, sheep, dairying, poultry and bee culture. The

co-operation of the Rock Island and other important lines in Arkansas was secured in preparing the data for the booklet.

Stockholders of the Pullman Company at the annual meeting elected Harold S. Vanderbilt to the directorate. The directors' meeting re-elected the retiring officers and approved a contract to manufacture 4,000 automobile bodies for \$5,370,000 for the Packard Motor Car Company, and for a \$2,000,000 contract for phonograph cabinets for the Edison Company.

Fairbanks, More & Company will erect a \$1,500,000 foundry at Beloit, Wis., during the coming year. The foundry, when

## The Young Lady Across the Way



The young lady across the way says her mother has been quite ill but is effecting now.

completed, will have a capacity of 400 tons of gray iron daily.

Three Milwaukee business men and two conductors on the Chicago, North Shore & Milwaukee Railroad have been arrested charged with a ticket selling swindle which is alleged to have netted them \$30,000 a year for several years.

The Metropolitan Railway of London has manufactured enameled metal tickets for passengers. These are in the form of discs, similar to the old-fashioned brass baggage checks used in America. They have been introduced as an experiment.

The opening of the Panama Canal and of new railroads has given wider outlets to trade in Bolivia. Formerly a large proportion of Bolivian produce, principally rubber, was shipped down the Amazon and thence across the Atlantic Ocean to European markets.

H. A. Scandrett, traffic assistant to the regional director of the Central Western region and assistant to the director of traffic and the commerce counsel of the Union Pacific, with office in Chicago, has been promoted to valuation and commerce counsel of that system, same headquarters.

Because of the closing down of the Kansas City Northwestern Railroad, the Rock Island has handled, via Holton and Topeka, much of the dairy traffic formerly routed over the smaller road from northeastern Kansas to Kansas City, Mo. The K. C. N. W. has never been under federal control.

John H. Pratt, cashier and paymaster of the Chicago & Eastern Illinois, who died recently in Asheville, N. C., entered railway service in 1890 as a clerk in the general offices of the Rock Island Lines at Chicago. He resigned in 1895 to go to Europe to visit relatives and on his return was employed by the C. & E. I. Mr. Pratt was born in Great Britain.

In anticipation of an unprecedented influx of tourists in the spring France has planned to erect ten large hotels on the site of the famous battles. The French government has been asked to grant a subsidy of \$6,000,000 for the project. American railroads, while boosters of "See America First," expect heavy traffic to the Atlantic seaboard after April 1.

Sleeping car conductors and porters employed by the Canadian Pacific Railway to the number of six or more have been tried and convicted in court at Winnipeg, Manitoba, on charges of accepting secret commissions from passengers. It was charged that they carried passengers for a personal consideration without requiring the presentation of tickets.

Since the signing of the armistice 1,187 seagoing vessels have been built in American shipyards. Of this number 410 are of wood. During the twelve months ended November 1, 1919, American shipyards have turned out 2,395 vessels of all types, totaling 4,238,045 gross tons. During the twelve months ended November 1, 1918, the corresponding output was 2,280,000 gross tons.

Speaking at a luncheon of the New York Advertising Club Ivy L. Lee, formerly assistant to the president of the Pennsylvania Railroad chose as his sub-



Something New and  
Worth Having

# EVERSHARP PENCIL

With a Rock Island Emblem  
Enameled Thereon

Made in Two Styles  
One Size

Tri le Plated with  
Rock Island Emblem, **\$1.75**  
Sterling Silver with  
Rock Island Emblem, **\$2.75**

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

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

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

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

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

ACTUAL  
SIZE

ROCK ISLAND MAGAZINE  
LaSalle Station,  
Chicago, Illinois.

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

Sterling Silver .....\$2.75  
Triple Plated .....\$1.75

Name .....

Address .....

ject, "What Shall Be Done with the Railroads?" He raised the question of how best to secure new capital to develop existing railroads and build new lines now that return to private ownership is imminent. "If our railroads are to attract the necessary new money from private investors," Mr. Lee declared, "there is only one way to obtain it and that is to offer a form of investment which can compete in the money markets of the world for the money which will be available for new investment."

The Kansas City Terminal Railway Company will build a subway 1,245 feet long, 100 feet wide, to cost \$447,000; also a viaduct 950 feet long, on Holmes street, to cost \$245,000.

Abolition by federal action of the "Jim Crow" laws of Southern states, by which negroes are prevented from traveling in passenger coaches occupied by whites, proposed in an amendment to the Esch bill by Representative Madden, of Illinois, brought on a stormy debate in the House. The amendment was defeated 142 to 12.

On account of further increases in production costs, it is reported that steel prices will shortly advance. *The Railway Review* quotes an official of a leading independent steel company who declares that with higher coal prices and rail rates in prospect, steel, which is now relatively low, is bound to soar upwards.

The Western Railway Club recently met to discuss treatment of feed water for locomotive boilers. Dr. William Barr, consulting chemist of the Union Pacific gave a comprehensive survey of the locomotive boiler feed water problem, and after his paper was read, an open discussion followed.

The highway authorities of Great Britain, according to a report received by the Bureau of Foreign and Domestic Commerce, have made grants to July 31, 1919, amounting to \$45,000,000 for the repair of roads and bridges in the British Isles. The bulk of this sum went to England.

The safety meeting calendar of the Rock Island Lines for the year 1920 has been given out to assistant general managers, superintendents and master mechanics of the system. The calendar calls for 504 safety meetings during the coming year. In forty-two different shops, terminals and division points, a meeting will be held once a month.

The first locomotive to be built by the Krupps at Essen, Germany, left the great munitions works early in December. Hauling ten freight cars, which also were built by the firm, the locomotive left the plant that formerly specialized in the construction of big guns. The new department employs 3,500 men and is said to be capable of turning out 300 locomotives and 3,000 freight cars annually.

At the fiftieth anniversary dinner of the Western Society of Engineers, held at the Hotel Morrison, Chicago, on the evening of December 2, announcement was made of the setting aside of \$5,000 by Robert W. Hunt, Chicago engineer, the income from which is to constitute a prize to be awarded annually to the person not over 30 years of age, presenting the best paper before the society on the manufacture of iron and steel. The



Railway  
Employees'  
Eyes are  
Exposed to  
Wind, Dust  
and Alkali  
Poisons

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves  
Soreness, Redness  
and Granulation.

Druggists Supply Murine  
at 60c per bottle.

The Murine Eye Remedy  
Co., Chicago, will mail  
Book of the Eye Free  
upon request.



## REAL PHONOGRAPH FREE

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

### SEND NO MONEY

Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$6 you collect and we will send this new improved E. D. L. Phonograph and a selection of 6 records free.

E. D. LIFE, Dept. T-85 CHICAGO

## FREE TO ASTHMA SUFFERERS

A New Home Method That Anyone  
Can Use Without Discomfort  
or Loss of Time

We have a new method that controls Asthma and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as occasional or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter what your age or occupation, if you are troubled with asthma, our method should relieve you promptly.

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

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

### FREE TRIAL COUPON

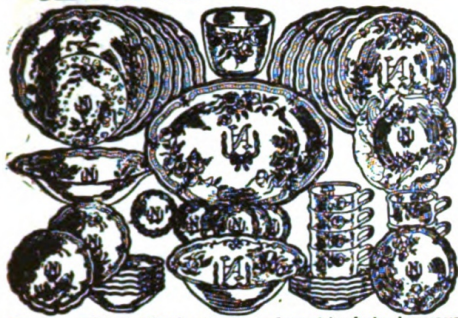
FRONTIER ASTHMA CO., Room 877X  
Niagara and Hudson Streets, Buffalo, N. Y.

Send free trial of your method to:

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## 42-PIECE DINNER SET



**FREE** This beautiful set of exquisite design has your initial in gold on every piece, 42 pieces in all, including plates, vegetable dishes, etc., full size, for family use. **Send No Money**, just name and address, and we will send 32 sets of our new art pictures to distribute on a special 25c offer. Send us money collected and for your trouble we will send you **THIS GRAND 42-PIECE DINNER SET**. Write today.  
M. O. SEITZ, 11 N. 85 CHICAGO, ILL.



**1/2 Price \$3.10**  
**SEND NO MONEY**  
If You Can Tell it from a  
**GENUINE DIAMOND** Send it back

To prove that our blue-white MEXICAN DIAMOND closely resembles the finest genuine South African Diamond (costing 50 times as much), with same DAZZLING RAINBOW-FIRE, (Guaranteed 20 yrs.) we will send this Gents Heavy Tooth Belcher Ring with one carat gem, (Catalogue price \$6.26) for **Half Price to introduce, \$3.10**, plus War Tax 16c. Same thing but Ladies Solitaire Ring, (Catalogue price \$4.98) for \$2.50, plus War Tax 13c. Mountings are our finest 12 karat gold filled. Mexican Diamonds are GUARANTEED FOR 20 YEARS. **SEND NO MONEY**. Just mail postcard or this ad., state size and we will mail at once C. O. D. If not fully pleased, return in 2 days for MONEY BACK, less handling charges. Act quick; offer limited; only one to a customer. Write for FREE Catalog. AGENTS WANTED.  
MEXICAN DIAMOND IMPORTING CO.  
Dept. F U. Las Cruces, N. Mex.  
(Exclusive controllers Mexican Diamonds)



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Write today. Get the gigantic Free catalog of the great house of Straus & Schram showing thousands of amazing bargains in Furniture, Rugs, Curtains, Stoves, Jewelry, Silverware, Home Furnishings, Men's, Women's and Children's Clothing.

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STRAUS & SCHRAM, Dept. 7451, W. 35th St., Chicago

**1/4** H.P., 110 volts, A.C. 60 cycle, single phase, 1750 R.P.M.

# MOTORS

LARGE QUANTITIES NEW WASHING MACHINE MOTORS  
These are of standard manufacture and carry the regular factory guarantee. Shipped in original boxes. Complete as set.

Cancelled Government Contracts  
Suitable for operating Coffee Grinders, Cream Separators, Bottle Washers, Air Compressors, Small Lathes, Etc.

Mail \$5.00 cash or Money order. We will mail C.O.D. subject to full examination. MONEY BACK GUARANTEE.

**\$19.75** EACH

MANUFACTURED BY CHAS. H. JOHNSTON-Engl. 1-W. E. Chicago, Ill.

establishment of this award has for its purpose the encouragement of the younger men and to direct attention to the problems of the steel industry in the Middle West.

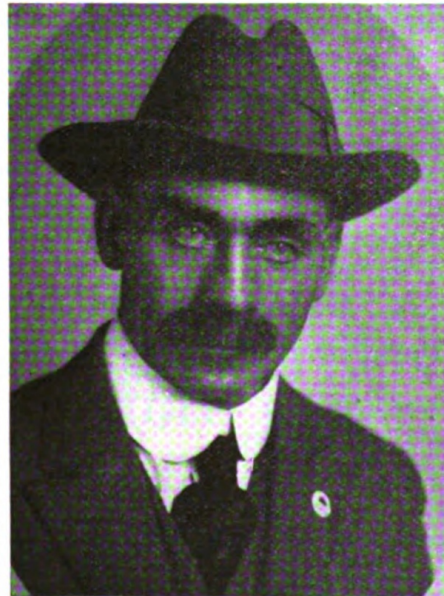
Financial centers are greatly interested in the depreciation of the French franc. Normally valued at 5.45, francs are now selling as high as 11.35.

The fifteenth annual meeting of the Surgical Association of the Rock Island, held in Kansas City on December 3 and 4, was a decided success. The sessions were held at the Hotel Muehlebach, and the big event of the conference was a banquet on the first night. Dr. S. C. Plummer, chief surgeon, presided.

David L. Ewing, who was employed in the freight traffic department of the Rock Island under W. B. Biddle several years ago, is now vice president of the France & Canada Steamship Corporation, 120 Broadway, New York. During the war he had charge of traffic for the shipping board.

## Spencer Teaches Men How to Repair Cars

H. F. Spencer, of Estherville, Iowa, motor car inspector of the Dakota Division, took an active part in the motor car conference at Kansas City, in November. He believes that the section foremen should devote a part of their time in learning the more essential parts of their cars and keeping them in repair. "The foreman is not expected to know as much about the motor car as the inspector," declared Mr. Spencer, recently, "because he has other and more im-



H. F. Spencer.

portant work to do. But I try and teach the men on my division the essential features of the operation and repair of the machines. When I make repairs on a car, I expect the foreman, or one of his men, to be present and see the work. Or perhaps, in some cases, I have him make the repairs under my supervision."

Mr. Spencer is a warm Safety First advocate and believes that all motor cars on the railroad section should observe speed and crossing rules.

# Groveland Coal

**"Not  
a  
Clinker  
in  
a  
Carload"**

# Groveland Coal

Sold only by

## Bickett Coal & Coke Co.

McCormick Bldg.  
Chicago, Ill.

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339 Hippodrome Bldg.



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4. The following courses for the second semester:

Economics, Credits and Collections, Insurance, Employment Management, Bookkeeping, Accounting, Psychology, Business Organization, English, Advertising, Sales Correspondence, Sales and Selling Policies, C. P. A. Quiz, Introductory Cost Accounting, Business Law, Investment Securities, World Commerce, South America, Office Management, Rate Making, Corporation Finance, and Public Speaking.

Second semester starts February 9, 1920.

Registrations are limited and will be accepted in the order of their receipt.

WRITE FOR BOOKLET OF COURSES!

**NORTHWESTERN UNIVERSITY SCHOOL of COMMERCE**

515 Northwestern University Building

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CHICAGO, ILL.



Every Nip  
a  
Revelation

## Health First!

Drink  
**Chippewa**  
EXTRA QUALITY  
Beverages

Prepared with  
**CHIPPEWA SPRINGS WATER**  
The purest and softest spring water  
in the world

**CHIPPEWA PRODUCTS**

DRY GINGER ALE 1/2 pt. 15¢ SARSAPARILLA  
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all flavors.

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BOTTLED ONLY AT THE FAMOUS CHIPPEWA SPRINGS UNDER STRICTEST  
SANITARY SUPERVISION, BY EXPERT PROCESSORS WHO KNOW HOW.

**CHIPPEWA SPRINGS CORPORATION**  
CHIPPEWA FALLS, WIS.

## Creco Brake Beam Support and Safety Device

prevents brake beams from coming down on the track, causing derailments.

The use of the Creco Brake Beam Support also means eliminating the immense waste due to brake shoes wearing unevenly.

Creco Brake Beam Supports decrease train resistance 10% or more

**CHICAGO RAILWAY EQUIPMENT CO., McCormick Bldg., Chicago**

## Root No Judge of Beer, Supreme Court Hears

Elihu Root was working hard the other day to convince the supreme court that the sale of 2.75 per cent beer is not illegal under war-time prohibition.

"What's the difference between beer and this near-beer?" asked Chief Justice White.

"Your Honor, I must confess that I can find no difference," Mr. Root replied.

"Well, you are a mighty poor judge of distances," Justice McKenna broke in.

## Fiume To Italy;

### D'Annunzio Wins

The world was startled a few days ago by the verified report that Fiume, on the Dalmatian coast, had been given to Italy, substantiating Gabriel D'Annunzio, the poet-warrior, who has occupied it for several months. The Serbs, also contenders for Fiume, lost out on their contention that it is in reality a Serb instead of an Italian city. The bald-headed poet—for Gabriel has no flowing Byronic locks, like poets should have—was cordially welcomed by the people of sunny Italy on his return. The award to Italy was made by the allied peace conference at Versailles. The scenery now is shifted to the land first conquered by Cortez, where international complications arouse the curiosity of even the most placid onlooker.

## Auto Owners Urged

### to Be More Careful

The following appeal to automobile owners has been issued by L. F. Shedd, general supervisor safety and fire prevention:

"The Preamble of the Constitution of the United States, among its other splendid declarations, embodies one 'To secure the blessings of liberty to ourselves and our posterity,' and it appears that those who framed this Preamble had in mind free and unconstitutional liberty except where violation of law demanded that such be withheld—of this there is no doubt.

"A pertinent question, one that confronts the American people today, and demands an answer. How to answer it correctly and satisfactorily depends very much upon the manner in which YOU handle your 'CAR,' what thought you give to the conservation of your own life and limb and of those entrusted to your care while in the vast procession of automobiles now generally and commonly in use.

"Automobile accidents are daily increasing, and referring only to those occurring on railroad crossings, the RECORDS REVEALED ARE APPALLING. We thus address you in this pertinent and pointed manner with desire to have you personally consider your own actions, assist others and do everything possible and in your power to reduce the awful toll of deaths and injuries occurring to the drivers and occupants of automobiles on public crossings of the railroads, and for which the railroads are not responsible, and are not in a position to prevent."

The general situation seems to be pretty well summed up in the confession of an Atchison negro: "I sleeps well, and I eats well, but somehow I has no desiah to work."—Kansas City Star.

Look Island Magazine for January, 1920.



# Let Me Send You My Great Secret of More Winter EGGS for 30 Days' Trial SEND NO MONEY



**Bessie B. Carswell**  
The Poultry Woman  
Holding "Betty," 204-Egg  
White Leghorn in Her Pullet  
Year

## FREE HELP

I am just an ordinary woman, who has kept poultry and studied their ills and needs all my life. I am helping thousands of others—men, women, boys and girls—to succeed by giving them the benefit of my experience. Some of the biggest poultry raisers in the country write me for advice. I am editor of the page, "Questions and Answers," in Poultry Culture, one of America's foremost poultry magazines. My advice won't cost you a penny. It's free to all my customers. My mail is heavy, but I will answer you personally if you will write to me about your difficulties in poultry raising.

## SEND NO MONEY---JUST THE COUPON

Use my tonic for a month. Then if it is not satisfactory—if you do not get more eggs—if your hens do not look better—if you are not completely and entirely satisfied, return what is left of the tonic and you will not be out one penny.

Three big banks guarantee that you will get your money back if you just ask for it. I refer you to the Southwest Boulevard State Bank, and the Peoples Trust Company of Kansas City, and the Inter-State Bank, of Rosedale, Kansas. All of these banks know me and know that I do as I say.

Send no money—just the coupon or a post card or letter will do. This is the time to start putting your hens in supreme laying condition. Write me today.

**BESSIE B. CARSWELL**

THE POULTRY WOMAN

481 Gateway Station

KANSAS CITY, MO.

Yes—thousands of eggs instead of hundreds! Dollars instead of pennies. I've studied hens all my life. I know what keeps them from laying. I know what makes them lay. I know what makes hens sick, what makes them well, and what keeps them well. I am here to help poultry raisers—women and men—boys and girls. I have helped thousands already. Let me help you. My advice is free. My secret of enormous egg profits costs you less than 1c per dozen eggs. And if my secret fails it doesn't cost you a penny.

## Get From Two to Five Times More Eggs This Winter than Ever Before

My name is Bessie Carswell. They call me the poultry woman. My business has been raising poultry and selling eggs. I used to loaf around my poultry place every Winter because my hens used to loaf. There were few eggs to gather. My 300 hens seemed to go on strike about the first of October each year. The strike lasted until about the first of March. It made me mad. The feeding went on just the same, eggs or no eggs. Every Winter I saw my Summer's profits eaten up—swallowed by my hens. After a few years of this I decided to find out what makes hens lay in Summer, but not in Winter. I bought a lot of books on the subject. I read what every authority had to say—and I got some mighty good ideas. I sat up nights figuring it out. I learned all I could about breeds and breeding. I learned all I could about feed and feeding. And while these factors count for a great deal I found that they don't amount to a row of shucks as compared to

## Why Hens Don't Lay

The finest breed of hen, from the heaviest laying strain, fed strictly according to rules and regulations, couldn't lay an egg a year if she were downright sick. Nature's instinct is to keep the hen well. A sick hen uses her food to reconstruct wasted tissues—then if there's anything over it goes to make new bone, muscle, fat and eggs. Eggs come last—after all the hen's natural living requirements are met.

I found that during the Summer, when my hens could get green stuff, juicy worms, grasshoppers and bugs, they scratched around enough to keep them in pretty fair condition. But when the molting season came things changed. Their heads drooped. They seemed lifeless. They had lost their snap and dash. And nature was using all their food to make them well.

## My Secret Made Public

have it made in large quantities. Still the demand grew. One good friend said to me, "Bessie, why don't you advertise—your ought to TELL people everywhere about your egg tonic."

That sounded like a pretty good suggestion and I started to advertise my tonic in a small way. I never dreamed that I would get such an avalanche of orders. But that is exactly what happened. And it wasn't long before I got some of the most wonderful letters I ever read.

Mrs. Laura Williams, Buda, Texas, said that during January and February she got 1050 eggs from 50 hens. And the first week in March she got 130 eggs from 50 hens. Marion Sonders, Longton, Kansas, wrote that her hens were not laying and had not laid all Winter, but in two weeks after she started to use my tonic, she began getting from 38 to 42 eggs a day during Winter from 70 hens. These are but two of the thousands who have been successful with my tonic.

## More Eggs---or No Pay

I could go on and show you hundreds and hundreds of other letters to prove the wonderful results produced by my secret. But I have better proof than that. I want you to prove in your own way, in your own poultry yard that you get twice, three times, even four or five times as many eggs as you are now getting. I want you to see for yourself how the ingredients in my tonic stimulate the egg producing organs. How they enrich the blood. How they free the intestines from disease germs. How they keep the hens in a healthy, happy, laying condition all through the Winter. That's why I make you this wonderful offer.

**BESSIE B. CARSWELL**  
The Poultry Woman

481 Gateway Station, Kansas City, Mo.

☐ Please send me one box of your famous Rockledge Egg Tonic, for which I will pay the postman \$1 upon arrival.

☐ Please send me six boxes of your famous Rockledge Egg Tonic for which I will pay Postman \$3 upon arrival. It is understood that if I am not satisfied after 30 days' trial of the tonic, you will refund my money after receiving my report.

Name .....

Address .....

R. F. D. .... P. O. Box .....

Note: My wonderful book tells how to make more money with poultry. If you want it free say "Yes" here.



# Stifel's Indigo Cloth

Standard for over 75 years



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

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

## OVERALLS, COVERALLS, JUMPERS or UNIFORMS

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



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

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

### SALES OFFICES

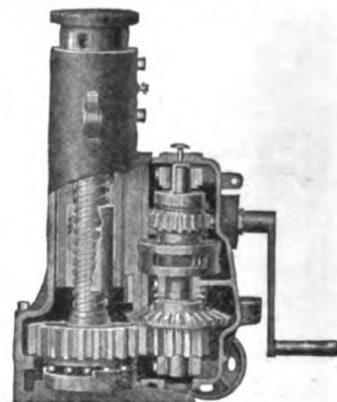
NEW YORK.....260 Church St.	BALTIMORE.....Coca Cola Bldg.
PHILADELPHIA...1033 Chestnut St.	ST. LOUIS.....604 Star Bldg.
BOSTON.....31 Bedford St.	ST. PAUL.....238 Endicott Bldg.
CHICAGO.....223 W. Jackson Blvd.	TORONTO.....14 Manchester Bldg.
SAN FRANCISCO, Postal Telegraph Bldg.	WINNIPEG.....400 Hammond Bldg.
ST. JOSEPH, MO., Saxton Bank Bldg.	MONTREAL...Room 508 Read Bldg.
	VANCOUVER...506 Mercantile Bldg.

## A New High-Speed Ball-Bearing Screw Jack

Many novel features of construction are embodied in the latest design of Duff 75-ton high-speed ball-bearing screw jack, a tool which is particularly adapted for handling locomotives and other heavy railway equipment.

The most noticeable thing that distinguishes it from other high-speed screw jacks is the fact that the operating mechanism, instead of being located in the head, is placed in the base. The greater weight is thus put at the bottom instead of at the top, so that the jack is not top-heavy. Another advantage is that the point at which the operating lever is pivoted does not rise with the load. This allows a full, powerful stroke, regardless of the height of the load.

The load is raised by means of a six-foot steel lever which operates a double-thread screw through a ratchet and gearing. The screw has a very steep pitch, making the action extremely rapid for a jack of this capacity. The screw is made of special machinery steel, heat treated,



The new Duff high speed rail-bearing screw jack.

and turns in a bronze nut of special composition. This combination of bronze and hard steel materially reduces friction.

Absolute safety is assured by a positive clutch which holds the load at all times, preventing any possibility of it sinking or lowering. The fact that the holding clutch does not permit any appreciable sink-back assists in making every ounce of pressure applied to the elevating lever count. Another safety feature is the signal which is provided to indicate when the jack has reached its maximum height.

For lowering, a crank handle is used. A few easy turns are all that are required as the action is very rapid. Regardless of the speed with which the load may be descending, it may be stopped with absolute safety at any point desired. The action is positive, so there is no possibility of sticking.

This new jack has been thoroughly tested under the severest operating conditions, which have proved that the rating of 75 tons is conservative. Among the tests was the raising of the rear end of an N-I-S type locomotive, weighing 215 tons, so that the rear wheels were off the track. It was estimated that the jack supported a weight of over 95 tons.

The new type high-speed ball-bearing screw jack, built by the Duff Manufacturing Company, Pittsburgh, is made in heights of 20, 24 and 26 inches, capable of maximum raises of 6, 10 and 12 inches respectively.

## All Steel Flexible Car Roofs

Mean

## Dry Lading

## Hutchins Car Roofing Company

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





# To Start the New Year

## Right!

Become the owner of a watch that will be as dependable as your best friend!

Your Time is your greatest asset—be careful how you spend it! You can't utilize it right up to the second unless you have a watch that ticks truer than your heart beats. My SANTA FE SPECIAL WATCH will do this.

You are a fortunate man when you can boast you possess a **Friend** and a **Watch** that you know will never lie to you. I want to be such a Friend to you, and I want to furnish you such a Watch.

**Let's get together!** Don't delay. Time is Money—send for our new watch book today and select your watch Now.

**REMEMBER**, we guarantee that our price is the lowest and our value the greatest. And we send the Watch for you to see without **One Penny Down!**

# LOOK

21 PERFECT JEWELS  
Adjusted to Positions  
Adjusted to Temperature  
Adjusted to Isochronism  
Adjusted to the Second  
Thin Model  
All Sizes

*Along with Thomas*  
Pres. Santa Fe Watch Co.  
The **ILLINOIS** Famous \$  
**Santa Fe Special**  
And **BUNN Special**  
Adjusted to Six Positions  
**21 JEWEL RAILROAD WATCHES** **2<sup>50</sup> A MONTH**

The Standard Railroad Watch that is **GUARANTEED FOR A LIFETIME** of Satisfactory Service.

These watches are NOW in the service on practically every Railroad in the United States. "Santa Fe Special Watches" are in every branch of the Army and Navy Service. Thousands of them are distributed around the world. They are **GUARANTEED ABSOLUTELY TO GIVE SATISFACTION.**

The wise man will act quickly if he wants a watch. Write today for the **FREE** watch book and make your selection quickly, before this offer is withdrawn.

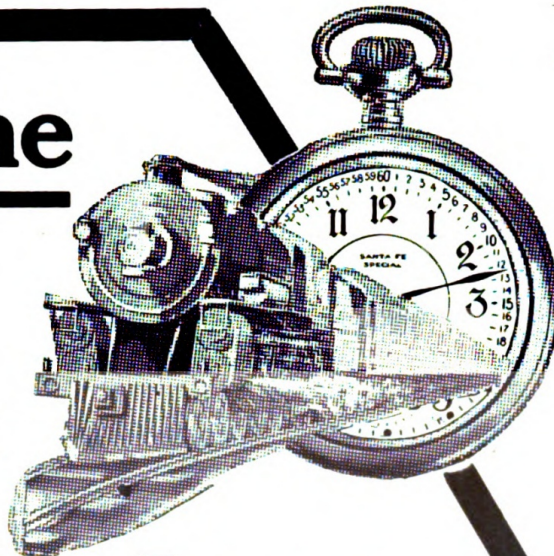
The extraordinary sale prices we are now making mean a tremendous sacrifice on our part, owing to the advancing cost of materials and skilled labor. All we ask is that every man who takes advantage of these extremely low prices will tell his friends about the "Santa Fe Special Watch."

**Save  $\frac{1}{3}$  to  $\frac{1}{2}$  of Your Money—Most Liberal Offer Ever Made**



# Santa Fe Watch Co.

1110 Thomas Building  
Topeka Kansas



## New Case Designs

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

Our "Direct-to-you" low wholesale terms and **EXTRA SPECIAL DISTRIBUTION PLAN** is fully explained in the NEW Santa Fe Special booklet just off the press. The "Santa Fe Special Plan" means a **BIG SAVING** of money to you and you get the **BEST** Watch value on the market today. **WATCH SENT FOR YOU TO SEE WITHOUT ONE PENNY DOWN.**

A letter, post card or this coupon will bring my Free Watch Book. Santa Fe Watch Co., 1110 Thomas Bldg., Topeka, Kansas.

Please send me your new Watch Book with the understanding that this request does not obligate me in any way.

Name .....  
Address .....  
State .....



# ALMONDS



**MAJ. PAUL HEVENER**  
Ass't Sales Manager  
Associated Almond Grow-  
ers of Paso Robles

I take pleasure in referring prospective investors to the following members of the "R.-I. Family" who have purchased our Almond Orchard Tracts at Paso Robles:

C. A. Morse, Chief Engineer.  
E. A. Fleming, Assistant to Federal Manager.  
Frank H. Frey, Supervisor of Wage Scale.  
J. R. Pickering, Superintendent Transportation.  
F. J. Shubert, General Freight Agent.  
A. T. Hawk, Building Engineer.  
A. W. Towsley, General Supervisor Transportation.  
C. T. Ames, Superintendent Terminals.  
J. G. Bloom, Superintendent.  
H. E. Remington, Editor R. I. Magazine.  
F. M. McKinney, Dispatcher, Trenton, Mo.  
W. C. Maier, Office, Assistant General Manager, El Reno, Okla.  
A. C. Gilbert, Office, Assistant General Manager.  
J. E. Turner, Chief Clerk, Superintendent Terminals.  
J. B. Mackie, Office, Superintendent Transportation.  
A. E. Owen, Chief Clerk, Federal Manager.  
H. A. Ford, Telegrapher, Chicago.  
C. E. Murray, Custodian, Chicago.  
I. Nelson, Office, General Manager, Chicago.  
W. L. Johnson, Illinois.  
Eliot Hanson, Illinois.  
T. B. Willard, Secy. to General Manager, Chicago.  
H. R. Fertig, Transportation Inspector.  
C. W. Brott, Secy. to Asst. Federal Manager.  
J. T. McKenna, Agent, Minneapolis.  
R. C. Sattley, Valuation Engineer.  
J. M. Beattie, Office, Superintendent Transportation.  
J. A. Victor, Chief Insurance Clerk, Chicago.  
E. G. Berdan, Stationmaster, Chicago.  
R. L. Showers, Dispatcher, Fairbury, Nebr.

Maj. Paul Hevener, formerly Superintendent of Insurance for the Rock Island Lines, after thorough personal examination of the holdings and organization of the Associated Almond Growers of Paso Robles, strongly recommends their 10-Acre Almond Orchard Tracts as a safe, profitable and highly desirable investment. Below Maj. Hevener gives his friends of the "R. I. Family" some reasons for his confidence.

My confidence in Paso Robles Almond Orchards as an investment combining the highest possible degree of safety and income earning features is founded on **bed-rock facts**.

Before accepting the position of Asst Sales Manager of this Company, I made a trip to California and personally investigated the property at Paso Robles and verified every claim made by the association. I found the facts even much more favorable than represented to prospective investors, and I became convinced beyond question that these 10-Acre Paso Robles Almond Orchard Tracts and the men back of them are in every way worthy of absolute confidence. If I were not positively convinced of the safety and liberal profits back of this investment, I would not for a moment think of advising my friends and associates to put their money into it.

Every day my belief in the strength of this proposition is confirmed by additional evidence from people who have personally investigated, as I did, and found everything strictly "O. K."

**E. A. FLEMING, FEDERAL MANAGER'S OFFICE, SAYS, "MY TREES ARE FINE"**

A prominent member of the "R. I. Family" is E. A. Fleming, who wires as follows:  
Associated Almond Growers, Lytton Bldg., Chicago, Ill.

Examined all orchards and property. Present seven-year-old orchards show the magnificent returns coming to those fortunate to hold contracts. My trees are fine and wish I had more of them. Independence Ranch exceptionally good. Country and Crops wonderful.

**E. A. FLEMING.**

Men of Mr. Fleming's type—experienced, cool-headed railway executives—are not to be stampeded into making unwise investments. They are shrewd, first-hand investigators, who must be "shown" before they part with their money. So when Mr. Fleming wires "My trees are fine and wish I had more of them," and "Country and Crops wonderful"—his enthusiastic endorsement carries great weight with us.

## DOUGLAS WHITE ENDORSES OUR PASO ROBLES TRACT

In a recent Bulletin No. 212, Subject: Associated Almond Growers, Paso Robles, Mr. Douglas White, in charge of Pacific District, Agricultural Section, Division of Traffic, Federal Railway Administration, 449 Pacific Electric Bldg., Los Angeles, says:

"This project has already received the endorsement of some of the leading horticulturists of California. The land purchased by this company includes some of the best almond producing land in Amer-

ica and a purchaser from them will possess himself of land which will unquestionably produce successful crops of this type of nut."

I will be glad to send complete copy of Mr. White's Bulletin No. 212 free on request.

## OTHER RECENT ENDORSEMENTS:

Here's a telegram from **KEPLER JOHNSON**, of Little Rock, Ark., dated "Paso Robles, Calif., Dec. 3rd:"

I have made a careful inspection of your lands in Independence, 3, 4 and 5. The soil is undoubtedly all that you claim for it and the work is being done thoroughly and efficiently.

And another from **J. B. MACKIE**, who wires from Paso Robles as follows:

Visited several of your groves today. Selected lot twenty-four Independence tract number four. Found everything far better than ever anticipated. Cannot say too much in your favor.

**J. A. VICTOR**, care Federal Auditor, C. R. I. & P. Ry., after a personal inspection of our properties, writes us December 3rd from Paso Robles:

"The Home Site Tracts, in my opinion, are in the best locality in Paso Robles, and the almond groves that I have looked over are wonderful, and I am sorry that I cannot take more than 10 acres of the Orchard Tract."

## LET'S TALK IT OVER "FACE TO FACE"

And so it goes! Every day brings to my desk letters and telegrams of enthusiastic approval from those who have gone out to California and given our Paso Robles Almond Orchard Tracts a "close-up" inspection. But there are many of the "Rock Island Family" who cannot conveniently make the trip, and I will be glad to submit to these, facts, figures and a mass of testimonial letters that will prove convincing to any impartial mind.

If possible, come in and see our wonderful Paso Robles Exhibit at our main headquarters, 901-6 Lytton Bldg., Chicago; or if you prefer to have me call on you, drop me a line, and I will do so, if possible. At any rate, cut out and mail the coupon at lower corner of opposite page and I will personally see that the valuable and intensely interesting book, "A Life Income Plus California," is sent you at once—Free and without obligation.

**PAUL HEVENER,**  
Ass't Sales Manager

# 20% Advance in Price March 1st

Owing to the great advance in cost of labor, trees and materials, and the increase in land values, we are forced to announce a 20% increase in price of Paso Robles Almond Orchard Tracts, effective **MARCH FIRST**. This timely notice will serve to

remind those interested that only prompt action in sending in applications will secure their tracts at present figures. On and after **MARCH FIRST**, the price will be 20% more. No exceptions can be made to this necessary raise.



# \$2500 to \$3000 a Year for Life from a 10-Acre Almond Orchard at PASO ROBLES, California

**R**IGHT in the heart of the choicest almond-growing district of California—at Paso Robles, midway between Los Angeles and San Francisco—you are offered an opportunity to earn an income of \$2500 to \$3000 a year for life on a surprisingly moderate investment in a 10-acre almond orchard, without leaving your present location or business.

Probably a very large per cent of **Rock Island Magazine** readers know that this marvelously fertile section produces fortunes every year from the growing of oranges, lemons, figs, prunes, grapes, and other fruits, but how many realize that of all the big money crops of this wonderful Sunset State, **ALMOND CULTURE** pays greater profits per dollar of investment than any other crop? Yet such is the fact—and the proof is positive!

## Independence from a 10-Acre Tract

To anyone not familiar with the phenomenal fertility of California's soil, it does seem incredible that 10 acres of ground can be made to yield an annual net profit of \$2500 to \$3000 year after year with no crop failures. Nevertheless, we have facts and figures showing that this is a most conservative estimate of the yearly income from a 10-acre Paso Robles Almond Orchard. Get the facts regarding this immensely profitable industry and you will get the evidence that **PROVES** not only that almond orchards at Paso Robles are producing net profits at the rate of \$250 to \$300 per acre a year, but that **RIGHT NOW** the conditions for even larger profits in almonds are far more favorable than ever before. The constantly increasing demand is pushing the price steadily up. In 1918 price was 25 cents per pound—last season's crop sold for 30½c to 32½c.

## An Ideally Safe and Profitable Investment

Where will you find a better place for your surplus earnings than a Paso Robles Almond Orchard? What other opportunity combines a greater degree of safety—honest management—progressive development—sure and liberal profit yield?

A Paso Robles 10-acre almond tract is not a speculation. It is a conservative investment, safeguarded by every protective feature that could be asked by the most cautious business man. While the profits are large, yet there are none of the speculative features that make oil and mining ventures hazardous risks. In fact, compared to even the most "conservative" forms of business such as banking and manufacturing, Almond Culture on its record of results, and the known factors in its operation, is entitled to be classed as ultra-conservative, with a minimum of the risks that attach more or less to every class of business.

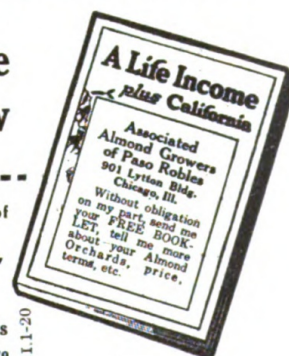
**Associated Almond Growers of Paso Robles**  
901-6 Lytton Building CHICAGO, ILLINOIS

## "Whole Thing in a Nutshell"

Here is a brief summary of reasons why Paso Robles Almond Orchards offer an exceptionally safe and attractive investment:

- 1 A life income of \$2500 to \$3000 per year from a 10-acre tract.
- 2 Moderate cash payment down and easy monthly payment plan within reach of most thrifty people.
- 3 Not an almond crop failure in the Paso Robles District in 35 years.
- 4 No danger of over-production; 85% of the almonds consumed in the U. S. are imported.
- 5 California produces 99% of all the almonds grown in the United States.
- 6 Paso Robles District grows the best quality almonds—the imported nuts do not compare with them in richness, flavor and food value.
- 7 Being restricted to a very limited area, almond land is in great demand, and constantly increasing in value.
- 8 Price of almonds has advanced more rapidly than increase in yield. It has grown to 32½ cents per pound in the past 19 years.
- 9 The marl adobe soil at Paso Robles is so rich and moisture-retaining that no expense for irrigation is necessary.
- 10 Our corps of experts, headed by Field Manager G. A. Nehrhood, the world's leading almond specialist, has a more scientific and practical knowledge of almond culture than any other similar group in the United States.
- 11 Tract owners don't have to do any work or assume any responsibility. Everything connected with producing and marketing the crop is looked after by the Association.
- 12 Every almond tree planted in our tracts is nursery grown pedigree stock of absolutely highest quality and known record. No "commercial" trees are planted.
- 13 We guarantee to turn over to owners a full stand of 700 sound, healthy, almond-bearing trees to each 10-acre orchard.
- 14 When half your payments are made, the balance is paid for out of your crop profits.

**Mail the Free Coupon Now**



☒ Personal Attention of Mr. Paul Hevener

Associated Almond Growers of Paso Robles  
901-6 Lytton Bldg., Chicago

Name .....  
Address .....  
City ..... State .....





## All Hands Agree

**I**N Railroad circles everywhere, all agree that the Ball Watch is rightly entitled to the high honors conferred upon it as the "Official Railroad Standard." The confidence placed in it is not unusual when its performance is considered; and this performance is not unusual when it is known that the Ball Watch was especially designed to meet the exacting official requirements of the great Railroad Systems of the United States and Canada.

It is necessarily, therefore, a most reliable watch—a sturdy, dependable watch—under every condition of service and use.

Let your next watch be a Ball.

**THE WEBB C. BALL WATCH CO., Cleveland, Ohio**

CHICAGO  
Garland Building

SAN FRANCISCO  
Jewelers Building

WINNIPEG  
Confederation Life Bldg



## NATHAN MANUFACTURING COMPANY New York, N. Y.

Makers of "Monitor" Injector, "Simplex" Lifting and Non-Lifting Injector. Bullseye Lubricators. "Reflex" and "Delco" Water gauges.

Injectors, Boiler Checks, Main Steam Valves, Gauge Cocks, Reverse Gear Throttle Valves for Standardized Government Engines.

The trade-mark, **NATHAN**, is the mark of quality, efficiency and high standard for high grade locomotive accessories.

## Of Interest to Women

(Continued from page 22.)

3084. Child's Dress. Cut in 4 Sizes:—2, 3, 4 and 5 years. Size 4 will require 3 yards of 27-inch material. Price 10c.  
3077-3078—A Pleasing Costume. Waist 3077. Cut in 8 Sizes—34, 36, 38, 40, 42, 44, 46 and 48 inches bust measure. Skirt 3078. Cut in 7 Sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. For a medium size, 5¾ yards of 44-inch material will be required for the entire costume. The width of skirt at lower edge is about 17½ yard. TWO separate patterns 10 FOR EACH pattern.

3085. Misses Dress. Cut in 3 Sizes—16, 18 and 20 years. Size 18 requires 5¾ yards of 44-inch material. Skirt measures 1½ yard at lower edge. Price 10c.

3107. A Smart Gown. Cut in 6 Sizes—34, 36, 38, 40, 42, and 44 inches bust measure. Size 38 will require 5¾ yards of 44-inch material. Width of skirt at lower edge is about 1½ yard. Price 10c.

3086. Ladies' Apron. Cut in 4 Sizes—Small, 32-34; Medium, 36-38; Large, 40-42; and Extra Large, 44-46 inches bust measure. Size Medium will require 3¾ yards of 36-inch material. Price 10c.

3091. A Pretty Frock. Cut in 4 Sizes—8, 10, 12 and 14 years. Size 10 requires 4¾ yards of 27-inch material. Price 10c.

3081. Girl's Dress. Cut in 4 Sizes—8, 10, 12 and 14 years. Size 12 requires 3¾ yards of 44-inch material. Price 10c.

3064. Ladies' Night Dress. Cut in 4 Sizes—Small, 32-34; Medium, 36-38; Large, 40-42; and Extra Large, 44-46 inches bust measure. Size Medium requires 4¾ yards of 36-inch material. Price 10c.

3094. Dress for Work or Leisure. Cut in 7 Sizes—34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 requires 6¾ yards of 36-inch material. Width of skirt at lower edge is about 2¾ yards. Price 10c.

3096. Girl's Dress. Cut in 4 Sizes—4, 6, 8 and 10 years. Size 10 will require 3½ yards of 36-inch material. Price 10c.

## Congress Convenes in Regular Session

The regular session of Congress opened at Washington on Monday, December 1. The presidential message was read on Tuesday. Estimates for the expenditures of the government for the fiscal year, 1920-21, presented by the Secretary of the Treasury, reached a total, including sinking fund, of \$4,865,410,031.62.

Several important measures came up for consideration. The two more important ones were the Cummins and Esch railroad bills and the peace treaty. Congress also faces some vital industrial problems.

## Americanization Work Among Foreign Born

Americanization work among foreign-born employees of the large industrial plants has been started in earnestness. More than 6,000 students are attending classes in Chicago. This work affects the large steel and mining centers rather than the railroads, for the vast majority of railroad men were born in America.

A financier is one who can keep up both the auto and the mortgage that got it.—Greenville (S. C.) Piedmont.

Original from  
Rock Island Magazine for January, 1920.



# Swear Off Tobacco

## Tobacco Habit Banished In 48 to 72 Hours

### Immediate Results

Trying to quit the tobacco habit unaided is a losing fight against heavy odds, and means a serious shock to your nervous system. So don't try it! Make the tobacco habit quit you. It will quit you if you will just take **Tobacco Redeemer** according to directions.

It doesn't make a particle of difference whether you've been a user of tobacco for a single month or 50 years, or 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 from 48 to 72 hours. Your tobacco craving will begin to decrease after the very first dose—there's no long waiting for results.

**Tobacco Redeemer** contains no habit-forming drugs of any kind and is the most marvelously quick, absolutely scientific and thoroughly reliable remedy for the tobacco habit.

### Not a Substitute

**Tobacco Redeemer** is in no sense a substitute for tobacco, but is a radical, efficient treatment. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It quiets the nerves, and will make you feel better in every way. If you really want to quit the tobacco habit—get rid of it so completely that when you see others using it, it will not awaken the slightest desire in you—you should at once begin a course of **Tobacco Redeemer** treatment for the habit.

### Results Absolutely Guaranteed

A single trial will convince the most skeptical. Our legal, binding, money-back guarantee goes with each full treatment. If **Tobacco Redeemer** fails to banish the tobacco habit when taken according to the plain and easy directions, your money will be cheerfully refunded upon demand.

### Let Us Send You Convincing Proof

If you're a slave of the tobacco habit and want to find a sure, quick way of quitting "for keeps" you owe it to yourself and to your family to mail the coupon below or send your name and address on a postal and receive our free booklet on the deadly effect of tobacco on the human system, and positive proof that **Tobacco Redeemer** will quickly free you from the habit.

**Newell Pharmacal Company**  
Dept. 633 St. Louis, Mo.



### Free Book Coupon

**NEWELL PHARMACAL CO.,**

Dept. 633

St. Louis, Mo.

Please send, without obligating me in any way, your free booklet regarding the tobacco habit and proof that **Tobacco Redeemer** will positively free me from the tobacco habit.

Name.....

Street and No.....

Town.....Original from.....State.....

UNIVERSITY OF ILLINOIS AT  
URBANA-CHAMPAIGN





# Weak, Thin, Nervous People Should Take Bitro-Phosphate

## A PHYSICIAN'S ADVICE

Frederick S. Kolbe, M. D., Editor of New York Physicians' "Who's Who," says that weak, nervous people who want increased weight, strength and nerve force, should take a 5-grain tablet of Bitro-Phosphate just before or during each meal.



GEORGIA HAMILTON.

This phosphate is described as identical in composition with certain vital elements naturally found in brain and nerve cells and one which when taken into the human system is quickly converted into healthy, living tissue. Some physicians claim that through its use strength, energy, vigor and nerve force are frequently increased in two weeks time.

Miss Georgia Hamilton, who was once thin and frail, reporting her own experience, writes: "Bitro-Phosphate has brought about a magic transformation with me. I gained fifteen pounds and never before felt so well."

If you do not feel well; if you tire easily; do not sleep well, or are too thin; go to any good druggist and get enough Bitro-Phosphate for a two weeks' supply—it costs only fifty cents a week. You should soon feel stronger, have steadier nerves, sleep better and have more vim, endurance and vitality.

**CAUTION:** As there are a great variety of so-called phosphates, those who wish to test this substance should be sure to get the genuine Bitro-Phosphate.

## "GETTING AHEAD"

is the fascinating story of a man who accumulated \$10,000 in ten years, by systematic investing in high-grade listed stocks and bonds. Amount invested averaged \$25 monthly. "Getting Ahead" contains nothing for the man who wants to get rich in a hurry, but will be helpful to all who wish to save \$5 to \$100 monthly and invest by a safe method.

We sell all high-grade stocks and bonds listed on the New York Stock Exchange and other reliable exchanges, on reliable monthly payments. Send for "Getting Ahead." It explains the plan.

**KRIEBEL & CO.**  
INCORPORATED  
Investment Bankers

15 IN So. La Salle St., Chicago

## WHEN NEURALGIA ATTACKS NERVES

Sloan's Liniment scatters the congestion and relieves pain

A little, applied *without rubbing* will penetrate immediately and rest and soothe the nerves.

Sloan's Liniment is very effective in allaying external pains, strains, bruises, aches, stiff joints, sore muscles, lumbago, neuritis, sciatica, rheumatic twinges.

Keep a big bottle always on hand for family use. Druggists everywhere.

**Sloan's**  
Liniment  
Keep it handy

# News from the Divisions

## AMARILLO DIVISION

Miss Willa A. Newlin, formerly stenographer to chief clerk, has accepted a position as file clerk and her place is being filled by Miss Bess Crow.

Mr. W. P. Powell, first trick dispatcher, is enjoying a few weeks' vacation.

W. T. Curtis, foreman extra gang No. 2, who has been engaged in laying the new 80-lb. rail, has been loading coal the past three weeks and will begin laying steel again, the loading of storage coal having been materially set back by our rail program.

Judging from the way J. T. Curry at Lesbia, is going after the new ties this last month, he is either going to make his word good or else has a grudge against the ties, as they are disappearing mighty fast. His neighbor, Earl McCurdy, has not been so slow on the tie question.

John Frisbee, section foreman at Boise, an old timer in these parts, has settled down and making the Caprock Section about as good a piece of track as we now have. If John will only hold it down until some of the big oil wells come in, he will fall heir to the title of "mayor" of Boise.

C. S. Olsen, foreman of B. & B. Gang No. 2, and J. S. Bradley, section foreman at Wildorado, are changing the stock pens to a new location, track and all. This will be welcome news to all the men and the majority of them will say that this should have been done long ago, like the old maximum goes: "All things come to those who wait."

The accounting department is being pleasantly entertained by the "phonograph" since "Bill" has assumed the duties of file clerk.

Mrs. W. P. Powell, train and engineman time keeper who resigned, has been succeeded by Jim O'Kelly, formerly assistant time keeper.

The Amarillo Division safety meeting was held in this office on December 5, and most of the committee was present. F. P. Wilson, safety supervisor, was also present and talked on "Safety Measures," outlining numerous ideas with this object in view and important matters were fully discussed along this line.

All the girls are off with "Hawshaw" Whittier for good, since they found out the "new Cadillac" he raved about has proven to be a "fifteen cent cob pipe."

## COLORADO DIVISION.

By G. L. Zellers.

Agent Garber and wife, of Stuttgart, Kan., have returned from an extended visit, which included New York City and other eastern points of interest.

Telegrapher Reals, of Norton, has been obliged to take an enforced vacation on account of an injury sustained while handling express.

Limon is to have a greatly needed addition to station facilities in the way of a new freight house.

Night Chief Dispatcher Price enjoyed a week's lay-off, which was spent with "home folks" in Jamesport, Mo.

Conductor J. S. Walsh is visiting a brother in Oklahoma.

Engineer A. Claxton is spending a month in Florida.

Machinist Duffy resigned his position Tuesday and left for Kansas City.

General Foreman J. H. Mullinix and wife left Monday for Moline, Ill., being called there by the serious illness of Mr. Mullinix's mother.

Miss Gulla Darling has been assigned to the temporary position of assistant timekeeper, and Albert Donly to that of material clerk.

Machinist Frank Pearson has returned to work after a thirty days' leave of absence. Mr. Pearson spent most of his vacation in Oklahoma.

Work on the new round house and the new back boilers is progressing very rapidly, despite the extremely cold weather the workmen are encountering.

The many shop friends of Machinist Apprentice Hy Shay are pleased to learn that he is improving from his recent illness and will soon be back on the job again.

Word has been received from Machinist Clarence Yeagrain, who is in a hospital at Rochester, Minn., stating that he is getting along very nicely and expected to be home in a short time.

Joe Nolan, third trick dispatcher, spent a few days of this week in Denver.

Brakeman Bernard Galbreath has taken a ninety days' leave of absence.

Machinist Albert Armstrong resigned his position Monday and left for Kansas City.

Storekeeper George Sanders and family have returned after spending a week visiting relatives in Missouri.

Machinists Ed Eckles and H. B. Nickols resigned their positions in the round house Wednesday and left for Texas.

Brakeman Earl Bradley has secured a ninety days' leave of absence and will spend the time with relatives in Missouri.

H. M. Folsom, who has been holding down the yard clerk job for some time, has accepted a position in the store house where he was formerly employed.

Charles Brinker returned to Goodland last week

and commenced working in the shops Monday morning. Mr. Brinker was formerly employed here as truck repairer in the round house, but resigned in the summer of last year to take up farming in Colorado. He recently sold out his interest in his farm to return to Goodland.

## DAKOTA DIVISION.

Conductor Adams from Watertown, S. D., was in Estherville on business December 10th.

Harry Brown and Mrs. Karr are assisting in the accounting department.

R. J. McQuade, former master mechanic at Estherville, is now located at St. Paul.

Mr. L. J. Hughes, maintenance of way inspector for the corporation, made a trip over branch lines of the Dakota Division the first of the month.

Mr. E. S. Rickard, district car inspector, spent December 11th in Estherville. He was well pleased with the bad order situation at Estherville.

Chas. Finch, agent, Forest City, Iowa, has been at Rochester, Minn., several weeks in the Mayo Hospital. He is now able to take charge of his station. P. J. Kelley, helper, handled the station during Mr. Finch's absence in a very capable and satisfactory manner.

Wrecking Foreman Jonas Amdahl was injured while assisting in removing an engine from the turn-table pit at Iowa Falls, Iowa, on the Minnesota Division, December 9th.

Mrs. Broms, wife of Dispatcher Broms, left December 7th for a three months' visit with her parents in California.

Traveling Accountant H. K. Roberts spent a few days at Estherville.

Ethyl Holman is assisting in the accountant department.

The shop timekeeper and shop accountant will be in the master mechanic's office after the first of the year.

Engineer Thomas Beall, one of the oldest engineers on the Dakota Division, is very ill at his home in Cedar Rapids.

Engineer E. J. Ketchum, another old engineer, is confined to his home at Estherville account of illness.

## DES MOINES, IA.

Des Moines Valley Division.

Superintendent Abbott recently spent several days in Washington.

Conductor P. S. Billings was in Washington the last thirty days on committee work.

Carlton Winks, rodman on the Des Moines Valley Division, engineers' staff, and Miss Mary Burcher, stenographer in superintendent's office, were married on November 10 at Des Moines. They are at home at Manly, Ia.

Operator Lash is on ten-day layoff, visiting at Oskaloosa.

Engineers' staff reduced to one rodman, Mr. Winks taking up same duties at Manly.

Dispatcher Dan Toson spent a few days in Kansas City. We believe he said he was visiting his sister.

Dispatcher O. F. Boling and Miss Laura Juber, operator at Winterset, were married at Winterset, November 1.

The party seen taking black office apron from hall in superintendent's office kindly return same to Miss Metz and avoid further trouble. No reward.

The many friends of Conductor Chas. Neeham will be glad to learn that he is slowly but surely recovering from injuries received at Anderson mine track some time ago. Mr. Neeham is at Mercy Hospital, Des Moines, and appreciates all visits from the boys.

Engineer Ed. Kelly was struck by a switch engine at Valley Junction on December 8 and injured. He was taken to Mercy Hospital and is recovering.

R. C. Jacobs, our agent at Givens, has resigned and is relieved by Frank Meehan, of Evans.

Operator F. A. Forche, Oskaloosa, relieved for ten days committee work on December 10, with place filled by Operator Smith.

It is with the deepest regret that we chronicle the death of Mrs. George W. Reigle, at Valley Junction, December 6. She was the wife of Conductor Reigle and had been ill for several months.

The Train Dispatchers' Club of Iowa held their monthly meeting at the Wellington Hotel last Saturday night and after the regular business was transacted a banquet was held. A large crowd was present. No prize was awarded in the beauty contest as Ed Welch and Bill Westlake were tied for first honors.

Operator Fred Brake has been assigned to Winterset, vice Miss Juber, who has left the service of the company.

Chuck Davidson spent Sunday, December 14, at Centerville. He is rooming at the "Y" now but you never can tell.

Conductor Singleton is back on his run after a thirty-day illness.

The employees of the superintendent's office enjoyed a social outing a few evenings ago. After a bob-sled ride, they visited Miss Whit-

Rock Island Magazine for January, 1920.



ing's home at Oak Park where a pleasant evening was spent in singing and dancing. And the feed: Oh, boy!

Will not somebody kindly furnish Miss Gould, station timekeeper, with a month's supply of chewing gum of some popular brand.

Conductor Buck Hibben is back on his run after a ten-day vacation.

## EAST EL PASO DIVISION NEWS —PRATT, KANSAS.

By J. Blalock.

S. S. McCoy, extra gang foreman of Hutchinson, has been laying off on account of sickness.

W. J. O'Neal and J. C. Cole spent December 13 and 14 in Pratt.

L. J. Newell, section foreman at Partridge, was recently called to Fargo, N. D., on account of serious illness of his mother.

Mr. J. H. Logan, roadmaster, Pratt to Herington, advises, on account of freezing weather, he is not receiving the good gravel from Meta, Mo., any more. Here's hoping that gravel thaws out and that Mr. Logan gets plenty of it. We might want to trade divisions with him.

Car repair track at Hutchinson is being raised on a level with the main line. This is affecting wonderful improvement as this was in very bad hole.

Do some useful thing as well as it can be done and there is always a place for you in the world. Thoroughness spells success.

Reverend James Rayburn, different from any evangelist we have ever heard before, has just held a great revival at Pratt and it is our guess that among about 500 converts that a majority are from the Rock Island Family. This has been a glorious time for our Pratt Rock Island employees as many men with gray hair, to denote many years spent in this world, have signified their desire to prepare for the next world.

J. Blalock and family are spending their vacation and holidays on Lookout Mountain, near Chattanooga, Tenn.

Miss Vivian Small, who is attending school at Pittsburg, Kan., will spend the holidays with her parents, Mr. and Mrs. J. F. Small, at Ford, Kan. Mr. Small is section foreman at that point and has spent about thirty years on the Rock Island pay rolls.

We get out of life just what we put in, so try putting in a generous lot of smiles and good deeds. They will come back in your day of need.

Mrs. Harold Cale, chief dispatcher's stenographer, recently returned from Phoenix, Ariz., where she has been spending her vacation.

Section Foreman Noble Hall and his wife are spending the holidays in Kentucky and Arkansas. Guess Noble will stay sober, as I see the war time prohibition has been upheld as constitutional by the courts.

Preparation is one great word of life, discipline is another; unprepared, undisciplined workers are of little use to themselves or any one else.

H. A. Potteiger, yardmaster of Dalhart, Texas, returned on No. 1 December 10 from an extended trip through the South, including Louisiana. He states that he had fresh new potatoes, fresh from the garden while in Louisiana.

## GLEANINGS FROM SIOUX FALLS

By the Senator.

Business at this station has been excellent during the past two months, regardless of the coal famine.

A. F. Pilcher, our general agent, recently made a trip to Estherville on company business.

Snowfall in this section of the country has been light so far and the weather has been at a moderate temperature.

George P. Brown, our tariff clerk, was off duty two days a short time ago. He had a "kink" in his back. Gee, George, it's tough to be old.

Sid. Wirzbach, baggageman, who has been out of service about six weeks account of a fractured arm, is now back on the job. We are all glad to have Sid. back with us.

C. C. Bleck, assistant agent, Art. Kleveter, cashier, and two other friends went on a rabbit hunt Thanksgiving day. They had a very successful day, bringing home seventy-five rabbits.

Erna Thill, abstract clerk, is wearing a big smile every Monday, in fact, every day. We are undetermined what it is all about, but are all good guessers. You see the Sunday mail arrives Mondays, and we are betting odds that he will be here for Christmas.

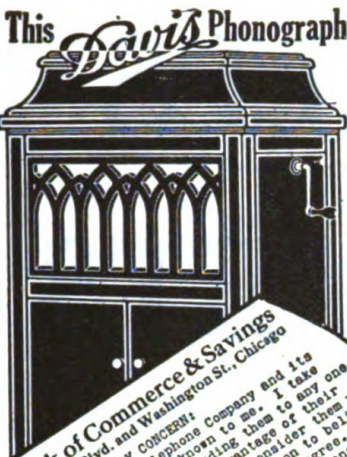
Since that oil well was located near Cashier Kleveter's farm in Stanley County, our friend Art has given up his chicken idea and is now studying the oil markets instead of arranging for his poultry farm, as previously announced.

Steve Lackey and "Dick" Dickson, our efficient truckers, are spending their spare time nights and Sundays trying to figure out the difference between a Chinese puzzle and some of the merchandise cars received here for unloading, but so far have been unsuccessful.

V. A. Prichard, freight transfer man, recently took the freight house force for a sleigh ride party. We rode for about two hours after which we went to the home of Meta Froelich, our billing clerk, where we were served an oyster supper. Everyone enjoyed themselves immensely.

The O. J. Moore Co., and The Creasey Co., two wholesale grocery houses have recently opened up in Sioux Falls. Almost daily new firms are moving here from other cities. Several new business blocks are now under construction and plans are being drawn up for a good

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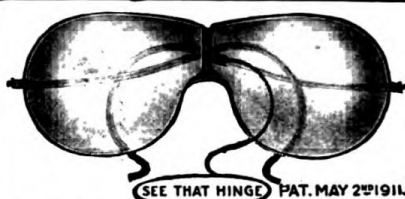
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number of substantial buildings to be erected in the spring. South Dakota is sure proud of Sioux Falls. "The best in the West."

Maize Mitchell, son of L. A. Mitchell, freight foreman, has arrived home from Seattle, Wash., where he has been attending the State University the past five years. He is taking up journalism and will finish the coming year. Maize was chosen as delegate to attend the National Journalism Association at Champaign, Ill., and is now on his way back to Seattle. He will spend the holidays with his folks.

### PEORIA NEWS ITEMS.

Since the last issue we have had Mr. F. W. Wilson, fuel inspector, among us.

Cigars were presented to the force, compliments of Mr. Harry Wolff, account his seventy-fifth birthday.

Mr. Fred List was so excited he forgot to work for several days, all on account of Frederick Edward List, born October 16th. The cigars were fine.

Capt. Best wishes to arrange for games with any good bowling team that averages around 150. Expenses paid.

Miss Cleo Moser, after an extended trip through California, is again back at her desk and can be seen daily pushing the pen in the car record book.

### ABNER'S BRIEFS OF THE I. T. DIVISION.

By G. Hiram Young.

"Opportunities are contagiously akin to cinches. But what we were going to say, it's two to one you made a few and broke 'em"—this from Shirley at Shawnee.

Ab Booth says that Bill Grayson is now looking for the Gink who left on him the impression that two could live as cheap as one.

In the early spring Scotty of the Freight House at McAlester figures on hunting till he locates the place where air-planes build and hatch in hopes of capturing a pair so he can try crossing them with some fancy chickens he has.

We have a statement from Condr. Hatfield that there are exactly 69 billion pecans eaten and otherwise destroyed to every one that is allowed to sprout, grow up and become a bearing tree. He also adds that if you don't believe it figure it out for yourselves.

Engineer Elleck got two crow bars and put the caboose off center yesterday in making a successful stop at a water plug with 40 cars without cutting the engine off.

The days of miracles are not over. Frank Hall, our traveling coach carpenter, showed us a window that could be raised without the aid of a crow bar.

Agent Sturat confirms the statement that a fat man is always in good humor, because he can neither run nor fight fast enough.

And if you will admit it, mother is generally wrongfully accused of letting the water works freeze up these cold nights.

Rub Gish says his idea of a successful man is a fellow who can go right on eating ham and eggs without putting his house and lot up as security.

Flagman Freeman on the swing run is reported to be recovering slowly from the shock he received a few nights ago on 42 when a passenger took his feet off the cushion and asked him to sit down.

This from John Burnett, our secret service boss: "The loudest noise I ever heard since I've been here on earth comes when I'm trying to go to sleep in an upper Pullman berth."

"That just reminds us," says Condr. Woodcock, "that between the two flag men on 47 and 48 you can get the rates on lowers and uppers between Shawnee and McAlester."

"A bad cold is better than no coal at all some times," remarked the agent at Calvin, Okla.

We learn that old Santa Claus, who has served us long and faithfully throughout the ages has decided to go on strike next year for shorter hours and better pay. That leads to the following poetic comments from the Longfellows of the I. T. Division:

Brakeman Ed. Foster:

"That ain't so bad, but when we hear that mother's locked the kitchen And gone and struck, oh, tell us who will fry our Sunday chicken?"

Fireman Daniels:  
"Who'll find our socks and keep our hats, our coats and shoes in places, Where we can find them, and tell us who will wash the babies' faces?"

Agent, Holdenville, Okla.:  
"That's really bad, but listen here, our pants will need some stitches; Who'll sew the buttons on our shirts and wash the dinner dishes?"

J. O. McClure:  
"Oh, mother dear, please listen here, we've looked to you for ages For sympathy, so please don't strike; just name your hours and wages."

Our Hiram:  
"Then later comes in a report from almost any boy:  
"Why Ma, who'll keep us kids in school. Gee whiz! We can't survive; we think of biscuits Pa would make. Oh, goodness sakes alive!"

Bob Gleason says the nearest perpetual motion

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he knows of is the railroad experience meeting going on at "Y."

Tom Cook says he figures it a little early to hear how the other fellow makes his hens lay.

A scissor down the aisle remarked the other day that book learnin' was all right but that he had two skinned shins to show that practical experience would help a heap in catching up a fast moving train.

A smart young son asked his father how many are two pears. The father said two. The son said four. "Alright," said the father. "I will take one pear and mother one, and you take the other two." The boy got the lesson but no pears.

### IOWA DIVISION NEWS.

Ralph Smith, Chief, Council Bluffs.  
E. C. Lamb, Sporting and Society Editor, Council Bluffs.

U. L. Shindhelm, Iowa City.  
F. E. Meachum, Newton.  
H. N. Dutton, Minden.

We're very sorry that our items arrived too late for publication last month as we thought they were real good, even if we do say it ourselves.

#### Iowa City Items.

A decision has been rendered in the goose picking contest held at Conductor A. Ludwig's home Thanksgiving eve. Conductor Ludwig, as a result, is now the official champion goose picker of East Iowa. Mr. Ludwig's intentions are to retire an undefeated champion. By actual count he picked 53 feathers in 47 minutes.

Frank Lewis, expense clerk at Iowa City, the world's greatest profiteer, recently broke his record by purchasing a \$3 fountain pen of "Schindy" for two bits, and in true brotherly fashion immediately whooped a poor unsuspecting warehouseman out of 75 cents for it. One reason for the H. C. L.

Philanthropist G. C. Lantz of Iowa City, head of Liberty City Lodge, B. R. C., Orphans' Home fame, is still the original and also the only contributor towards this fund. He is willing to assist any other worthy charities if it does cost 50 cents.

T. J. Patterson is at present holding down the B. & B. foreman's position on this end of the line, vice I. J. Gettins.

Virgil Hayward spent Thanksgiving on his old stamping grounds, Atlantic, Iowa. It's a hard proposition to convince Virgil that Iowa City, not Atlantic, is the garden spot of Iowa.

Are the Iowa City clerks prosperous? We'll say they are. For instance: Automobiles, Frank Lewis and J. McLaughlin; Doc Yak car, Paul Prybil; antique furniture, E. D. Burnett (1908 model Buick).

"As usual" Brockenthien again demonstrated his ability as a prophet by picking Iowa City "Hi" to beat Dubuque 60 points. Actual score, 7 to 0. We got his tip first and bet opposite, consequently he is the only disappointed one.

#### Council Bluffs Items.

L. C. L. stands for "less than carload" and also for Lucian C. Lamb.

Operator W. L. Butman returned to work after a few days spent at home. He was relieved by H. G. Baulsbaugh, an extra man.

Paul Brown, third trick operator, is off a few nights to catch up with his "hay."

Business has been pretty good around Council Bluffs since they started loading the storage coal. "Bill" Hook, chief clerk at yard office and also assistant "chief weighmaster," claims he has worn out a pair of shoes trotting back and forth from the yard office to the scale house.

Owen Fogarty of Iowa City fame and later through clerk here, spent Sunday and part of Monday with the home folks at Irwin, Iowa. The part of Monday was due to a snow storm.

Speaking of skunks, by the way, that is a pretty tender subject with our night general clerk, Ambos, because—well, we won't say any more, only he got set back the price of a pair of gloves from a too close association with the above mentioned dignitary.

Ralph Smith is, as we understand, still at work on his great masterpiece, a poem entitled "The Gum Chewing Vamp," also on a short story to be released under the name of "Red Cross Nurse to the Truckers."

W. P. Barrett, trainmaster's clerk, and family, spent Thanksgiving Day at the home of Friend Wife's father at Anita.

Bill—you all know Bill—we are going to let the Bills have a rest, as they have just about been billed to death. We have two of them here.

Heard over the telephone: Bill Evers to party on the other end, "Our accounts closed on Nov. 31st." We all wonder if Bill ever heard that little poem, "Thirty Days Has September, April, June and November."

Every one is preparing his New Year's resolutions. Some are as follows: Chief Clerk Morris resolves that he will trim his moustache at least twice a year. Miss Leona Anderson resolves to quit singing during office hours as it annoys the truckers. Pete Iverson resolves to stay at home at least one night a week. Elmo Smith, alias "Speed," the messenger, resolves to take in all the shows every time the program changes.

Although the following greetings may be a little late, we will extend them anyway. All employees of Iowa Division hope that you all had the merriest of Christmases and hope that you

# GUMPTION

The dictionary defines "gumption" as "common sense."

Not to take issue with Mr. Webster, "gumption" means more than that.

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### HEAD ACHES NEURALGIA

### FLU

WOMEN'S ACHES

ASK FOR A-K TABLETS

will have health, happiness and prosperity during the new year.

### MEMPHIS TERMINAL NOTES.

This is not a dry section; it has been "wetter" this fall than has been known for years. Mr. W. S. Braudt, from the freight claim department, paid us a visit on November 12th. It had been so long since he was here, that he had to go around and renew acquaintances. We will always be glad to see Mr. Braudt and hope he can arrange to visit oftener.

That this is true, just bet a dime, it is as true as fate the Boss is always down on time, the day that you are late.

A lady upstairs says she wished the warehouse foreman would quit calling her sister.

A girl's composition: "Boys are men that have got as big as their papas, and girls are women that will be ladies by and by. Man was made before woman. When God looked at Adam He said, 'Well, I think I can do better if I try again.' And He made Eve so much better than Adam that there have been more women than men ever since. Boys are a trouble. They wear out everything but soap. If I had my way half the world would be girls and the rest dollars. My papa is so nice, he must have been a little girl when he was a little boy. Man was made on the seventh day he rested. Woman was then made, and she has never rested since." Anyone who thinks Oklahoma has anything on Memphis, ask Miss Otterson.

Ex-sailor Jimmie Weist has been proffered a job in the office and refused it; he has made each one of the men a belt of sailor's knots and made several trips to the office with them. He still makes trips to the office—and he might as well come out and ask for what he wants. We'll bring our influence to bear on her, Jimmie.

The force had a pleasant change the few days Miss Hafer spent with relatives in Little Rock in December. Oh, baybee! Don't slam the door so hard.

Revising Clerk Paul Patterson now has his diversion orders filed this way by his patrons: "We are in a stew over car No. 2000. We have written you about it and have no advice about it. We fear it has passed Memphis, and if we failed to divert this special stock to Blankton, Ind., we will be ruined. We would have no more use for it in Syracuse than we would for a wooden leg. We believe and hope your failure to communicate with us is that you are waiting for the car to come in. Pls don't wait but tell us that you have the thing squelched, and that it will be diverted." Pat says, "Them's the kind that puts pep in diversion clerks."

"Pistol" Greer, switchman at Hulbert train yard suffered the amputation of two fingers on his left hand recently; a coupling bit them off.

The employees living in company cottages at Hulbert are paying their last year's house rent, deductions being made from pay rolls now. Now instead of bellowing about liberty bond deductions, it's house rent. "De ducks" get it all.

Mr. Bray says he runs so many hoodlums he don't know whether he is Superintendent of the Street Railway or General Yardmaster.

Machinist "Mose" Curley, at Hulbert, is not much of a lady's man. Every girl he gets runs off with some fellow who wears pinch back coats.

John McAteer, blacksmith at Hulbert, actually laid off sick a few days ago, but couldn't find anything in Memphis (it being dry). His slogan is thirst in war, thirst in peace, and thirst in the hearts of his countrymen.

Claim Clerk W. J. Duvall was walking down Commerce street one day in December when a man pulled out a cannon, so Bill says, almost large enough to carry on wheels; the man said he would like to see anybody stop him. Bill says the man was not talking to him and he went on about his business; didn't interfere with the gent at all. You know Bill shows almost human intelligence at times.

It was a summer night in winter, the wind was blowing fast:

A barefoot boy with shoes on, lay sitting on the grass.

It was a dark and dreary night, the moon was shining bright.

The wind was blowing fiercely, it rained all day that night.

Switchman "Rough" Phillips and H. P. Gude, fireman, were grumbling about a certain engine they were working with a few days ago. Rough says that it didn't have enough strength to take the slack out between the engine and tank; Gude says she was so weak she had to cut loose from the tank to double the bridge.

### MOLINE, ILL., GOSSIP.

By Al. Smith.

Happy New Year!

In spite of the recent coal and steel strike, Moline, the plow city, had 647 carloads received and 455 carloads forwarded. Not so worse, considering we have two roads in competition with us.

Mr. Tom Murray, of Rock Island, was a recent business caller. This was the first time we saw Mr. Murray since the heavy snowfall, which makes traveling pretty tough on the little gent.

The rabbits Agent Hall promised us fresh from the woods have not shown up yet. Great shortage account of the war, quotes Mr. Hall.

The Rock Island News failed to make its appearance on the highways on the morning of Nov. 22, which played havoc with our scandal-mongers. Being nothing to say for themselves the rest of the day.



Ira Goodell says not to eat any of that bacon the government is selling. There is a reason. Mr. Pat O'Brien, crossing flagman at 12th St., was seen making a bee line for church on the morning of Dec. 16, preparing for the end of the world, which was reported to come on Dec. 17. Mr. O'Brien was heard reading the following from his hymn book:

"When I leave this world tomorrow,  
It will be with greatest sorrow,  
Many happy hours I've spent,  
Chewing the rag with John Wendt."

The recent 14 below zero weather brought out the ear laps and cane for Henry Lau. Not saying anything about the numerous red noses which were plainly visible.

Art Grotegut, yard clerk and ex-crap-shooter, now spends his evenings playing 500 with the ladies.

Max Gstettenbar enjoys reading "Gasoline Alley." Birds of a feather flock together.

Rev. Carl Larson, bill clerk, will now lead us with a requiem and word of prayer for our late lamented brother, J. Barleycorn:

"May the memory of his cheering influence abide with us, and a portion of his spirit be from time to time within us. Let his soul abide in — bottles until they, like he, become dead soldiers. In the name of highballs and sloe gin. Amen!"

## MINNESOTA DIVISION

Hurdley has been opened as a telegraph office. Operator F. H. Sowles has been assigned this station.

H. D. Cook, traveling timekeeper is spending a few days on the division. "Hy" always carries with him fond memories of California in addition to a pocket full of "Cinco."

F. W. Jakel has accepted position of statistical clerk in the superintendent's office at Manly and E. S. Walter position of federal analysis clerk.

Packard was made a pre-pay station effective December 1. Former Agent W. F. Miller is now acting as caretaker.

F. C. Collins, formerly employed as transitman on this division, has been transferred to the Illinois Division.

B. A. Lacy of Des Moines visited on the division one day recently.

## NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

Christmas has gone and the Nebraska Division failed to get into the magazine with its good wishes for a Merry Christmas to all its friends, but we send our wishes to all for the Happiest and Most Prosperous of New Years.

Miss Mari Schnell, for the past two years employed as abstract clerk in the Lincoln office, has resigned to accept a position with the R. C. Barnum Co., Lincoln.

Miss Mildred Marlowe succeeded Miss Schnell as abstract clerk. Miss Marlowe was formerly employed by the American Railway Express Co.

Chas. M. Hunley, formerly night warehouse foreman at Lincoln Freight Depot, has been promoted to the position of cashier at Goodland, Kas. We all hate to lose Charles but wish him all kinds of good luck.

Mr. Geo. A. Melby, formerly with the American Railway Express Co., succeeded Mr. Hunley. Operator S. M. Lealrd enjoyed a leave of absence the first part of November.

Dispatcher R. L. Showers was granted leave of absence Nov. 3d and shortly afterwards was married to Miss Sidney Shortridge, who has been cashier and ticket clerk at Belleville, Kas., for the past few years. Mr. and Mrs. Showers have many friends on the Rock Island who wish them much happiness.

Born to E. H. Hess and wife, Nov. 7th, a son. Dispatcher J. J. Halpin has been granted ninety-days' leave of absence with the privilege of working on the Colorado Division.

J. C. Henry has been assigned as agent at Meadow station.

Theo. Beard, who has been storekeeper at Fairbury since his return from the army, effective Oct. 15th, was transferred to a like position at St. Louis.

Before going to St. Louis, Mr. Beard decided to join the ranks of the benedicts. We all wish the happy couple a pleasant journey on the Sea of Matrimony.

Maintenance Clerk C. N. Luke is a proud father—a daughter having been born Oct. 24th.

We are glad to see Brakeman G. M. Titus back on his run. It has been necessary for Mr. Titus to lay off for a couple of months on account of personal injury.

A recent letter from Willie Osburn, formerly general clerk in this office, states that he expects to receive his discharge soon and hopes to see us all by January. We will all be glad to see him home again.

C. A. Ransom, pensioned Nebraska Division conductor, paid us a visit Nov. 15th. We are always glad to receive these visits from our old friends.

C. L. Hobbs has resigned his position as stenographer to chief dispatcher and accepted a position in Lincoln.

Mr. Hobbs was succeeded by Miss Gertrude Ritter.

We are glad to see Mr. Jerome Mack, formerly section foreman and now employed at the Fairbury roundhouse, able to be at work again. It was necessary for Mr. Mack to be operated on for appendicitis.

On account of return of W. E. Brown to his

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former position as road master on the Nebraska Division, W. H. Ogelvie resumed his position as section foreman at Mankato.

Some of the above news may be rather old, but as we were too late to get into print in the November issue of the magazine, we thought there might be some items of interest in the November items.

R. K. Ingram, W. B. Bradley and L. M. Scott have been assigned as operators at Meadow Tower during the rebuilding of Platt River bridge.

Conductor H. L. Duval has been forced to lay off on account of illness.

Engineer Lewis Brown has also been on the sick list the past month.

F. M. Yocum has been assigned as agent at Nelson.

J. G. Beam has been granted leave of absence on committee business.

Ross Gowdy has been assigned as second operator at Lincoln.

## SILVIS NOTES.

Sympathy is extended to Edward M. Eaton, of the assistant mechanical engineer's office, on the death of his father on November 28, at his home in Whiting, Iowa.

A surprise came to all of the superintendent's office force on December 5, when Miss Eva Lundahl, one of our old-time stenographers, came to work flashing her left hand, where a large diamond was displayed. We understand that Mr. Mansfield, of Moline, is the lucky chap. Eva says the big event will not be staged in 1919, but we expect the scenery will be shifted for a proper setting early in the New Year.

Friends of one of our former chief clerks to the superintendent of shops will be grieved to know that Roy Wilson died on December 10 at Detroit, Mich. He has been located at that point for the Davis-Bournville people for several years, and we understand that he had many advancements in this company since he entered its service.

Miss Stella Mally, of the superintendent's office, resigned a few weeks ago for the same reason so many ladies give up their positions. Miss Mally was married to Mr. Ernest Miller, of the Moline Oil Company, December 18, and good wishes are extended to these newlyweds.

Machinist Albert Semandel was called to Pittsburgh, Pa., December 8, on account of the death of his father. The employees of the Silvis shops extend their sympathy to Mr. Semandel.

## FOREMEN HAVE BLOWOUT.

All Silvis shop foremen and the members of their families enjoyed a good, old-fashioned "get-together" party at the Redman Hall, Tri-Cities, on November 22. Supper was the first attraction at 8 o'clock, and S. W. Mullinix, superintendent of shops, showed the foremen that he still knew how to say grace. After a four-course supper, an hour of dancing was enjoyed and later the following program was given:

Song—"I Love You".....G. W. Church  
Talk.....W. J. Green  
Song—"After All".....F. E. Miller  
Monologue.....Ole Olson  
Black-face Monologue.....Mr. Ruscher  
Selection.....Quartet

The monologue given by Ole Olson disclosed some interesting secrets about our foremen, as well as superintendent and assistant superintendent. Mr. Ruscher kindly informed Mr. Mullinix and Mr. Linthicum what Silvis malaria was—and for the benefit of those who are not acquainted with this dreaded disease we will try to explain it—"A feeling of not wanting to work, only loaf." How about it? The songs by Mr. Church and Mr. Miller were well rendered and very much appreciated by the audience, as were the selections given by the quartet, composed of F. W. Beckstrom, F. E. Miller, W. Hunter and C. R. Greer. Mr. W. J. Green, as always, managed to keep the audience in laughter, and we predict him to become a great speaker sooner or later.

Mr. Mullinix and Mr. Woods wanted to show the "bunch" that they had some talent, so they did the "shimmy" for them, and here's a secret—they certainly can shake the shimmy. The children had their candy and games, and as a whole it was a grand success. Are all counting on having another social gathering in the near future.

## SILVIS BOWLING NOTES.

Competition among the teams in the American League, composed of men who bowl a mean pin, is very keen. The Independents are in the lead, with the Strollers a close second. The standing of the week ending December 13 follows:

Team.	Won	Lost	Tot. game	High	Av.
Independents	20	10	24,345	894	2,513
Strollers	19	11	23,727	884	2,570
B. of R. E.	17	13	23,300	849	2,456
Silvis	14	16	23,419	861	2,455
B. & L.	12	18	22,676	867	2,447
Club House	8	22	20,923	880	2,481

Note—Club House forfeited three games to Strollers, no averages rolled.

## 2,500 SERIES.

Strollers	2,570
Independents	2,513 2,500 2,500

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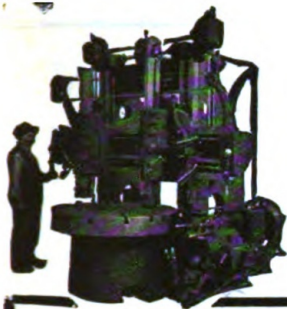
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## Solving Transportation Problems in U. S. Army

(Continued from page 4.)

particularly those in France, had been shipped to ports with little or no regard as to whether or not it was required for immediate movement overseas, or vessels in which to transport it were available.

To expedite the movement of its own particular material, several of the Supply Bureaus built up traffic organizations, and with the growing congestion and decreased car supply, a competition among them was created which, while making for expedition in individual cases, complicated the situation and served to impede the plan as a whole.

It was found that there was no organization within the army through which the proper coordination and control of the transportation of property of the several bureaus of the War Department could be accomplished.

By the creation of the Priorities Committee of the War Department, certain relief was given, but it became manifest during the closing months of 1917 that only by a coordination and control of the transportation of all property of the War Department in one organization, could its movement in an orderly manner and as required by the war program be brought about, and the constantly increasing and stifling congestion of the railways relieved.

At the close of 1917 the condition was most serious. The movement of troops was progressing satisfactorily, but the difficulties were daily increasing. By November 1, 1917, 1,336,417 men had been transported in 3,575 special trains, and at the same time troops were handled in regular trains to the equivalent of 1,350 specials, or a total of 1,916,417 men, representing 4,925 special trains.

Aside from the heavy tonnage required for overseas, reaching a total of 465,204 for the months June to December, 1917, inclusive, the property shipments and those of raw material ran into stupendous figures.

Without considering the supplies and munitions for aviation camps, army posts, increment and concentration camps, arsenals and other government manufacturing plants, 1,120 cars of supplies each day were required for the cantonments.

Only by control and orderly movement could the situation be met.

With the assumption of control of the railways by the Federal Government, a complete coordination of transportation facilities and management was accomplished. Control of motive power, car supply, routings, and other activities were centralized in the United States Railroad Administration, and the successful prosecution of the war program was given first consideration.

The opportunity was thus made to establish within the War Department an organization which could not only coordinate and control the transportation of all property and troops of the War Department, but one which would have full recognition of the United States Railroad Administration and operate under its advice and sanction.

No time was lost. A man of determination, broad traffic experience, sound judgment, tireless energy and unusual foresight was selected to head the new organization, and, on January 10, 1918, the Inland Transportation Division of the office of the Director of Storage and Distribution was created by the appointment

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of Mr. H. M. Adams as Director of Inland Transportation, War Department.

With the assistance of the officer who had been in charge of the Rail Transportation Division of the Office of the Quartermaster-General, and a limited personnel, active operations were immediately begun and under the authority of office order No. 151, of the Director of Storage and Traffic, War Department, dated January 15, 1918, an organization was planned.

While for the purposes of this article the reproduction of orders and regulations is unnecessary and not contemplated, the fundamental order, brief and unpretentious, but of vital importance, is quoted:

Office, Director of Storage and Traffic.

Office Order 151, January 15, 1918:

Mr. H. M. Adams, appointed by order dated Washington, D. C., January 10, 1918, Director of Inland Transportation, will exercise the following functions:

1. Have jurisdiction over all matters pertaining to the routing and transportation of all troops and property by whatever means of transport. Bureau chiefs, Commanding Officers, Depot Quartermasters and all other officers shall provide such assistance, information and reports as may be required from time to time.

2. Shall prepare and promulgate for the information and guidance of those interested a system and uniform plan for the conduct of the business of the division.

3. Shall be Chairman and Ex-Officio Member of the Priorities Committee of the War Department established by order of the Secretary of War, January 5, 1918.

4. All communications by letter or telegram pertaining to routing or transportation of troops and property will be addressed: Director Inland Transportation, War Department, Washington, D. C.

5. Correspondence pertaining to the office of the Director of Inland Transportation will be conducted over the signature of the Director of Inland Transportation, or by his authority.

6. Direct correspondence between the Director of Inland Transportation and the Commanding Officers of Ports of Embarkation, Bureau Chiefs and other officers is authorized.

GEORGE W. GOETHALS,  
Director of Storage and Traffic.

This order, issued by authority of the Secretary of War, not only centralized jurisdiction and control, directed necessary cooperation of all bureaus and officers, but cut out all the red tape of ordinary procedure and permitted dealings with all officers of the army without the delays incident to the passage of correspondence through military channels.

There was, therefore, authorized in this radical departure from all precedents, a basis for an efficient business administration which might "carry on" without interference or delay, and establish such regulations as the constantly changing conditions required.

To carry the work of the organization to a successful conclusion, it was necessary to have the services of men of broad railway traffic experience and, further, to have the force composed of men familiar by first hand knowledge with traffic conditions in the various sections of the United States, the principal points of interchange, and at the principal seaports. These men were made available and assigned to duty by Mr. Edward Chambers, Director Division of Traffic, United States Railroad Administration, whose constant interest and cooperation was a great factor in the success of the Service.

Operations were immediately commenced. The tense situation with respect to the car supply required close attention. The need existed to transport not only provisions and completed products in tremendous quantities, but an enormous tonnage of raw materials.

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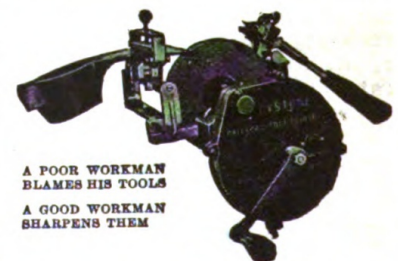
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tering into the manufacture of War Department equipment and supplies.

By careful analyses and investigations, needs of manufacturers engaged in war work were determined and cars made available. Definite and effective steps were taken to force prompt unloading and release of equipment, and the shipment of property and raw material not immediately required, was prohibited.

An improvement was at once noticeable, but it was not until March 1, 1918, that the system of operation was made effective by comprehensive rules and regulations, and control established.

The regulations prescribed by the fundamental orders issued provided that no carload shipments of War Department property might be made to ports or other specified points except when authorized by a "Transportation Order" issued by the Director of Inland Transportation, a procedure properly concurred in and approved by the United States Railroad Administration.

By coincident orders to the railways, cars were not made available for loading, nor were carload shipments accepted, except upon presentation of Transportation Orders.

By this means it was possible to at once control carload shipments of War Department property within the United States, confining the movement to such commodities and in such quantities as were known to be required, and which could promptly be unloaded from the cars on arrival at destination. Under this system embargoes were placed against shipments to the ports and, from time to time, other points, as became necessary, shipments thereafter being made only as authorized by "Transportation Orders." These were issued only after applications therefor, which required complete data, had been made by competent officers, and such investigation as appeared necessary had developed the facts.

The Inland Transportation Division assumed the functions previously exercised by the traffic representatives of the Supply Bureaus, so far as they are related to the physical transportation of War Department property. It took jurisdiction over certain field forces which had been utilized in the work of expediting the material of one bureau only and made their services available with respect to all War Department property regardless of corps or department. These officers were situated and operated from strategic commercial centers, and, by close cooperation with local railway officials, located and hastened the movement of cars, their unloading and their release to other service.

To intelligently develop, as necessity demanded, the requirements of the several Supply Bureaus, there were included in the organization, representatives of each such bureau with necessary personnel to conduct investigations and establish the facts without delay.

As the army grew and as the tonnage increased, the organization was extended and new activities undertaken.

Quite early in the history of the organization, in order to avoid confusion and to aid in uniformity, its designation was changed to the Inland Traffic Service, War Department, exercising the same functions and assuming such further responsibilities as were added from time to time.

The problems of the Inland Traffic Service were real. It had undertaken the work of bringing order out of chaos and

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of providing the necessary transportation to carry out the war program.

In January, 1918, there were on hand at the ports of Boston, New York, Philadelphia, Baltimore, Newport News and Norfolk, 30,000 carloads of government freight, the property of the War Department and the allies. Two thousand cars were under load with War Department property, more than 300 carloads on the piers, and approximately 1,100 on the ground, all exclusive of coal and grain in bulk.

On March 30, notwithstanding the increased production, there were 22,118 carloads of government property, including that of the allies, at the same ports, but the War Department property had been reduced to 1,938 carloads, including that on wheels, on piers and on the ground. And this after approximately thirty days of Inland Traffic Service operation.

The problem, however, was far from being solved. Production and the army were rapidly increasing.

Every conceivable device was practiced to evade the operation of the system and a closer supervision became necessary. The control must be made complete and to secure it, a much more extensive organization was authorized by the Secretary of War on June 8, 1918.

Under the reorganization plan, all transportation, inland and coastwise, and all equipment owned by the War Department, came within the jurisdiction of the Service. Negotiations with the carriers were restricted to the Inland Traffic Service, and individual dealings by officers of the army with representatives of the carriers, except through the Service, were prohibited.

The country was divided into sections, and Branch and District offices in charge of civilian traffic men were established at points where they could do most effective work. Representatives, civilian and military, under the sole jurisdiction of the Service, were placed at camps, ports and warehouses to carry out the program and enforce compliance with regulations.

The express service having been resorted to, to an extent which paralyzed its efficiency and resulted in a terrific waste of money, by an arrangement with the American Railway Express Company, the shipment of more than 1,000 pounds of War Department property on any one day from one consignor to one consignee was prohibited except upon presentation of an "Express Transportation Order" similar in character to the original transportation order adopted for freight shipments.

This served to curtail unnecessary burdens on the carriers and saved literally hundreds of thousands of dollars to the government.

To aid in reducing delays and to properly supervise shipments, a Car Record office was established at the Washington headquarters and by the use of passing reports, records of carloads of War Department property were maintained. By this means a knowledge of what was moving to important destinations was constantly available as well as the data necessary for efficient work by the tracing section.

By a section of the office assigned to that duty, an expedited freight service was established to handle especially important shipments and by the cooperation of the Railroad Administration and the individual carriers, its work was very effective.

In the meantime troop movements were made with comparatively little inconveni-

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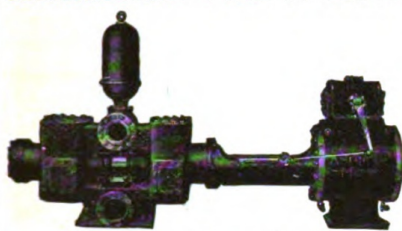
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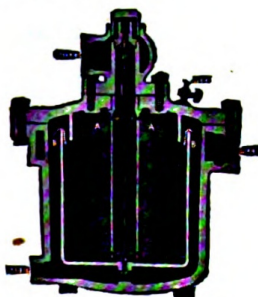
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ence to commercial travel. The method was simple and effective. The Operations Division of the General Staff selected the troops to be moved. If for overseas movement, the Embarkation Service indicated the particular ports. The Inland Traffic Service informed the Troop Movement Section of the Railroad Administration of the requirements, and by conference established routes and dates of movement; orders were issued and troops moved accordingly.

Where the troops involved were not destined to a port for overseas, the particular organizations having been selected by the Operations Division of the General Staff, orders to prepare for movement were issued to the proper commanding officers through the Adjutant-General of the Army. Copies of such orders were supplied to the Inland Traffic Service and steps were at once taken to establish available routes. Preparation of the troops completed, commanding officers wired the Inland Traffic Service for routing instructions and dates. Definite dates and routes were established by conference with the Troop Movement Section of the Railroad Administration and orders for movement issued and movements made.

In each case concurrent orders were sent to the general agents of the Railroad Administration at the camps and cantonments concerned, and details arranged by them with the interested carriers.

Frequent secret conferences between representatives of the Operations Division, General Staff, Embarkation Service, Troop Movement Section of the Railroad Administration and Inland Traffic Service, considered and determined tentative plans for future troop movements, and upon such plans subsequent action was based and congestion avoided.

Special troop trains to a total of 11,959 had been operated, and 8,714,582 men had been transported by the American railways between May 1, 1917 and November 11, 1918. There were only sixteen accidents involving death or injury and the total casualties were 335 injured and 39 killed. Ships had been met. More than two million men sent overseas, and the thing thought impossible accomplished ahead of that time.

The statistics with respect to the tonnage are astounding. Some idea can be gained from that which was shipped overseas during the period from January, 1918, to and including December, 1918, a total of 5,812,372 tons. In the month of November alone nearly one million tons of supplies and munitions were shipped overseas. The total of the War Department property moved in the United States for domestic uses runs into figures which are inconceivable.

But the problems at home were not all. Our Expeditionary Forces were confronted with obstacles which seemed insurmountable, except to the men who had the job to do.

The French railways, admirably adapted to their own needs, were unable to provide the transportation required for our troops and supplies.

Dock facilities and warehouses were sadly lacking. Locomotives and cars must be provided and operated. The railway engineers and operating men of the United States responded nobly and the work was well done.

The French placed certain of their lines at the disposal of our Army, and lines of communication were established by the Director General of Transportation.

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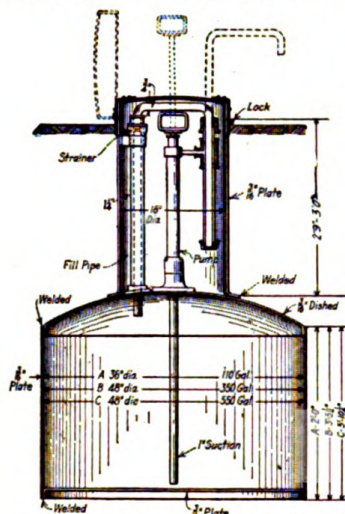
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Troops and supplies were moved promptly and as required. Five miles of main line track and 937 miles of single track were constructed, 243 miles in one yard alone. Six hundred and twelve locomotives were erected and 2,306 French and Belgian locomotives repaired.

There were innumerable difficulties but they were overcome, and the accomplishments will stand as a monument to those who planned and executed the work.

At the cessation of hostilities, there were 69,000 American railway men in France. They were all anxious to get home, but willing to remain as long as they were needed.

Then came the problem of evacuation. And here again were remarkable results achieved. The machinery was reversed and adapted to the new conditions, and with astonishing speed our "boys came marching home."

In no phase of activity did the spirit of the United States find a more definite expression than in the transportation of the army and its supplies.

The impossible had been made possible; an army of two million men had been maintained three thousand miles from its base of supplies, the troops at home—approximately 1,750,000 when the armistice was signed—had been well fed and well housed, and the enemy had been defeated.



## Adventure of the Engineer's Thumb

(Continued from page 5.)

"I have been making a fool of myself," he gasped.

"Not at all. Drink this." I dashed some brandy into the water, and the color began to come back to his bloodless cheeks.

"That's better!" said he. "And now, doctor, perhaps you would kindly attend to my thumb, or rather to the place where my thumb used to be."

He unwound the handkerchief and held out his hand. It gave even my hardened nerves a shudder to look at it. There were four protruding fingers and a horrid red, spongy surface where the thumb should have been. It had been hacked or torn right out from the roots.

"Good heavens!" I cried, "this is a terrible injury. It must have bled considerably."

"Yes, it did. I fainted when it was done, and I think that I must have been senseless for a long time. When I came to I found that it was still bleeding, so I tied one end of my handkerchief very tightly round the wrist, and braced it on with a twig."

"Excellent! You should have been a surgeon."

"It is a question of hydraulics, you see, and came within my own province."

"This has been done," said I, examining the wound, "by a very heavy and sharp instrument."

"I think like a cleaver," said he.

"An accident, I presume?"

"By no means."

"What! a murderous attack?"

"Very murderous indeed."

"You horrify me."

I sponged the wound, cleaned it, dressed it, and finally covered it over with cotton wadding and carbolized bandages. He lay back without wincing, though he bit his lip from time to time.

"How is that?" I asked, when I had finished.

"Capital! Between your brandy and your bandage, I feel a new man. I was

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very weak, but I have had a good deal to go through."

"Perhaps you had better not speak of the matter. It is evidently trying to your nerves."

"Oh no, not now. I shall have to tell my tale to the police; but, between ourselves, if it were not for the convincing evidence of this wound of mine, I should be surprised if they believed my statement; for it is a very extraordinary one, and I have not much in the way of proof with which to back it up; and, even if they believe me, the clues which I can give them are so vague that it is a question whether justice will be done."

"Ha!" cried I, "if it is anything in the nature of a problem which you desire to see solved, I should strongly recommend you to come to my friend Mr. Sherlock Holmes before you go to the official police."

"Oh, I have heard of that fellow," answered my visitor, "and I should be very glad if he would take the matter up, though of course I must use the official police as well. Would you give me an introduction to him?"

"I'll do better. I'll take you round to him myself."

"I should be immensely obliged to you."

"We'll call a cab and go together. We shall just be in time to have a little breakfast with him. Do you feel equal to it?"

"Yes; I shall not feel easy until I have told my story."

"Then my servant will call a cab, and I shall be with you in an instant." I rushed upstairs, explained the matter shortly to my wife, and in five minutes was inside a hansom, driving with my new acquaintance to Baker street.

Sherlock Holmes was, as I expected, lounging about his sitting-room in his dressing-gown, reading the agony column of *The Times*, and smoking his before-breakfast pipe, which was composed of all the plugs and dottels left from his smokes of the day before, all carefully dried and collected on the corner of the mantelpiece. He received us in his quietly genial fashion, ordered fresh rashers and eggs, and joined us in a hearty meal. When it was concluded he settled our new acquaintance upon the sofa, placed a pillow beneath his head, and laid a glass of brandy-and-water within his reach.

"It is easy to see that your experience has been no common one, Mr. Hatherley," said he. "Pray lie down there and make yourself absolutely at home. Tell us what you can, but stop when you are tired, and keep up your strength with a little stimulant."

"Thank you," said my patient, "but I have felt another man since the doctor bandaged me, and I think that your breakfast has completed the cure. I shall take up as little of your valuable time as possible, so I shall start at once upon my peculiar experiences."

Holmes sat in his big arm-chair with the weary, heavy-lidded expression which veiled his keen and eager nature, while I sat opposite to him, and we listened in silence to the strange story which our visitor detailed to us.

"You must know," said he, "that I am an orphan and a bachelor, residing alone in Lodgings in London. By profession I am an hydraulic engineer, and I have had considerable experience of my work during the seven years that I was apprenticed to Venner & Matheson, the well-known firm, of Greenwich. Two years ago, having served my time, and having also come into a fair sum of money

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through my poor father's death, I determined to start in business for myself, and took professional chambers in Victoria street.

"I suppose that every one finds his first independent start in business a dreary experience. To me it has been exceptionally so. During two years I have had three consultations and one small job, and that is absolutely all that my profession has brought me. My gross takings amount to £27 10s. Every day, from nine in the morning until four in the afternoon, I waited in my little den, until at last my heart began to sink, and I came to believe that I should never have any practice at all.

"Yesterday, however, just as I was thinking of leaving the office, my clerk entered to say there was a gentleman waiting who wished to see me upon business. He brought up a card, too, with the name of 'Colonel Lysander Stark' engraved upon it. Close at his heels came the colonel himself, a man rather over the middle size, but of an exceeding thinness. I do not think that I have ever seen so thin a man. His whole face sharpened away into nose and chin, and the skin of his cheeks was drawn quite tense over his outstanding bones. Yet this emaciation seemed to be his natural habit, and due to no disease, for his eye was bright, his step brisk, and his bearing assured. He was plainly but neatly dressed, and his age, I should judge, would be nearer forty than thirty.

"Mr. Hatherley?" said he, with something of a German accent. 'You have been recommended to me, Mr. Hatherley, as being a man who is not only proficient in his profession, but is also discreet and capable of preserving a secret.'

"I bowed, feeling as flattered as any young man would at such an address. 'May I ask who it was who gave me so good a character?'

"Well, perhaps it is better that I should not tell you that just at this moment. I have it from the same source that you are both an orphan and a bachelor, and are residing alone in London.'

"That is quite correct," I answered, 'but you will excuse me if I say that I cannot see how all this bears upon my professional qualifications. I understood that it was on a professional matter that you wished to speak to me?'

"Undoubtedly so. But you will find that all I say is really to the point. I have a professional commission for you, but absolute secrecy is quite essential—absolute secrecy, you understand, and of course we may expect that more from a man who is alone than from one who lives in the bosom of his family.

"If I promise to keep a secret," said I, 'you may absolutely depend upon my doing so.'

"He looked very hard at me as I spoke, and it seemed to me that I had never seen so suspicious and questioning an eye.

"Do you promise, then?" said he, at last.

"Yes, I promise."

"Absolute and complete silence before, during, and after? No reference to the matter at all, either in word or writing?'

"I have already given you my word."

"Very good." He suddenly sprang up, and darting like lightning across the room, he flung open the door. The passage outside was empty.

"That's all right," said he, coming



back. 'I know that clerks are sometimes curious as to their master's affairs. Now we can talk in safety.' He drew up his chair very close to mine, and began to stare at me again with the same questioning and thoughtful look.

"A feeling of repulsion, and of something akin to fear had begun to rise within me at the strange antics of this fleshless man. Even my dread of losing a client could not restrain me from showing my impatience.

"I beg that you will state your business, sir," said I; 'my time is of value.' Heaven forgive me for that last sentence, but the words came to my lips.

"How would fifty guineas for a night's work suit you?" he asked.

"Most admirably."

"I say a night's work, but an hour's would be nearer the mark. I simply want your opinion about a hydraulic stamping machine which has got out of gear. If you show us what is wrong we shall soon set it right ourselves. What do you think of such a commission as that?"

"The work appears to be light and the pay munificent."

"Precisely so. We shall want you to come tonight by the last train."

"Where to?"

"To Eyford, in Berkshire. It is a little place near the borders of Oxfordshire, and within seven miles of Reading. There is a train from Paddington which would bring you there at about 11:15."

"Very good."

"I shall come down in a carriage to meet you."

"There is a drive, then?"

"Yes, our little place is quite out in the country. It is a good seven miles from Eyford Station."

"Then we can hardly get there before midnight. I suppose there would be no chance of a train back. I should be compelled to stop the night."

"Yes, we could easily give you a shake-down."

"That is very awkward. Could I not come at some more convenient hour?"

"We have judged it best that you should come late. It is to recompense you for any inconvenience that we are paying to you, a young and unknown man, a fee which would buy an opinion from the very heads of your profession. Still, of course, if you would like to draw out of the business, there is plenty of time to do so."

"I thought of the fifty guineas, and of how very useful they would be to me. 'Not at all,' said I, 'I shall be very happy to accommodate myself to your wishes. I should like, however, to understand a little more clearly what it is that you wish me to do.'

"Quite so. It is very natural that the pledge of secrecy which we have exacted from you should have aroused your curiosity. I have no wish to commit you to anything without your having it all laid before you. I suppose that we are absolutely safe from eavesdroppers?"

"Entirely?"

"Then the matter stands thus. You are probably aware that fuller's-earth is a valuable product, and that it is only found in one or two places in England?"

"I have heard so."

"Some little time ago I bought a small place—a very small place—within ten miles of Reading. I was fortunate enough to discover that there was a deposit of fuller's-earth in one of my fields. On examining it, however, I found that this deposit was a compara-

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tively small one, and that it formed a link between two very much larger ones upon the right and left—both of them, however, in the grounds of my neighbors. These good people were absolutely ignorant that their land contained that which was quite as valuable as a gold-mine. Naturally, it was to my interest to buy their land before they discovered its true value; but, unfortunately, I had no capital by which I could do this. I took a few of my friends into the secret, however, and they suggested that we should quietly and secretly work our own little deposit, and that in this way we should earn the money which would enable us to buy the neighboring fields. This we have now been doing for some time, and in order to help us in our operations we erected an hydraulic press. This press, as I have already explained, has got out of order, and we wish your advice upon the subject. We guard our secret very jealously, however, and if it once became known that we had hydraulic engineers coming to our little house, it would soon rouse inquiry, and then, if the facts came out, it would be good-bye to any chance of getting these fields and carrying out our plans. That is why I have made you promise me that you will not tell a human being that you are going to Eyford tonight. I hope that I make it all plain?

"I quite follow you," said I. "The only point which I could not quite understand, was what use you could make of an hydraulic press in excavating fuller's-earth, which, as I understand, is dug out like gravel from a pit."

"Ah!" said he, carelessly, "we have our own process. We compress the earth into bricks, so as to remove them without revealing what they are. But that is a mere detail. I have taken you fully into my confidence now, Mr. Hathorley, and I have shown you how I trust you." He rose as he spoke. "I shall expect you, then, at Eyford at 11:15."

"I shall certainly be there."

"And not a word to a soul." He looked at me with a last, long, questioning gaze, and then, pressing my hand in a cold, dank grasp, he hurried from the room.

"Well, when I came to think it all over in cool blood I was very much astonished, as you may both think, at this sudden commission which had been intrusted to me. On the one hand, of course, I was glad, for the fee was at least tenfold what I should have asked had I set a price upon my own services, and it was possible that this order might lead to other ones. On the other hand, the face and manner of my patron had made an unpleasant impression upon me, and I could not think that his explanation of the fuller's-earth was sufficient to explain the necessity for my coming at midnight, and his extreme anxiety lest I should tell any one of my errand. However, I threw all fears to the winds, ate a hearty supper, drove to Paddington, and started off, having obeyed to the letter the injunction as to holding my tongue.

"At Reading I had to change not only my carriage, but my station. However, I was in time for the last train to Eyford, and I reached the little dim-lit station after eleven o'clock. I was the only passenger who got out there, and there was no one upon the platform save a single sleepy porter with a lantern. As I passed out through the wicket gate, however, I found my acquaintance



or the morning waiting in the shadow upon the other side. Without a word he grasped my arm and hurried me into a carriage, the door of which was standing open. He drew up the windows on either side, tapped on the wood-work, and away we went as fast as the horse could go."

"One horse?" interjected Holmes.

"Yes, only one."

"Did you observe the color?"

"Yes, I saw it by the side-lights when I was stepping into the carriage. It was a chestnut."

"Tired-looking or fresh?"

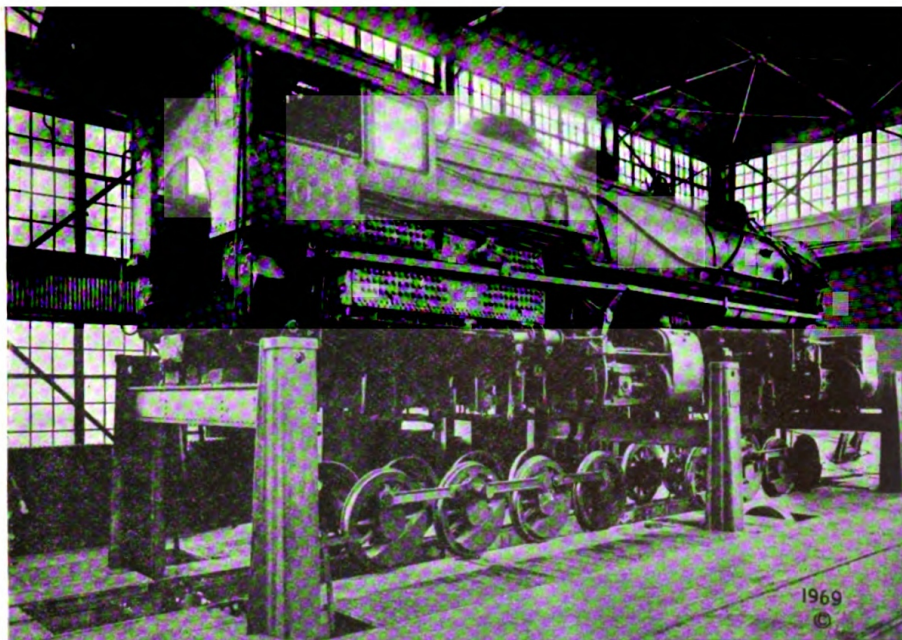
"Oh, fresh and glossy."

"Thank you. I am sorry to have interrupted you. Pray continue your most interesting statement."

"Away we went then, and we drove for at least an hour. Colonel Lysander Stark had said that it was only seven miles, but I should think, from the rate that we seemed to go, and from the time that we took, that it must have been nearer twelve. He sat at my side in silence all the time, and I was aware, more than once when I glanced in his direction, that he was looking at me with great intensity. The country roads seem to be not very good in that part of the world, for we lurched and jolted terribly. I tried to look out of the windows to see something of where we were, but they were made of frosted glass, and I could make out nothing save the occasional bright blurr of a passing light. Now and then I hazarded some remark to break the monotony of the journey, but the colonel answered only in monosyllables, and the conversation soon flagged. At last, however, the bumping of the road was exchanged for the crisp smoothness of a gravel-drive, and the carriage came to a stand. Colonel Lysander Stark sprang out, and, as I followed after him, pulled me swiftly into a porch which gaped in front of us. We stepped, as it were, right out of the carriage and into the hall, so that I failed to catch the most fleeting glance of the front of the house. The instant that I had crossed the threshold the door slammed heavily behind us, and I heard faintly the rattle of the wheels as the carriage drove away.

"It was pitch dark inside the house, and the colonel fumbled about looking for matches, and muttering under his breath. Suddenly, a door opened at the other end of the passage, and a long, golden bar of light shot out in our direction. It grew broader, and a woman appeared with a lamp in her hand, which she held above her head, pushing her face forward and peering at us. I could see that she was pretty, and from the gloss with which the light shone upon her dark dress I knew that it was a rich material. She spoke a few words in a foreign tongue in a tone as though asking a question, and when my companion answered in a gruff monosyllable she gave such a start that the lamp nearly fell from her hand. Colonel Stark went up to her, whispered something in her ear, and then, pushing her back into the room from whence she had come, he walked towards me again with the lamp in his hand.

"Perhaps you will have the kindness to wait in this room for a few minutes," said he, throwing open another door. It was a quiet, little, plainly-furnished room, with a round table in the center, on which several German books were scattered. Colonel Stark laid down



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the lamp on the top of a harmonium beside the door. 'I shall not keep you waiting an instant,' said he, and vanished into the darkness.

"I glanced at the books upon the table, and in spite of my ignorance of German I could see that two of them were treatises on science, the others being volumes of poetry. Then I walked across to the window, hoping that I might catch some glimpse of the country-side, but an oak shutter, heavily barred, was folded across it. It was a wonderfully silent house. There was an old clock ticking loudly somewhere in the passage, but otherwise everything was deadly still. A vague feeling of uneasiness began to steal over me. Who were these German people, and what were they doing, living in this strange, out-of-the-way place? And where was the place? I was ten miles or so from Eyford, that was all I knew, but whether north, south, east, or west I had no idea. For that matter, Reading, and possibly other large towns, were within that radius, so the place might not be so secluded, after all. Yet it was quite certain, from the absolute stillness, that we were in the country. I paced up and down the room, humming a tune under my breath to keep up my spirits, and feeling that I was thoroughly earning my fifty-guinea fee.

"Suddenly, without any preliminary sound in the midst of the utter stillness, the door of my room swung slowly open.

(To be continued in the next issue.)

## Current Events

(Continued from page 19.)

press Eugenie, the 93-year-old widow of Emperor Napoleon III of France. The empress, despite her advanced age, was in war work in Great Britain during the war and returned to Paris only recently to spend her last days in seclusion.

In the Paris courts, 123,000 divorce suits are pending. There are 2,880,000 persons in Paris and approximately 577,000 families. In other words, 21 per cent of the families are affected by the divorce epidemic.

Charles Earnest Drury, an Ontario farmer, has been made premier of that province. He left Toronto after his appointment to return to his farm and decide on his cabinet. "I can think better plowing," he said.

The Belgian government has given its approval to a list of 1,150 German officers and civilians who will be prosecuted on charges arising from violations of the laws of war during the Hun occupation.

Grand Duke Nicholas, commander-in-chief of the Russian army during the early part of the war, is living in quiet retirement in an Italian villa.

Prince Yi-Ko, a member of the Korean royal family, was kidnapped on November 9 and remained in captivity more than a month. He was finally recaptured from revolutionary kidnappers.

Homer Hogarth, a Minneapolis, Kan., farmer, recently became interested in the Aurora Borealis Ice Company, a corporation formed to corner the North Pole



ice market, and bought an interest in the company for \$30,000 from Gallileo Grubino, a promoter. Homer is now looking for Gallileo, who left for the north country to hang a scoop on to the pole.

William E. Johnson, better known as "Pussyfoot," who lost an eye due to the pranks of English anti-prohibitionist college students, has asked that the funds raised for him by the *London Evening News* be turned over to St. Dunstan's Hostel for the Blind.

The only negro colonel in the United States army, Charles Young, has been selected as the military attache to Liberia at the request of the tiny African republic. The military establishment of Liberia was organized by Colonel Young.

Lieut. Belvin W. Maynard, the "flying parson," was ordered on December 10 by the war department to appear before Maj.-Gen. Chas. T. Menoher, director of air service, to explain his alleged statement that some of the fatal accidents in the transcontinental air race were caused by use of liquor.

David W. Griffith, known as the premier motion picture director, had a thrill the other day that beat anything he has yet produced on the screen. With thirty-six other persons, Mr. Griffith sailed from Florida for the Bahama Islands in a rickety old craft which foundered. For three days airplanes searched the sea and every effort was put forth to find the missing party. Then the boat quietly steamed into Nassau, Bahama, with a famished but live bunch of filmy stars.

Sergt. Frank Dukes, a crippled soldier, was married on the night of December 20 to Miss Mabel Diehl, of Chicago. The ceremony took place in the Clarendon Beach army hospital. Sergeant Dukes was married in a wheel chair. That's why we are printing the story.

With a record that makes that of Lieutenant "Hard Boiled" Smith look tame, Capt. Karl W. Detzer, in charge of an army prison camp at Le Mans, France, faced a general court-martial in New York last month. The charges of brutality against Detzer were almost unprintable. Detzer was formerly a newspaper man of Fort Wayne, Ind.

Representative Gould, of New Mexico, made open charges in the house the other day that the Mexican government was "helping" the fuel famine in the United States by hampering oil drilling in the Tampico fields.

Miss Eva Balfour, of London, said to be the most distinguished beauty in the United States, will come to the United States soon. American girls, look well to your laurels! The prettiest American girls, all of whom live along the Rock Island Lines, are at Memphis, Tenn.; Rock Island, Ill.; Oklahoma City, Okla., and Holton, Kan., according to a La Salle Station expert on feminine appearances.

Edward A. Cudahy, Jr., who was ransomed for \$25,000 nineteen years ago, after he had been kidnapped by Pat Crowe, is engaged to wed Miss Margaret Carry, of Chicago. He is vice president of the Cudahy Packing Company.

Mrs. Stella Hammerstein Keating, 10

1920



1920

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**REPUBLIC PROCESS TIRES**

tress and daughter of the late Oscar Hammerstein, has been divorced from her husband, F. L. C. Keating, prominent New York attorney.

Frank J. Percy, once a major in the British Air Service, holder of the distinguished flying cross and other decorations, is now employed as a window washer in New York at \$75 a month. He said he had to work and that was the first job offered to him.

Ludwig C. A. K. Martens, self-styled "ambassador" from the Russian soviet government, is now occupying the columns of the daily newspapers originally reserved for Harry K. Thaw, Col. Sid Houston, Gaby Deslys, "Spend a Million" Gates, "Coal Oil Johnny," Jack Johnson and other notables. Ludwig, unlike some of the others, is in danger of being deported to the land of Monsieur Lenine.

President Wilson is slowly regaining his strength and health, according to the more recent reports from the White House. Senator Fall, Republican, of New Mexico, and Senator Hitchcock, Democrat, of Nebraska, visited him in December and held a conference about the Mex. situation.

James W. Gerard, former ambassador to Germany, has announced his candidacy for the Democratic presidential nomination and formally filed his platform in South Dakota.

## Another Laugh Produced in Claim for Damages

A western railroad claim department has received the following:

"I have a horse that was struck by a train 1 week ago. I don't know what kind of a report the section foreman made, but the horse was struck by the train between the car house and the road crossing. We saw where the train struck here and knocked her down, knocked one hip down, and broke the bone in her tail and she is not well yet. The section foreman and me places the damage at fifty dollars. If you want any proof, that is easy to get. Yours truly and oblige, etc."

## Freight Traffic Bowlers Holding Good Lead

The Freight Traffic department is still leading the race in the La Salle Bowling League. The standing on December 18 follows:

Team Standing.					
	Won.	Lost.	Pct.	Team.	Av.
1. Freight Traffic	36	6	.833	18,156	504
2. Eng'ng Dept.	20	16	.556	16,494	458
3. Tracers	20	16	.556	16,297	453
4. Strippers	19	17	.528	15,921	442
5. Checkers	15	21	.417	16,237	451
6. Recorders	15	21	.417	15,763	438
7. Purch. Dept.	14	22	.389	16,276	452
8. Federal Mgrs.	12	24	.333	15,831	440

Individual Averages.		
1. Fowler (1)	36	6,287
2. Stemm (1)	33	5,777
3. Browning (5)	27	4,494
4. Peterson (6)	36	5,963
5. Magnuson (2)	30	4,907
6. Scheeder (3)	26	5,782
7. Lange (5)	15	2,417
8. Phillips (8)	36	5,776
9. Scott (2)	27	4,297
10. Mueller (7)	36	5,654
11. Anderson (4)	27	4,207
12. Ruehr (1)	21	3,264

Original high game—Scott, Engrs., 254.  
Individual high series—Anderson, Strippers, 596.  
Team high series—Freight Traffic, 648.  
Team high series—Freight Traffic, 1,683.

Roller Magazine for January, 1920.



**United States Railroad  
Administration News  
From Washington**

(Continued from page 8.)

from .36 per hundred persons employed to .119.

The Safety Section was not functioning fully during 1918, the national machinery not having been gotten into complete working order until January, 1919.

The following figures show what was accomplished in the first nine months of 1919 as compared with similar periods in 1918 and 1917. These figures are based on the accidents reported under Interstate Commerce Commission regulations. It will be noted that not only has there been a wonderful reduction in the number of employes killed or injured but an almost similar ratio of reduction as applied to persons other than employes:

	Employes killed or injured.	Others killed or injured.
January to September, 1917	134,959	19,977
January to September, 1918	119,853	18,532
January to September, 1919	94,866	16,624
Decrease in 1919 compared with 1917	40,093	3,353

Acting on suggestions from safety committeemen throughout the United States in their regular monthly meetings, 141,081 unsafe conditions and 58,498 unsafe practices on the part of employes were corrected during the first nine months of 1919.

Following is a comparison of accidents to employes in September, 1919, and September, 1918:

Region.	1918.	1919.	Dec.
Eastern	2,336	2,337	99
Allegheny	3,120	2,959	161
Poconantas	325	241	84
Southern	1,971	1,533	438
Northwestern	1,836	1,578	258
Central Western	1,871	2,004	*133
Southwestern	1,278	1,328	*250
Total	12,737	12,080	657

\*Indicates increase.

**HANDLING GRIEVANCES.**

Grievances affecting employes belonging to classes which are or will be included in national agreements which have been or may be made between the United States Railroad Administration and employes' organizations will be handled as follows:

(a) Grievances on railroads not having agreements with employes, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations affected, for final reference to the director of the Division of Labor as provided in Circular No. 3 of the Division of Labor. Grievances on railroads having agreements with employes, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations with which the agreement was made, for final reference to the railway boards of adjustment as provided in the general orders creating such boards. Decisions made as the result of such reference will apply to the period antedating the effective date of such national agreement, and, from the effective date of that agreement, will be subject to any changes that are brought about by the national agreement.

(b) Grievances which occurred on the effective date of any national agreement and subsequent thereto will be handled by the committees of the organizations

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**H. C. CONLEY, Supt.**

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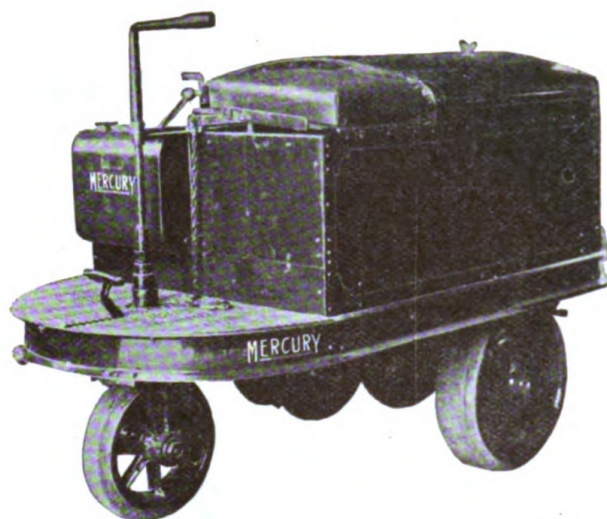
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signatory to such national agreement for final reference to the appropriate railway board of adjustment, except on roads where other organizations of employees have an agreement with the management of the same class of employees, in which case grievances will be handled under that agreement by the committees of the organization which holds the agreement, for final reference to the director of the Division of Labor.

### STATEMENT OF EARNINGS.

Reports covering the financial results of operation for all Class I railroads under federal control during October show an upward trend in net profits. These roads comprise 232,149 miles, or 97 per cent of the 240,177 miles of road federally operated:

CONDENSED INCOME ACCOUNT.			
—Month of October—			
	1919.	1918.	Amt. of Pct. increase, Inc.
Op. rev.....	\$503,488,334	484,372,562	19,115,772 3.9
Op. exp.....	399,400,554	378,975,377	20,425,177 5.4
Net op. rev.	104,087,780	105,397,185	*1,309,405
Taxes, etc..	27,128,003	19,212,699	7,915,304
Net inc.....	76,959,777	86,184,486	*9,224,709
Op. ratio...	79.3	78.2	1.1

\*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,356,354, so that the net profit to the government was \$2,603,423 for these properties.

In this connection it should be observed that, on account of the restoration on October 1 of car per diem charges as between railroads in federal operation, the equipment rents in October, 1919, included \$6,000,000 car per diem debits, while the corresponding credits which inure on this account to other railroads in federal operation on account of October transportation will not appear until November; also that there was a large amount of revenue, estimated to be not less than \$3,000,000, from coal traffic transported in October which is not included in the October revenues because, on account of the impending coal strike, such coal traffic was held in transit in the last few days in October and the revenues shown on the waybills relating thereto were not taken into account for the month.

The net result of these two items would be to add approximately \$9,000,000 to the net operating income, as stated above, which would result in a net profit to the government of \$11,603,423.

In making comparison with last year it should be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in October, 1918, include about \$12,800,000 back pay applicable to prior months, but they do not, on the other hand, reflect the increases to employees granted subsequent to October, 1918, which are included in the October, 1919, expenses. In addition the expenses for October, 1919, include about \$4,800,000 back pay applicable to previous months.

The results for the ten months ended on October 30, were as follows:

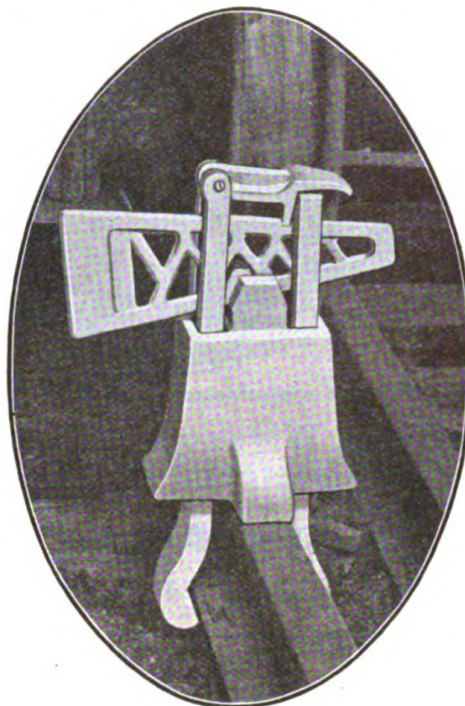
—Ten months to Oct. 31—			
	1919.	1918.	Inc. or dec., amount.
Op. rev...	\$4,234,992,130	\$3,985,178,160	\$249,813,970
Op. exp...	3,556,720,774	3,201,838,204	354,882,570
Net op. rev.	678,271,356	783,339,173	*105,068,600
Taxes, etc.	199,288,721	183,363,173	15,926,548
Net op. inc.	478,982,635	599,976,783	*120,994,148
10/12 annual rental	743,563,540	743,563,540	.....
Op. loss...	264,580,905	143,586,757	120,994,148
Op. ratio...	84.0	80.3	3.7

\*Indicates decrease.

It should be remembered that the comparison between the ten-month period is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became ef-



# Reading Car and Engine Chock



For holding on ends of track and inclines; for holding steam shovels and derricks when pulling equipment; for holding pile drivers, etc.

It is easily applied, being designed so as to grip the bottom of the rail. It can be secured against removal by applying padlock; will not slip.

The old method of placing ties against the front end of steam cranes when pulling can be eliminated by the use of the Reading Car and Engine Chock. It is portable and will fit any section of rail.

Placing ties across rails in front of steam shovels can also be avoided by the use of the Reading Car and Engine Chock.

We are not recommending this device as a bumping post, except that it will hold cars or engines, steam shovels, steam cranes, pile drivers, etc., in the position in which you place them.

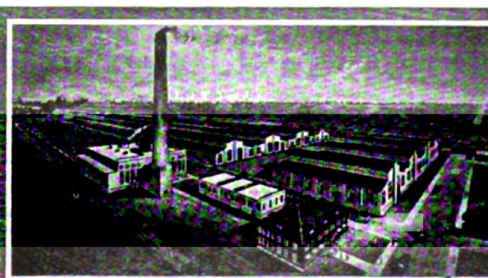
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## The Reading Specialties Company

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READING, PENNA.



## PETTIBONE MULLIKEN Co.

725 MARQUETTE BUILDING

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fective for passenger and freight traffic, respectively, the middle and later part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

For the first ten months of this year the net gain or loss to the government, after allowing for one-twelfth of the annual rental, has been:

	Net gain.	Net loss.
January .....	\$ 57,782,557	
February .....	65,430,850	
March .....	64,881,856	
April .....	48,757,056	
May .....	33,642,128	
June .....	22,031,860	
July .....	\$1,968,453	
August .....	16,397,112	
September .....	2,392,584	
October .....	2,603,423	
Net loss for ten months.....		\$269,164,735

The following comparison of net ton-miles per mile of road per day indicates that the freight business during October was greater than in October, 1918, or October, 1917, and about the same as in September, 1919:

	Revenue and non-revenue ton-miles per mile of road per day		
	1919.	1918.	1917.
January .....	4,275	3,878	4,770
February .....	4,002	4,591	4,511
March .....	4,050	5,273	5,192
April .....	4,134	5,471	5,257
May .....	4,524	5,226	5,617
June .....	4,615	5,423	5,694
July .....	4,878	5,487	5,441
August .....	5,075	5,691	5,351
September .....	5,625	5,731	5,217
October .....	5,651	5,584	5,385
Average for 10 mos. ....	4,687	5,234	5,168

Passenger traffic during October showed a substantial increase over October, 1918, so that both freight and passenger traffic were greater than last year.

### REDUCING "BAD ORDERS."

Steady and gratifying progress continues to be made in connection with the bad order car situation.

Excluding cars held out of service as not worth repairing, bad order cars had fallen on November 15 to 130,833, or 5.2 per cent. Figures for eleven weeks to December 13, follow:

	Number.	Percent.
October 4.....	172,210	6.9
October 11.....	169,343	6.7
October 18.....	163,986	6.5
October 25.....	156,372	6.3
November 1.....	146,702	5.8
November 8.....	136,238	5.4
November 15.....	130,833	5.2
November 22.....	133,208	5.3
November 29.....	135,238	5.4
December 6.....	132,027	5.2
December 13.....	130,918	5.2

Including cars held out of service as not worth repairing, the number of bad order cars had decreased to 148,292, or 5.8 per cent, on December 6. The figures for the ten weeks to December 6 follow:

	Number.	Percent.
October 4.....	191,656	7.6
October 11.....	188,308	7.4
October 18.....	183,070	7.2
October 25.....	175,348	7.0
November 1.....	166,514	6.5
November 8.....	155,564	6.1
November 15.....	150,133	5.9
November 22.....	148,529	5.9
November 29.....	152,118	6.1
December 6.....	132,027	5.8
December 13.....	146,056	5.8

The showing for the week of November 29 was affected by the Thanksgiving holiday.

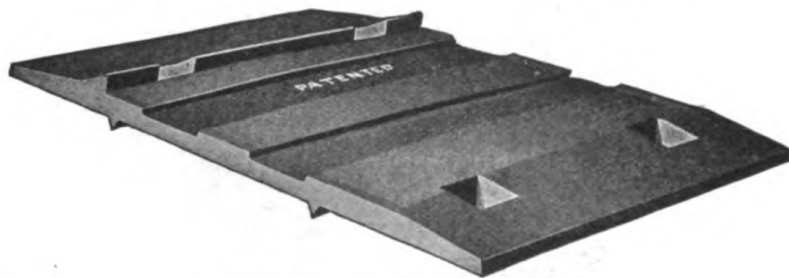
### AGREEMENTS CONCLUDED.

On December 16 a national agreement became effective covering the rules and working conditions for employees represented by the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers, to continue in force during the period of federal control.

This agreement covers seniority rules and regulations in connection with grievances. It provides that overtime for regular section laborers and other employees,



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Sambered Top Tie Plate shown below  
is the standard on the  
**ROCK ISLAND LINES**



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Chicago Derailers, Wigwag and other Highway  
Crossing Signals and Accessories

**THE RAILROAD SUPPLY COMPANY**  
Bedford Building, CHICAGO

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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.

**Investigate.**

**ST. LOUIS & O'FALLON COAL CO.**

Producers of

**STANDARD COAL**

Capacity of Mines 6,000 Tons Per Day

General Offices: 2925 South Broadway, St. Louis, Mo.

THOMAS M. JENKINS  
President

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Vice-President

GEO. E. KAUFFMANN  
Sec'y-Treas.

except laborers in extra or floating gangs and certain employes whose positions do not require continuous manual labor, will be paid on the basis of time and one-half after the eighth hour of service. Hitherto such maintenance employes have been paid overtime at pro rata rates for the ninth and tenth hours and time and one-half after the tenth hour.

Under this agreement laborers in extra or floating gangs will be paid overtime at the pro rata rate for the ninth and tenth hours and time and one-half after the tenth hour, while employes holding positions not requiring continuous manual labor, such as watchmen, signalmen at non-interlocking crossings, lampmen and pumpers, will continue to be paid for their present hours of work a monthly rate equal to their pay at the time the agreement was signed.

\* \* \*

As announced in the December BULLETIN, the Railroad Administration, in discharging its responsibility to make such readjustments as are necessary to avoid inequalities in compensation to different classes of employes, proposed to representatives of the train and engine men that time and one-half would be paid for such time as was required to make runs in excess of what would be required if the average speed of twelve and one-half miles per hour were maintained, provided arbitraries and special allowances previously paid in various forms of freight train service were eliminated for the railroads as a whole.

After consideration of this proposal by the representatives of the organizations affected, an agreement was reached providing for time and one-half for overtime, effective on December 1, affecting employes in slow freight service. Under the settlement all arbitraries and special allowances formerly applicable between terminals are eliminated. Special allowances for switching and similar work at initial terminals are preserved, but at the former rates. Allowances for switching and delays at final terminals are preserved, payable at the former rates, where the work is performed prior to the overtime period. These allowances have been agreed to in the past for relieving men of work which has not been considered part of their regular duties, and correspondingly it is felt that the same conditions exist in connection with the payment of time and one-half for overtime.

\* \*

### PASSENGER TRAIN PERFORMANCE.

During November 86.5 per cent of all passenger trains on Class I roads under federal control made on-time runs, or, if late at initial terminals on account of waiting for connecting trains, made as good a schedule time or better. This is a slight decrease compared with October, when the percentage was 88.2.

In the same period 81.7 per cent of all passenger trains arrived at their destinations on time, compared with 83.9 per cent in October.

Factors affecting train performance in November were the severe winter weather in northern and mountain states, heavy and continued rains in the South and Southeast and the dislocation of traffic due to the coal strike, which also resulted in the necessity for using inferior locomotive fuel in certain sections.

Following is a record of the performance of trains which arrived on schedule

Rock Island Magazine for January, 1920.



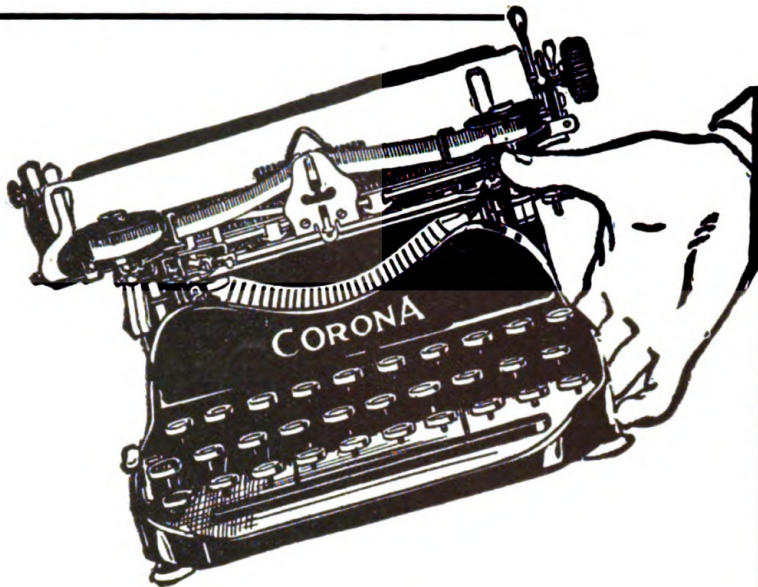
**N**OT only for travelers, but for stay-at-homes as well, for Corona is so light that you can carry it in one hand from room to room, or take it with you on train, steamer or motor-car. It requires no special desk. When not in use you fold it up and tuck it away—in desk or bureau drawer if you wish.

## CORONA

*The Personal Writing Machine*

is an aid that you need daily—whether for manuscripts, records, business or general correspondence.

Easy to operate, too—no special instruction needed. Go to our nearest dealer and try it—see this *six-pound* writing machine and get a complete demonstration.



The large number of Coronas used by the Rock Island is first hand evidence—ask the man next to you.

**Corona Typewriter Co., Inc.**  
GROTON, NEW YORK

*More Wear For The Money*



# MOGUL

UNION MADE

# Overalls

These work clothes vary only in size. The material and workmanship are the same, year in and year out. The Mogul label signifies uniform high quality and standardized value.

*All Sizes at All Dealers*

WESTERN UNION MANUFACTURING COMPANY

Kansas City, Mo.

Dallas, Tex.

San Francisco, Calif.

Sedalia, Mo.

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URBANA-CHAMPAIGN



—“to the repair track for one column bolt and two nuts missing on truck.”

This means train delay in cutting out the car.

It means a man's time when we have no men to spare.

It means money spent when we must conserve our resources.

It means a car out of service when shippers are begging for cars.

It never could have happened with the Bettendorf One-Piece Cast Steel Truck.

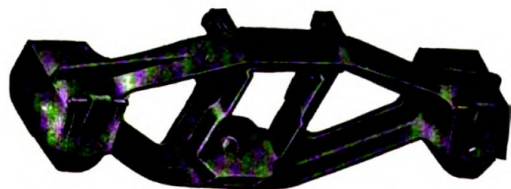
## THE BETTENDORF COMPANY

General Office and Works--Bettendorf, Iowa.

New York  
Grand Central Terminal

Chicago  
McCormick Bldg.

St. Louis  
Commonwealth Trust Bldg.



## T. S. LEAKE & CO.

### General Contractors

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time or which, if late, made their runs in schedule time or better:

Region—	No. of roads.	No. of Trains operated.	No. on time.	Pct.
Eastern .....	Nov. 43	87,957	77,966	88.6
Oct. 43	93,659	83,664	89.3	
Allegheny .....	Nov. 15	72,938	67,040	91.9
Oct. 15	77,480	70,882	91.5	
Pocahontas .....	Nov. 3	8,421	7,495	89.0
Oct. 3	8,923	8,262	92.6	
Southern .....	Nov. 34	48,669	43,296	89.0
Oct. 33	49,945	45,222	90.5	
Northwestern .....	Nov. 15	24,149	18,351	76.0
Oct. 15	26,274	22,286	84.8	
Cent. Western .....	Nov. 24	41,579	33,968	81.7
Oct. 24	43,091	36,207	84.0	
Southwestern .....	Nov. 22	20,005	14,721	73.6
Oct. 23	20,806	15,724	75.6	
Average .....	Nov. 156	303,718	262,839	86.5
Oct. 156	320,178	282,247	88.2	

Number of trains which arrived on schedule time:

Region—	No. of roads.	No. of Trains operated.	No. on time.	Pct.
Eastern .....	Nov. 43	87,957	75,027	85.3
Oct. 43	93,659	80,593	86.0	
Allegheny .....	Nov. 15	72,938	64,525	88.5
Oct. 15	77,480	68,286	88.1	
Pocahontas .....	Nov. 3	8,421	7,277	86.4
Oct. 3	8,923	7,897	88.5	
Southern .....	Nov. 34	48,669	40,831	83.9
Oct. 33	49,945	43,440	87.0	
Northwestern .....	Nov. 15	24,149	17,149	71.0
Oct. 15	26,274	21,288	81.0	
Cent. Western .....	Nov. 24	41,579	30,516	73.4
Oct. 24	43,091	33,224	77.1	
Southwestern .....	Nov. 22	20,005	12,816	64.1
Oct. 23	20,806	13,772	66.2	
Average .....	Nov. 156	303,718	248,141	81.7
Oct. 156	320,178	268,500	83.9	

Suburban trains are not included in the foregoing compilations.

### Rock Island Casualties

### Show Marked Decrease

L. F. Shedd, general supervisor of safety and fire preventin, has issued a circular showing in detail the injuries among various branches of the railroad in the first six months of 1919, compared to the same period in 1918. Among firemen on the system, the decrease in injuries is 38.2 per cent; among switchmen, 43.1 per cent; locomotive engineers, 38.5 per cent, and maintenance of way employees, 13.4 per cent.

### Per Capita Circulation

### \$54 in November

Money in circulation throughout the country November 1 totaled \$5,816,923,779, compared with \$5,943,801,171 on November 1, 1918, and \$5,806,571,880 on October 1, 1919, according to treasury estimates just made public. The per capita wealth in money in circulation on November 1 was estimated by the treasury at \$54.63, compared with \$55.84 on November 1, 1918, and \$54.58 on October 1, 1919. This estimate was made on the basis of 106,481,000 persons in the country on November 1.

### Bob Dimmock Is a

### West Iowa Landmark

One of the best-known Rock Island men at Council Bluffs, Ia., is Bob Dimmock, who can be seen regularly at Sixth street and Fifteenth avenue, that city.

In sunshine and showers, "Faithful Bob," guarding the crossing as faithfully as St. Peter guards the Golden Gate, is on the job. He has two means of stopping the traffic. The sign is for those who can see and a pile of bricks in the rear of the shanty for those who fail to see.

As we understand it, the Government is going to lower the price of sugar a little higher. —Brooklyn Eagle.

Rock Island Magazine for January, 1920.



# **GOOD COAL**

## **—PEABODY—**

COAL mined by most modern methods.

COAL screened and picked with unusual care.

These are the reasons that the trade know  
that coal from Peabody is Good Coal.

Ask your dealer for Peabody Coal.

*Peabody Coal comes from 30 mines—all operated by us.*

## **Peabody Coal Company**

**332 South Michigan Avenue, CHICAGO**

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## **Springfield District Coal Mining Company**

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**PRODUCERS**

**OF**

# **SPRINGFIELD DISTRICT**

# **STEAM COAL DOMESTIC**

## **MINES LOCATED ON**

**CHICAGO & ALTON R. R.  
WABASH R. R.**

**ILLINOIS CENTRAL R. R.  
CHICAGO & ILLINOIS MIDLAND R. R.**

**BALTIMORE & OHIO S. W. R. R.  
CHICAGO, PEORIA & ST. LOUIS R. R.  
CHICAGO, INDIANAPOLIS & WESTERN R. R.  
ILLINOIS TRACTION SYSTEM.**



## Fay Thompson Resigns to Become a Banker

Fay Thompson, division passenger agent of the Rock Island at Oklahoma City, Okla., has resigned to become vice-president of the Liberty National Bank, of that city. His resignation is effective January 15 and terminates a career of twenty-three years' continuous service with this system.

Mr. Thompson began as night ticket agent at Little Rock, Ark., in 1897. From 1900 to 1902 he was city ticket agent of the old Choctaw Railroad at Oklahoma City, returning to Little Rock in 1904 as traveling passenger agent, Rock Island. He was traveling passenger agent at Topeka, 1904-06; district passenger agent, Cleveland, Ohio, 1906-09, and district passenger agent, Atlanta, Ga., 1909-11. Mr. Thompson went to Oklahoma City as division passenger agent on June 1, 1911, and has remained there in that capacity since that time.

One of the best known and liked men in the passenger traffic department, Mr. Thompson will be a valuable asset to the great banking house of which he has been elected vice-president. Rock Island men are genuinely sorry to see Mr. Thompson leave the service of the company but are glad he has been given such an important position in the financial world.

## Seibert After Beet Sugar Refinery

Seibert, Colo., on the Rock Island, is boosting its chances to obtain a sugar beet factory. Its weekly newspaper, the *Seibert Settler*, recently published the following editorial:

"We have every requisite. Soil, water, acreage, best of railroad facilities, the Rock Island, which will more than do its part; but we must start the ball a rolling, and on high. Make a noise so loud the powers that be will sit up and take notice. You get nowhere by roosting in the shade of can't be done. Webster says: 'Aint no such word.' There aren't such, either.

"Great Valleys Sugar Corporation, \$6,000,000, plans to build four factories in this state. Seibert should get one of them.

"Sugar company at Fort Collins pays out \$111,000 for labor; payment of \$1,750,000 for sugar beets on November 15, and Seibert needs the pay roll. Let's go after it."

## Twenty-one Words of American Truth

The sentiment which has been chosen to appear on the engraved certificates of membership in the Roosevelt Memorial Association is taken from the last public utterance of Theodore Roosevelt. Its selection was itself an inspiration:

"One flag, the American flag; one language, the language of the Declaration of Independence; one loyalty, loyalty to the American people."

What platform of twenty-one words could carry a finer, a more inspiring message of Americanism to the first army of two million Roosevelt loving Americans who will read this legend on their certificates of membership when they get them?—*New York Sun*.

## Mind Your Business

By ELIHU ROOT

THE true basis of peaceful, prosperous, progressive development of civilization is friendship, which rests on the doctrine that each man should mind his own business. That is the true conception of liberty for others and for ourselves as well. Insisting that others shall do what you think is best for them leads to insufferable condescension. The great lesson of the war is that prosperity, wealth and national advantage are not to be gained by conquest or robbery.

—*Leslie's Weekly*.

## C. & O. Engineer Saves Life of Boy

Chesapeake & Ohio passenger train No. 25, a flyer from Washington, arrived in Louisville the other night fifteen minutes late, but John Cavins, engineer, apparently quieted the anger of railroad officials with a report that he "stopped the train just outside of Frankfort, Ky., to save the life of a boy who had fallen into an 'icy' pond."

Cavins said his train was going slowly around a sharp curve, when "I saw boys apparently failing to effect the rescue of a comrade from a mill pond.

"I stopped the train, cut the bell cord and hurried to the pond. The ice was too thin to bear me, so I threw the rope to the lad, who, numbed and struggling to keep on top of the water, passed it around his body, and I dragged him out. I took him to the railroad station, and, by artificial respiration, resuscitated him."

## The Meditations of Hambone

DAT OLE MULE KICKED  
ME YISTIDDY EN BOSS  
AX DE DOCTUH. IS AH  
HURT MUCH, BUT HOW  
COME HE WANTER AX DE  
DOCTUH--AH'S DE MAN  
WHUT DE MULE KICKED!"



## Miller Leaves Service to Sell Motor Cars

Clifford M. Miller, adjuster and chief clerk to J. S. Palmer, general claim agent of the Rock Island Lines, resigned, effective December 8, 1919, to enter the automobile business in Chicago. He was succeeded by C. E. Mekota, adjuster, of El Reno, Okla.

Mr. Miller first entered the service of the Rock Island on July 1, 1905, as a messenger boy, telegraph department. On October 1, same year, he became an office boy in the general claim department. He served in various capacities in the La Salle Station until July 1, 1913, when he was sent to Des Moines as an adjuster. On February 1, 1915, Mr. Miller returned to Chicago to take the position he has just left.

Mr. Miller has accepted a position as a salesman for the Pierce-Arrow motor car.

Mr. Mekota, the new chief clerk and adjuster, has been adjuster at El Reno since 1915 and was also in the Rock Island service three years prior to that time.

## J. R. Wilson Dies Following Operation

J. Roy Wilson, of Detroit, a former member of the Rock Island family, died at Providence Hospital, Detroit, on December 5, following an operation for appendicitis. He was 34 years old. The funeral was conducted at his residence, 340 Tuxedo avenue, Detroit, on December 8 and burial was in Woodlawn cemetery, with Masonic services.

Mr. Wilson was chief clerk to the master mechanic of the Rock Island at Valley Junction, Ia., several years ago, and later chief clerk to the superintendent of shops at Silvis, Ill. He was well and favorably known along the Rock Island Lines and the news of his death will be a shock to many.

Mr. Wilson had been general sales manager of the Davis-Bournonville Company at Detroit for the last five years and was acknowledged to be an expert in the oxy-acetylene welding industry and has written considerable authoritative literature on this line of business.

He is survived by his widow, Mrs. Thelma Wilson; his parents, Mr. and Mrs. James W. Wilson, 312 Cass avenue, Detroit, and two brothers, Floyd R. Wilson, of Detroit, and Fred A. Wilson, of the Waltham Watch Company, Boston.

Mr. Wilson was a member of the Masonic and Elks lodges and the Fellowship Club of Detroit. As a former resident of Valley Junction and Des Moines, Ia., and Rock Island, Ill., his acquaintance on the Rock Island Lines was very broad.

## Poultry Fanciers Have Contest in Missouri

The Farm Flock Laying contest, conducted so successfully the past year under the auspices of Professor Townsley, of the University of Missouri, Columbia, will be continued during the coming year. More than 300 farm flock owners have agreed to take part already. Rock Island employees desiring to enter their flocks should communicate direct with Professor Townsley.