

Rock Island Magazine

Edited by
H.E. Remington



FEBRUARY ~ 1921

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United States Senator

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Albion Thomas

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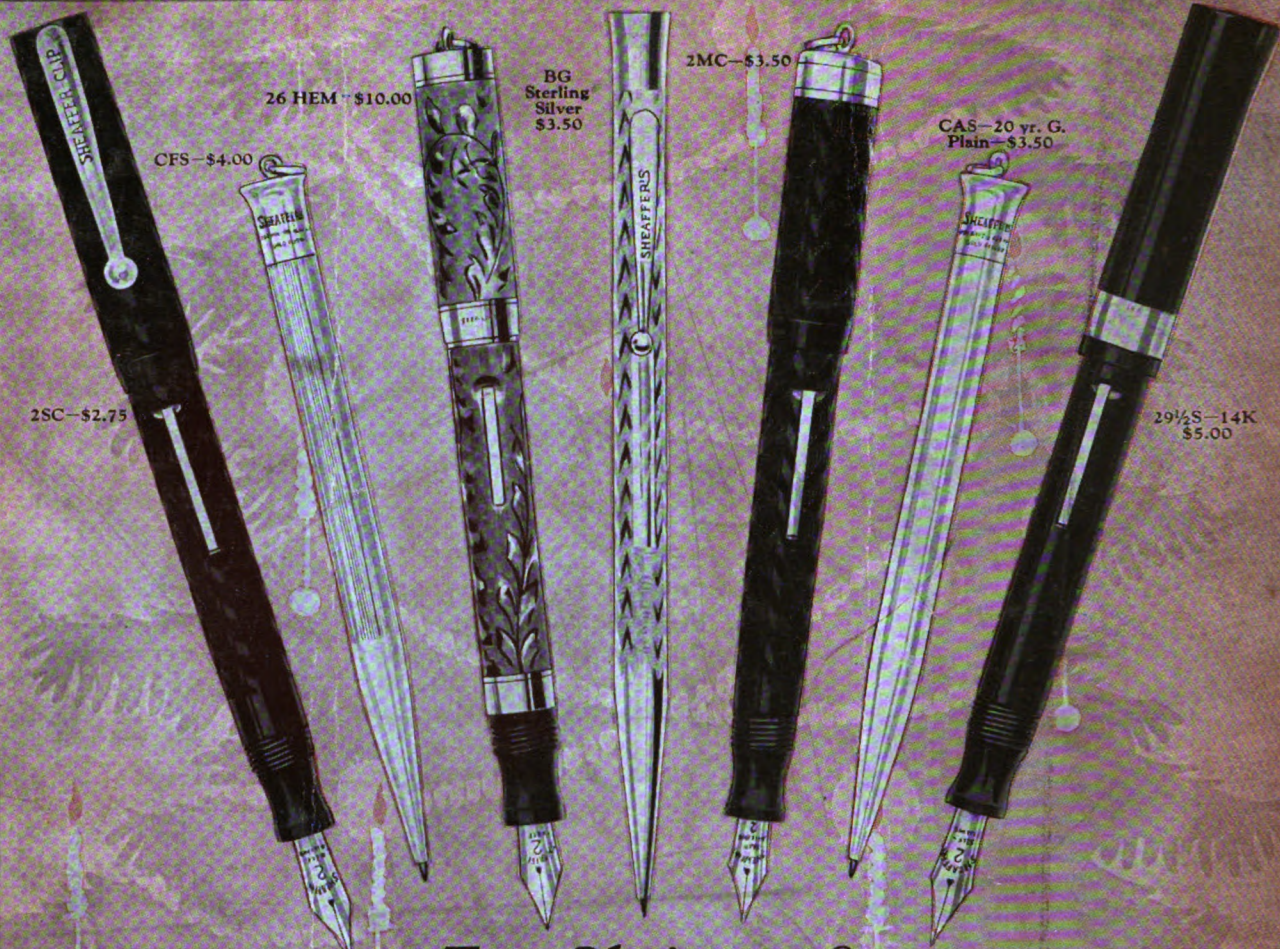
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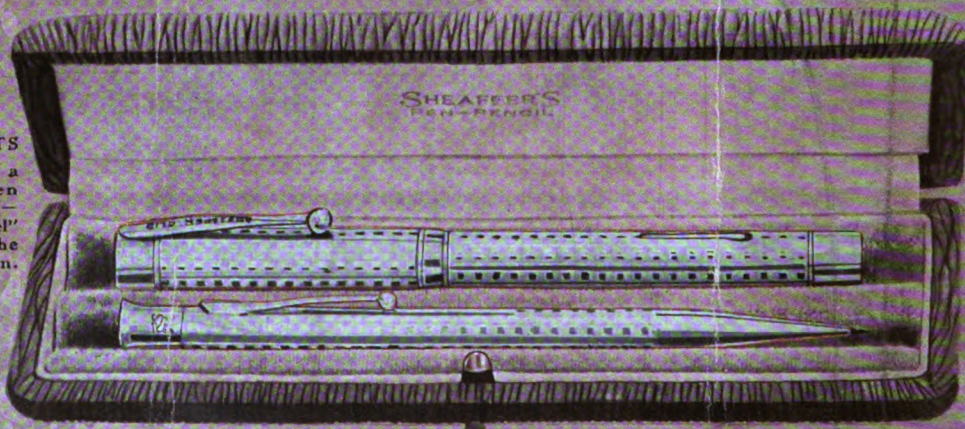
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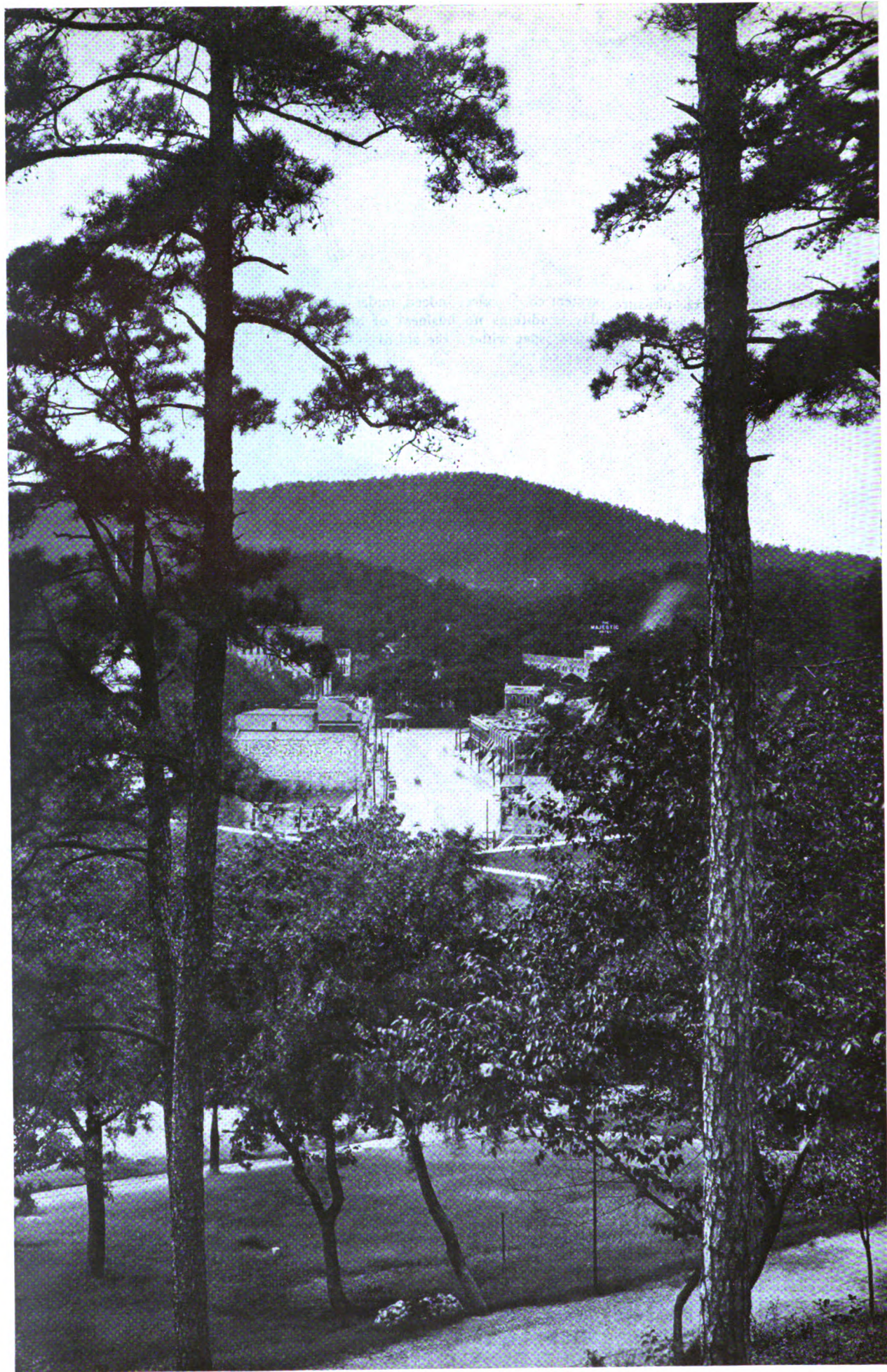
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In the land of the health-giving pines of the new Hot Springs National Park, Hot Springs, Ark., an all-year-round resort.

ROCK ISLAND MAGAZINE

Vol. XVI.

FEBRUARY, 1921

No. 2.

HOT SPRINGS, ARKANSAS.

You have always heard of Hot Springs, Arkansas, as a health resort, until you have taken it as a matter of course. But how much do you really know about Hot Springs? Every agent on the Rock Island Lines should be informed thoroughly about Hot Springs in order that he may tell prospective tourists—pleasure seekers, as well as health seekers—just what this little city in Arkansas has to offer. Every Rock Island employee should know what there is in Hot Springs of interest. He should know that he can enjoy recreation and, if need be, recuperate his health, by visiting Hot Springs; that he need not go to far-off watering places and resorts to obtain the outing and health he seeks; that he has all these things on his own lines. And then he should be able to tell others, who are not Rock Island employees, about the places that can be reached over the Rock Island Lines. Learn your own railroad and then be a booster for the road of which you are a part.

ROCK ISLAND NEWS.

More people today are looking toward Arkansas, are thinking about Arkansas and are talking about Arkansas than probably in all the history of that state. Thousands are traveling there, drawn on by the recent oil find at El Dorado, which promises to develop into a field comparable in some respects to those in Oklahoma and Texas. In the opinion of experts, the opening of another well in the El Dorado area will "make El Dorado."

It is well that all the employees of the Rock Island Lines should be informed of what is going on in every section of the country which the Rock Island reaches. Allowing for exaggerations as to the extent of the "finds" to date, due to the excitement of the rush, it nevertheless is true that the El Dorado oil "find" is a matter of important news value. The fact that it occurred on the Rock Island at one of the division points, makes the news of more than usual interest to every Rock Island employee.

A MERITED TRIBUTE.

Very little is said and written about the office group of railroad workers, although it contributes much to the success of American transportation methods. A merited tribute is paid to the vast army of faithful men and women employed in this class of service by George D. Ogden, traffic manager of the central region of the Pennsylvania, who

recently prepared a valuable paper concerning the various classes of railroad employees. Mr. Ogden says:

"The most important single class of railroad employees is that of office men. This statement is surprising, but it can be fully justified. Without their efforts nothing approaching the modern railroad system could exist; indeed, under present day conditions no business of any kind can prosper without the aid of systematic records, covering, in detail, current business, also cost studies and minute refinement of practices."

WATER

A concise presentation of the basic figures of railroad capitalization has been prepared by Clark, Dodge & Co., to meet the false statements as to "water" in railroad securities. The figures, taken from reports of the Interstate Commerce Commission, show the property investment of Class I railroads to be \$18,812,782,809, which is \$2,275,996,801 above the total capitalization of these railroads. In other words, railroad bonds are secured by property valued by the Interstate Commerce Commission's present ruling at over double the par value of all bonds outstanding against them, and the preferred and common stocks have property

valuation behind them which exceeds their par value by over two and one-quarter billion dollars after taking account of funded debt.

THE DEPENDABLE MAN

There is a type of man who is built for success. He may have genius or just ordinary talent—no matter. The point is that he always "arrives." While others plod a weary way, *he gets ahead.*

Those who take note of his progress often cannot account for it. So they say he is "lucky." Or they whisper it about that he has a "pull with the boss."

But the secret is deeper than that. He is a man who is *absolutely dependable.*

Make yourself dependable, and you come as near being indispensable as any of us can hope to be. You will be the last one your employer will wish to part with, and the first one that he will want to *promote to greater responsibilities.*

But do not be deceived. Dependableness is a rare accomplishment—so rare that every executive is on the lookout for it wherever it may be found. It cannot be acquired by wishing for it. It is the prize that comes from self-mastery.

What is a dependable man? You can tell him by these ear-marks:

First, he is one that you can rely upon to do his own thinking. Business requires thinking, and someone must do it. The dependable man never sidesteps his share nor tries to pass it along to someone else. You always find him on the alert. His brains do not flit away on vacations, leaving his job without a guardian.

Next, he is one whose judgment you can trust. He doesn't do foolish things. He knows his own abilities; and, not being conceited, he is equally aware of his own weaknesses. He has the happy faculty of understanding other people's viewpoints and of seeking their advice when he ought. Also he knows when to *act on his own initiative.*

Finally, he is a man you can listen to, taking stock in whatever he says. You are sure that he speaks only after due reflection. He does not talk to the galleries or for the purpose of "grinding his own ax." He makes his suggestions and pleads his cause solely in the interest of the business.

Such a man is safe. Important duties may be entrusted to him and he will handle them with diligence, good sense and earnestness.

If you are looking for the quickest route to opportunity, learn to be this type of man.

J. Ogden Armour.

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1—Proposed addition to Arlington Hotel, Hot Springs, Ark. 2—Office of Superintendent of Hot Springs Reservation. 3—One of the finest golf links in the country is maintained at Hot Springs. 4—Two enclosed hot springs on government reservation. 5—The Army and Navy Hospital. 6—Miles of bridle paths wind about Hot Springs.

Hot Springs Offers Health and Amusement for All

Arkansas' New National Park Among the
Finest in America

By Walter J. Hebert

Publicity Director, Hot Springs Business Men's League

NO city of its size in the world today is so well equipped for the entertainment and amusement of its visitors as is Hot Springs, Arkansas. No city of any size, anywhere, can equal this now famous watering place as a health resort. It is the result of one hundred and twenty years of federal and private effort and improvement.

Hot Springs has an interesting history. The whole Mississippi Valley is linked up with Spanish tradition and tales of buried treasure; with Ponce de Leon and the Fountain of Youth; with Indian stories; with the adventures of the Lewis and Clark expedition, and with De Soto and his band of explorers. And running all through these legends and stories of this early history are little silver threads which, if followed up, will lead you to that sunny spot of Nature's Wonders now known as the Hot Springs National Park.

The Indians knew of this "Happy Hunting Ground" and spent their winters there, but news of the spot did not reach the outer world until 1800, when two of Lewis and Clark's explorers, led by the Indian stories, visited the place. Even at that time, they found a log cabin and a few huts, the work of white men's hands. These explorers were thrilled at the natural beauty of the region and marveled at the gushing springs of steaming water in which they prepared their meals without the aid of fire. Reports of the "big find" traveled back to the Eastern coast of the continent and to Spain, to England and to France long before the Great West was known. Then began the travel to the famous Hot Springs, which has continued for over a century. The discovery of the curative properties of the Hot Springs waters naturally followed.

FIRST RESERVED IN 1832.

It was in 1832, scarcely a generation after the early explorations, and when Andrew Jackson was President, that Congress set aside a reservation about the Hot Springs, comprising four sections of land, and dedicated it to public use. This was the beginning of America's national park system. Then began a plan of preservation and improvement at Hot Springs which had made this area in the Southern Ozarks the beauty spot it is today. Yet with all its growth, from the huts of the frontier-day settlers and the Indian trails, to the present modern little city, Hot Springs retains its rugged hills and winding roads among the whispering pines and beckons as in early days to the tired traveler. As one writer has said of this famous resort:

"If the great Alchemist of the Ozarks

were to close His favorite laboratory; if he were to upturn His mysterious crucible and destroy the radium, the silicon and all those elements which he uses to compound his health-restoring waters; if He were to blot these waters entirely from the face of the earth, the city of Hot Springs, because of the tonic in its air, the mild winter climate and the dry summer climate, the glorious green hills and the pleasant meandering valleys would continue to be a favored spot for rest and recreation."

HAS MANY AMUSEMENTS.

Hot Springs has many things besides its waters and wonderful bath houses to attract the visitor, although it is these things that primarily draw the traveler, together with the wonderfully appointed hotels. Tourists travel far to reach rugged Nature in the far West, yet these places are closed during the long winter months, while the Hot Springs region is open the year round. The "rock-ribbed mountains" are here in this Arkansas resort as they are in the West and within but a few hours' ride by rail from the Atlantic Coast.

If it hadn't been for the mountains which thrust their huge shoulders here and there into the very heart of things,

Hot Springs might have been laid out in symmetrical squares, following the general plan of most of our American cities. As it is, it is much more picturesque. The streets wind in and out, following the valley levels, the paths of least resistance, and the principal business street might easily have been the inspiration for the old story of the calf-path through the woods which broadened every year until it became an important municipal thoroughfare. At one point it is hemmed in so closely that after the ample driveway and sidewalks have exempted their share of the space, there is room for no more than a single row of buildings on each side.

MOUNTAINS REAR HEADS.

Back of the business houses on one side and crowding hard against them, West Mountain raises a bristling head, and across the way Hot Springs Mountain smiles down upon "Bath House Row" nestling against her feet. Curiously enough, this is the heart of the city. To it and from it the zigzag veins and arteries of traffic flow and with it the pulse of the little city beats in unison.

Some parts of town are, of course, sufficiently level to conform to the general checker-board idea of city building, but,
(Continued to page 32)

George Tells Bill About That Big Little Town

DEAR Bill:—I promised to write you what I saw down here at Hot Springs and so here goes. Did not get the opportunity of doing this any sooner because I have been kept exceedingly busy taking in all of the many things worth while.

Our mutual friend, Jimmy, met me at the station upon my arrival and immediately appointed himself my guide. To say that he performed his duty thoroughly would be putting it mildly, for while my visit here is very short, I managed to see most everything.

Of course, you have heard of the oil boom now going on at El Dorado, a short distance from here. This means considerable to Hot Springs, for these oil men, no doubt, will come over here by the hundreds to spend a few days taking the baths and enjoying the fine climate, as well as the good meals and good times which are to be had at all the big hotels. In the few days that I have been here I have managed to look over all of the

big institutions and I am going to tell you about them individually so you will know just what this "big little town" actually has.

I had the pleasure of putting up at the Majestic Hotel, a modern five-story building operated on the American plan. Mr. Harry C. Jones, the manager, greeted me very kindly and did everything possible to make things pleasant for me. The Majestic is what I would term a real family hotel, and if you stay there you cannot but get acquainted with everyone and you just feel that you have known everybody there for years. I had some mighty wonderful meals at this hostelry, which reminded me very much of what I get at home from the "Missus."

My first call was on our friend, Mr. W. G. Maurice who operates the Maurice Bath House. You probably remember hearing me speak of him last summer. He is the gentleman whom I met out in Colorado Springs where he has just finished a very pretentious bath house.

which will be operated on the same high plane as the one which he manages here. The one here is a very modern institution and one of the largest the city possesses. It is located on Central Avenue, on property owned and controlled by the United States Government. In addition to the baths, this building possesses numerous additional equipment, making it a pleasurable place to visit. Mr. Maurice was very glad to see me and I, of course, enjoyed being with him.

On my way down I naturally could not help but pass the famous Arlington Hotel, known perhaps throughout this country as one of the finest resort hotels in the United States. I was going to turn back immediately to see what they had but upon the advice of my self-appointed guide we put off looking the Arlington over until that evening, at which time they gave one of their tri-weekly dances. It was an informal affair. At first I was not inclined to stay for the dance because I felt that I was a stranger and to go without the family I would do nothing but sit around. However, I was "officially" introduced to many of the guests and spent a very enjoyable evening there. The music was excellent. The lobby of the Arlington Hotel is a very large place and is used a great deal by the many guests stopping at this hotel.

Of course, during the season they are filled up most of the time and to help things along they are now planning to build an addition which will give them three hundred more rooms and make it the largest hotel in Hot Springs. Mr. Chester, the manager, a very busy man, gave us a few minutes of his time and made it possible for us to look over the Eastman Hotel, which was officially opened to the public on the 15th of January.

I was very anxious to see the Eastman, although I had been there before. Jimmy told me that they spent close to \$200,000 in improving the place and I wanted to see how they did it, for to my notion it was very beautiful before. Bill, old boy, I want to tell you that the Eastman is the latest word in hotels. The spacious grounds, large verandas, beautiful corridors and lobbies make it an ideal place to spend your time. I sincerely believe that if you would come down here and could manage to get a room here, (for reservations are very heavy this winter) you would hardly leave the building, for you know the Eastman, as well as the Arlington, has baths right on their property.

Of course, I managed to find time to call on Mr. Reynolds, who operates the Como Hotel. You know this place is operated more on a commercial basis and no matter how full all the hotels are in Hot Springs, a commercial traveler, which of course includes railroad men, can always get a room at the Como. A lot of our boys have been making this hotel their headquarters for years and, no doubt, will continue to do so in the future because it is a big, beautiful building, modern in every detail and the glad hand awaits all comers.

Going back down Bath House Row, I stopped in to look over the Buckstaff Bath House which, you know, is a very imposing looking building. At first I mistook it for a new public library or government building, recently put up. However, upon entering I found it to be one of the finest equipped bath houses in the city. This particular place boasts of the fact that it employs only white

attendants, which means quite a bit to a large number of people who come here. Like all of the other better class bath houses, it is located on the government reservation and is under government control. The manager very kindly showed me all of the features of his place and I want to tell you that I sincerely enjoyed going through it.

But let me tell you about the De Soto Spring Pavilion. This, without a doubt, is one of the finest water-drinking pavilions in the world. This building has recently undergone considerable improvements that entailed an expenditure of approximately \$100,000. The main floor of this building is patronized by those who desire to drink this famous water, and here light lunches and refreshments are served. There is also an up-to-date cigar and tobacco department, candy department and a novelty department, which handles the latest novelties and souvenirs that can be secured. The second floor is called the Pompeian Roof Garden, and is one of the prettiest rooms of this nature that I have ever had the pleasure of visiting. It has a beautiful maple dance floor and the garden will be heated with steam in winter and will be air-cooled in summer, making it a very delightful room devoted to dancing. Of course, you know that this particular water is very healthful but not only have you the opportunity of drinking the water but you also have the opportunity of spending a very pleasant day as well as evening at a reasonable cost.

Bill, old boy, it has been a short trip but it certainly has been worth while. If you can get the opportunity of coming down here this winter, by all means do it. It is a place worth while, where not only you can improve your health but you can also have the time of your life, because you can go horseback riding, mountain climbing, play golf, go to the theater, see prize fights, trip the light fantastic, or do any old thing that means a good time. Going away from here is to me just as hard as breaking away from Junior, but like all good things this cannot last forever.

With kindest regards to all the boys, I remain, Sincerely yours, George.

Hayden Cup Decorates Fordyce Bath House

Carefully preserved in the Fordyce Bath House, which is located in the center of Bath House Row on the government reservation adjoining the "Grand Entrance," in Hot Springs, is a beautiful sterling silver cup which attracts the attention of all who enter these luxurious baths. The cup was presented to the bath house by Charles Hayden, chairman of the Board of the Chicago, Rock Island & Pacific Railroad company, last May in appreciation of a visit made to this beautiful place by Mr. Hayden and a party of Rock Island officials toward the close of a trip of inspection over the lines.

When it was learned that the Rock Island party would stop in Hot Springs over Sunday, after a week's tiresome trip over the Second District, Jno. F. Manier, manager of the Fordyce Bath House, arranged a surprise for the Rock Island officials. Although the bath house had been closed for a week, he called back the entire staff and when the party reached Hot Springs that Sunday morn-

ing, Manager Manier was at the station to meet them with the announcement that the bath house was ready to receive the special guests.

When the officials entered the building, they found everything working in full blast and the members of the party, including Chairman Hayden, who had never been in the place before, were highly pleased at the reception. The result was that the party made the Fordyce their headquarters during their stay in Hot Springs and departed that night greatly refreshed and delighted at their reception.

Shortly after, Manager Manier re-



The Hayden Cup

ceived the silver cup. On one side was the following inscription:

"To The Fordyce Baths, Whose Courtesy on Sunday, May 16th, 1920, Made The End of A Perfect Day."

On the other side was—"From Charles Hayden, Chairman of the Board, Chicago, Rock Island & Pacific Railroad Co."

In the party at the time of the visit to Hot Springs, in addition to Chairman Hayden, were: President James E. Gorman, Vice-President and General Counsel M. L. Bell; W. Z. Ripley, director; Vice-President and General Manager T. H. Beacom, J. E. DuMars, assistant attorney for Kansas; F. E. Walsh, secretary to President Gorman; M. A. Low, former general attorney and president of the C. K. N. Ry.; C. B. Pratt, Superintendent, Kansas Division and Lutter Burns, attorney for Kansas and Missouri.

Every one of the thousands of employees of the Pennsylvania railroad system must agree to lay off work one day weekly (or two days a week with five-sixths pay) or a 20 per cent reduction will be made on the working force of the entire system. The train crews that heretofore have been operating what is known as a single train in the future will double up—that is, one crew will do the work that two crews have done. The official personnel of the system will be reduced 50 per cent.

The mind is easily overstrained. Try to find the point of your mental fatigue. New impressions and new thoughts not only refresh the mind and stimulate it, but are an important factor in maintaining general health.

Rock Island Magazine for February, 1921

The Thrill of Tuna Fishing

Last Story of the Late William Marion Reedy, Model of Descriptive Literature

THE following is the last story written by William Marion Reedy, author and editor, who died during the national Democratic convention in San Francisco last year. The story was being read by the proofreader in the office of Reedy's Mirror when a telegram, announcing the death of the author, was received. It was dated Avalon, Catalina Island, Calif., and is an interesting contribution of an original figure in American journalism.

EARTHQUAKE and eclipse may excite the stranger within the gates of Los Angeles, but neither is anything to the thrill of hooking a tuna, which is the special name for a megalichthys mackerel that haunts the water hereabouts.

If you've caught a tuna of a certain weight, you are as distinguished as if you were a native son. The process of catching a tuna is elaborate. You are shown how to work a reel as big as the private prayer-wheel of the Grand Lama of Tibet. When that reel lets go its makes a noise like the "Nude Descending the Staircase." Once instructed, all's ready. Then it's ho for Catalina Island and the port of Avalon, which island and port and all which they inherit and inhabit are owned by Wrigley, the chewing-gum millionaire.

It's a rough passage, but anybody who can hold a strap in a St. Louis street-car as it rounds a curve without getting screwspiral in his spine has sufficient sea-legs to make the journey without that going-gone feeling which those who go down to the sea in ships are so proud to endure and prouder to triumph over. You sleep aboard ship at Avalon and then in the morning you transship to a launch and head out into waters unbearably brilliant and steely blue.

There's seascape till you can't rest, and the burned mountains banking the boiled sea just hurl back with scorn the heat-rays of the metallic sun. It's about time to fish for tuna.

The tuna are kept in a roundhouse somewhere over near Japan, and one of them is released every so often to make the round trip of the Pacific. If you happen to have your hook hanging at a certain place in his circuit when he gets there, you get a bite. And yet there are people who laugh at coincidences

as an element in drama. Your boatsman thinks the tuna are running pretty well. "How are the fish today?" you ask, and the expert replies: "They is all right, whar they is."

Your skipper gets out a kite and attaches it to your line, say fifty feet back of your hook, which is baited with a flying-fish. You let your reel run out, the kite soars up into the blazing blue, and if the breeze is strong it carries the bait up with it until if the hook is going to catch anything, that something must be a seagull, but you let out more line and the bait comes down and skips along the water, its white belly the whitest

thing in the world for the time being. The boatman lets the launch go in a wide circle and the bait flashes and splashes where it touches the water.

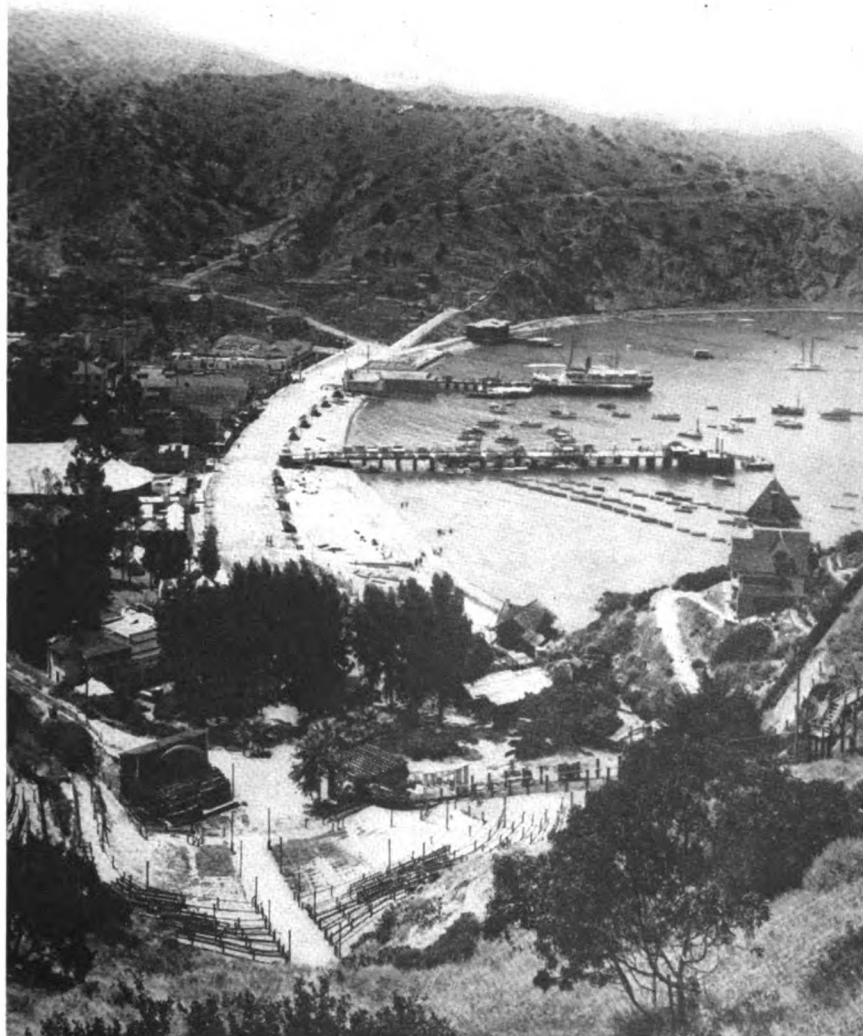
Click-r-r-r-rr—click-k-k-k! Hooked! The line that holds the kite to the fish line is broken by the tug upon it of a flash of black and white and gold, and the kite sails off down the wind. The fisherman is up from his chair, on his feet, his pole braced in a socket on his belt. The reel whirs and is checked. The pole dips and rises, the line runs out and is wound in. The cord cuts the water toward the boat, the fisherman reeling it in, and then it darts out and away,

running freely—slack, taut, slack, taut. The man has to be as quick as the fish, if not quicker, even to anticipate the creature's action. He is tense and trembling as he plays the line.

Now the baited thing at the end of the line plunges down into the depths, again he comes darting up to the surface flicking a black tail or showing a fin, then he turns on his side and there is a cloud of mother-of-pearl just below the top, and with another motion that cloud is a gleam of gold. The fish races parallel with the boat, and notes his tormentor with an angry eye. Darting along under the watery veil the sun shows him a big elliptical clump of Roman gold. He shakes the barb and tosses up iridescent spray, then darts down, down, down, and heads in the direction opposite to the way he was going.

The boatman at the levers turns the boat, or slows or speeds it as the fish maneuvers make necessary, that the line be not tautened to the breaking-point, that the fish shall not go under the boat and saw the line in two. The boat is a merry-go-round. The mountains are racing in a ring. The sun is the center of a pin-wheel. The fish is seen for a

(Continued to page 60)



Avalon Bay and part of Catalina Island off coast of Southern California, where tuna fishing is good.



1—New roundhouse and terminal plant under construction at El Dorado, Ark., to replace plant destroyed by fire. 2—El Dorado Hospital, just opened, a section of which is reserved for Rock Island employees. 3—Roundhouse employees. 4—Rock Island station at El Dorado in a grove of pines. 5—Typical street scene in El Dorado. Note the "coon" skins and oxen yoke in wagon. 6—The Constantine No. 1 gas well on fire last April. 7—Office force of Superintendent J. G. Bloom, El Dorado, Ark. Standing, back row, left to right—H. Norris, Division Supervisor Claim Prevention; E. N. Witt, T. G. Theilke, O. D. Hawn, R. N. Pumphrey, N. H. Winchester, Miss Rena Barrelle, W. E. Denton, division accountant; J. G. Bloom, Superintendent; L. S. Morgan, Chief Clerk to Superintendent. Front row, left to right—B. Mitchell, Kasper White, C. H. Jones, T. F. Mears, E. H. Murphy, J. L. Hays, H. M. Roark, Miss Blanche Parnell, J. S. Caldwell, Claim Adjuster; L. P. Mears, F. P. Hass, Miss Innes Kent, R. M. Bell, Miss Nora Bell Harriott, W. C. Jett, trainmaster; E. F. Feeney, division freight agent.

Oil Booming El Dorado

Louisiana Division of Rock Island Lines Is Mecca for Thousands

THE eyes of the Great Southwest are turned to El Dorado, Arkansas, just now, because of the big oil find there. This, the headquarters of the Louisiana Division of the Rock Island, may become an "El Dorado" in fact as well as in name. Expert oil men say that with the bringing in of another gusher, El Dorado will be a proven oil field and will grow to an important industrial center.

Until very recently, El Dorado was a quiet town of some 3,000 inhabitants. Now it represents a busy center similar to the boom towns of the early gold rush days. The first indication of oil in the El Dorado field came last April when a big gas well was opened there on land owned by Miss Blanche Parnell, an employee of the Rock Island in the office of Superintendent Bloom at El Dorado.

On Sunday, January 9, last, an oil well drilled on the Armstrong farm, a mile west of El Dorado, by Dr. Sam T. Busey, developed into a gusher of about 1,000 barrels a day and the rush from the Oklahoma and Texas fields was on. Today, the hotels are jammed and every available room in private residences occupied. But, curiously, despite the heavy influx of people, prices at the hotels and restaurants have not advanced recently.

Hotel lobbies in El Dorado have been converted into markets where oil leases are bought and sold. The city council of El Dorado has passed an ordinance limiting the drilling for oil within four blocks of the court house square and this has given impetus to the sale of leases within the city limits. One man recently sold a lease within a mile of the Bussey well for \$1,000 an acre. Leases within six miles of this well are sold for \$100 an acre.

The Little Rock Chamber of Commerce has established a branch office at El Dorado and Hot Springs has representatives there.

RUNNING "OIL SPECIALS."

During January there were twelve daily passenger trains into this city over the Rock Island lines, two of which are known as the "oil special," operating between Little Rock and El Dorado. The equipment of this train consists of two standard sleepers, a day coach and one combination car, and the running of this train was made imperative to handle the large influx of people coming to El Dorado in answer to the call of "oil" which was brought to the surface in the way of a gusher on January 9, inst. This oil gusher is estimated to be producing from 25,000 to 35,000 barrels a day, and since the arrival of this "gold mine" the population has increased in leaps and bounds daily, until, at the time of this writing, has reached a conservative estimate of 12,000 to 15,000 people, and is increasing rapidly for special and regular trains, with extra equipment, are transporting hundreds into the city daily.

Rock Island officers are watching the El Dorado oil field prospects with much interest and, in addition to putting on special trains, they have men on the



One of the gas "geysers" in vicinity of El Dorado.

ground keeping in close touch with the situation in an effort to handle both freight and passenger traffic.

ROCK ISLAND STAFF.

The Rock Island staff of the Louisiana division is as follows: J. G. Bloom, superintendent; A. Hambleton, master mechanic; W. C. Jett, train master; H. F. Clark, chief dispatcher; W. H. Booth, road foreman of equipment; F. B. Helwig, master carpenter; W. E. Brown, division engineer; Geo. Carpenter and R. T. Gollehon, road masters; D. M. Kent, stock claim adjuster; H. Norris, freight claim adjuster; A. Foster, special agent.

The pioneer employees of the Louisiana division are E. N. Witt, first trick train dispatcher; F. Newcomb, freight agent; and B. F. Helwig, all stationed at El Dorado. Mr. Newcomb was in the employ of the Arkansas Southern Railroad before the Rock Island bought this road and which is now a part of the Louisiana division, locating at Ruston, La., in 1902, and has been in continuous service with the Arkansas Southern and Rock Island Railroads since that date. E. N. Witt arrived in El Dorado on the first through train operated by the Rock Island from Little Rock to Winnfield, La., June 24, 1907, and we hope that he remains with us till the last train is run on this di-

vision. Mr. Helwig came to El Dorado October 15, 1907, as master carpenter on the Louisiana division and has been in continuous service since that date.

A TRAINING DIVISION.

The Louisiana division has a reputation over the system as a schooling point particularly for master mechanics for the Second district. Some of our most able master mechanics' careers started on this division.

On May 1, 1920, there was a disastrous fire at El Dorado, consuming, practically speaking, the entire Rock Island plant. However, at the present time a new roundhouse has been completed and new power plant well under construction, as is the new mill building. When the plant is completed and the new machinery installed and in operation, the facilities for handling power and repairing cars will be far in advance than before the plant was destroyed.

The first stop south of El Dorado is Cargile, where there is a large mill that employs hundreds of men, and has a large and well equipped electric plant that has been furnishing electricity to El Dorado. Further south through fertile farm lands and timber country passing several saw mills smaller than those at Cargile and Crossett, is the town of Junction City, Arkansas. Over the state line into Louisiana, past Bernice, Dubach and into Ruston, we find a thriving city that depends on various industries for its maintenance and has one of the finest colleges in the state located in its midst.

Through cotton lands to Winnfield and to Alexandria, one of the Rock Island southern terminals. Alexandria is a city of some 25,000 population, and is a large interchange point for the division, being the gateway to New Orleans. The Eunice branch train from Alexandria passes through plantation after plantation of rice fields and rice mills.



El Reno is one of the busy points on the Oklahoma division of the Rock Island and among the good things there is the Grier "diner." While eating one of the excellent meals served here, you imagine you are on a train but this is merely one of the old Rock Island coaches fitted up and decorated to represent a regular diner. M. D. Kahler, local manager, is seated on the left.

Fire Causes Are Detailed

Supervisor of Insurance Sharp Tells Employees How to Cut Losses

W. G. SHARPE, Supervisor of Insurance, Rock Island Lines, Chicago, has recently prepared a very interesting table showing the causes for fire losses on the Rock Island Lines during the year ending December 31, 1919, as compared with the records on seventy-five other railroads.

This statement shows:

Per cent of Rock Island mileage to other railroads' mileage, 4.2.

Per cent of Rock Island number of fires on other railroads, 2.9.

Per cent of Rock Island loss to total loss on other railroads, 3.4.

It is generally conceded that the number of miles of road operated cannot be used as a conclusive unit for comparing the number of fires and the amount of fire loss between railroads, yet there is some relation, and so far as this exists, the comparison would appear to be favorable to the Rock Island railroad.

This report shows that the principal causes for fire losses on the railroads are:

Communicated from adjacent property.

Heating appliances.

Sparks from locomotives.

Causes unknown.

The number of fires due to accidents is comparatively small, but the fire loss from these accidents has been very large. Therefore, this should also be considered as one of the principal contributing causes for this loss.

Mr. Sharpe's statement shows that the same condition as to the number of fires and the losses due to the above causes is true during the last year on the Rock Island Railroad, and furthermore, that if we could eliminate the losses from these five causes we would have been able to eliminate \$225,911, or approximately 76% of our entire fire losses during this year.

FACTS OF VITAL INTEREST

These facts should be of vital interest to every Rock Island employe, and we hope that they will all read and understand this article.

The Rock Island Railroad losses from fires during the last year totaled \$291,159, divided as follows:

From causes contributed from adjacent property, \$73,496. From defective heating appliances, \$14,799. From sparks from locomotives, \$26,066. From various unknown causes, \$39,490. From accidents, \$70,060.

While our fire losses from "Causes Communicated from Adjacent Property" are not under our immediate control, it should be the duty of every employe of this company to call attention of the property owner to any cause which may contribute to a fire, which is not only liable to cause damage and loss to other property, but to the property of our company.

CAN ELIMINATE CAUSES

We had forty-two fires, approximately three and one-half per month, or one every nine days, which cost this company \$14,799, due to defective heating appliances. Every employe is in position to eliminate these causes and it is to be

hoped that by drawing their attention to this, that they will take greater interest in seeing that all causes for such fires are eliminated as far as possible. Agents should not leave their station with stoves in such condition that they will become overheated, neither should they permit stove-pipes, flues, etc., to become clogged, nor pipes to continue to be so located as to come in contact with inflammable materials and thus cause serious fires.

We had fifty-four fires during the year, due to sparks from locomotives. This is an average of almost five a month or one every six days. Master mechanics, roundhouse foremen and enginemen can help in eliminating these fires by seeing that the spark-arresters on locomotives are in proper condition before delivered for service, especially during the dry summer and fall months when a small spark is liable to do a great deal of damage.

Section foremen, watchmen, etc., can assist materially in curtailing this loss by seeing that the right-of-way is cut and dry and inflammable material removed from around and under bridges, buildings and other structures.

ACCIDENT DAMAGE LARGE

The damage due to accidents is large

and can many times be materially reduced if quick action is taken at accidents to see that cars are moved to points of safety and that proper protection is given to cars loaded with inflammables, etc.

We need only to review the annual fire losses occurring in the United States and upon the American railroads to convince ourselves that we are not doing what we can and should toward greater conservation and economical handling of our property.

The fact that so great a proportion of our losses can be and should be prevented is evidence that many times we thoughtlessly overlook practices and hazards which many times result in serious loss and damage.

In this respect a comparison of the fire losses on the American railroads which are considered to be the most efficiently handled in the world, is interesting and instructive:

In 1915 the fire loss per capita in the United States was \$1.71. In 1918 it amounted to \$2.63—an increase of 92 cents or approximately \$92,000,000, in the short period of 24 months, while in France it was but 49 cents (in 1918); in

(Continued to page 59)



"The Tower of a Hundred Levers," and William T. Jackson, the Rock Island employe who operates it. He has been on the job for twenty-nine years. (Underwood & Underwood Photo.)

Pension Board Issues Report

Facts Regarding Rock Island Veterans, Issued on
Eleventh Anniversary of Old-Age Plan

By D. C. Rees, Secretary

DECEMBER 31, 1920, the Pension Department rounded out eleven valuable years of existence. There is no question but that the intents of the framers of the Pension System to assure an income to those, who after years of loyal and faithful service are by age or infirmity no longer able to perform their duties, and without which they might be left without means of support, to build up among the employees a feeling of permanency in their employment, an enlarged interest in the Company's welfare and a desire to remain in and devote their best efforts to the Company's service, are well served.

Facts of interest from the eleventh annual report of the Pension Department, recently issued by the Secretary, Pension Board, follow:

GRANTED 503 PENSIONS.

In the eleven years 777 applications for pensions have been received. Of these 503 have been approved, and 267 the Pension Board have not allowed, for they found they did not come within the confines of the Pension System. Seven applications were still under investigation.

Of those applications approved 253 were on account of maximum age limit attained and 250 on account of the applicants being physically incapacitated.

The 267 applications the Pension Board did not allow are classified as follows:

One hundred and five applications were not allowed on account of broken records and continuous service thereby being less than minimum period specified in the rules.

Forty-six applications were not allowed on account of applicants leaving service prior to the inauguration of the pension system.

Twelve applications were not allowed on account of applicants not incapacitated and had not attained the age limit, 70 years.

Twenty-seven applications were presented and permission later granted by the Pension Board, upon the request of the applicant, to withdraw them.

Thirty applications were cancelled due to death of applicant before investigation was completed.

Three applications were not allowed on account of applicants refusing to submit either application form G-125 or G-144 prior to August 1, 1911, thereby acknowledging they did not care to be considered eligible to pension.

One application was not allowed account applicant not considered a bona-fide employee.

Forty-three applications were not allowed on account of applicants had attained the age limit of 70 years, and not been in the service the required period of twenty continuous years when they attained that age.

A total of \$863,090.52 has been paid out for pensions.

One hundred eighty-seven pensioners have passed "the Great Beyond," having enjoyed for an average of three years and ten months an average total pension of \$1,212.19. The 23 pensioners who passed away in 1920 received an average



Mr. D. C. Rees.

of \$1,581.70 for an average period of five years.

PENSIONS AVERAGED \$34.81.

The average amount granted per month to each pensioner for the eleven year period was \$34.81, while \$43.71 was the average actual amount paid per month to each.

Employees were retired and pensioned at the average age of sixty-six years and ten months, each having an average length of thirty-three years and seven months service.

Of the 503 pensioned, there were: 27 general and minor officers, 16 general office clerks and attendants, 1 travelling agent, 5 division and shop office clerks and attendants, 21 station agents, 6 telegraph operators and towermen, 5 station masters, 7 station clerks, 14 other station employees, 5 B. & B. and W. S. foremen, 9 other B. & B. and W. S. employees, 41 section foremen and tie inspectors, 32 section laborers, 38 crossing flagmen, 1 yardmaster, 2 yard foremen, 8 switchmen, 2 switch tenders and yard clerks, 37 conductors, 14 brakemen and train porters, 11 express service employees, 102 engineers, 7 firemen, 3 hostlers, 7 shop foremen, 10 machinists, 1 blacksmith, 6 car carpenters, 8 painters and upholsterers, 1 air brakeman, 6 car inspectors, 8 car repairers, 1 tin and coppersmith, 4 machinists' helpers, 2 blacksmiths' helpers, 33 other shop and stores employees, 1 batteryman and 1 watchman.

Of the 39 applications approved in 1920, five were for \$20; fifteen were from \$20.01 to \$30; eight were from \$30.01 to \$40; three were from \$40.01 to \$50; two were from \$50.01 to \$60; one was from \$60.01 to \$70; four were from \$80.01 to \$90; one was from \$90.01 to \$100.

The average number of pensioners on the monthly pension roll for the eleven year period was 197.5, while the total number of pensioners on the pension roll January 1, 1921, was 313.



J. R. Seaman, general car foreman of the Rock Island Lines in Texas, built his own home in Ft. Worth during his "off hours." Mr. Seaman can wield a pen as well as saw and hammer, his verses having appeared in the Rock Island Magazine from time to time. He probably is the oldest employee in point of service at the Ft. Worth plant.

Vice-President Nay Leaves Rock Island for New Post

Chosen Executive in Big Eastern Corporation

FRANK NAY, vice-president and comptroller of the Rock Island Lines, has resigned, effective February 1, to become comptroller of the Allied Chemical & Dye Corporation of New York. Mr. Nay will move his family to New York and make his headquarters there. He has been identified with the Rock Island for the last seventeen years.

During his service on the Rock Island, Mr. Nay has made many personal friends among not only the officials and employes, of the company, but also with patrons throughout the Middle West, as the result of his pleasing and kindly personality. His severance is the source of many regrets within the great Rock Island family. His new position in the industrial world is one of great responsibility.

Mr. Nay was born April 19, 1861, near Columbus, Ohio. He graduated from High School at Greenville, Illinois, June 11, 1878; taught school from September 1878 to March, 1883. Entered railway service April 1883, since which time he has been consecutively: To April 1884, statistical clerk, General Auditor's office,



Frank Nay.

Missouri Pacific railway; April, 1884 to April, 1887, clerk on statistics and freight accounts, accounting department, Texas and St. Louis Railway, now the St. Louis Southwestern Railway; April, 1887, to January, 1889, traveling auditor, January, 1889 to April, 1899, chief clerk in General Auditor's office, same road; April 1889, to April, 1902, Auditor, M. & St. L. road; April, 1902, to April, 1903, Auditor, M. & St. L. and Iowa Central Railway; April, 1903, to November, 1904, Assistant Comptroller, Chicago, Rock Island and Pacific Railway; November, 1904, to December, 1909, General Auditor; December, 1909, to May, 1919, Comptroller and from May, 1919, to February, 1921, Vice-President and Comptroller, same road.

Mr. Nay has always been closely allied with the business, social and religious interests in the community in which he has lived. He was Mayor of Morgan Park before it became a part of the City of Chicago, and President of the Calumet Trust & Savings Bank.

His chief temptations for which he has fallen are—work, automobiling and golf.

First Aid for Fractures

By Dr. S. C. Plummer, Chief Surgeon

IN the December number of the Magazine we spoke of the nature of fractures, the method of recognizing them and the precautions necessary in handling a patient with a broken bone in such a way as to do no further injury to him. It was stated that unless absolutely necessary the patient with a fracture, especially one of the lower extremity, should not be moved until some kind of splint was applied.

WHAT TO DO FOR A PATIENT WHEN NO SPLINT MATERIAL IS AVAILABLE.

It may sometimes happen that the surroundings of a patient who has just sustained a fracture may be such that no material for making a splint of any sort is available. Even in such circumstances it will be possible to do something for the patient which will lessen the liability to further injury until splint material can be obtained.

FRACTURE OF THE UPPER EXTREMITY.

If the patient has a fracture of the upper extremity, remember that the patient's chest furnishes a good splint for one side of the extremity at least and it is advisable to bind the extremity to the patient's chest in a comfortable position until materials are available to do something more. In most cases the most favorable position for the upper extremity when bound to the chest, is also

the most natural and most comfortable position, namely, let the upper arm hang down straight from the shoulder, bend the elbow to a right angle and place the forearm horizontally across the front of the lower portion of the chest with the palm of the hand flat against the chest; then bind it in this position with whatever may be available.

If any material is at hand out of which to make a large triangular bandage this will be the best material to use in holding the upper extremity firmly against the chest. If such cannot be found generally some article of clothing may be used to tie the patient's upper extremity to the chest. Sometimes even the belt or suspenders may be utilized for this purpose. It is well in addition to this to suspend the forearm by a sling which is tied around the neck. A broad sling made from a triangular bandage is the best, if this can be obtained, but even a narrow sling supporting only the wrist is much better than nothing. This might be made of two pocket handkerchiefs, or a pocket handkerchief and a necktie or any other available piece of cloth which is long enough to reach from the neck to the wrist.

In some cases where no material of this sort is available some support may be given by slipping the hand between the buttons of the front of the coat or jacket.

If safety pins are available the sleeve of the coat may be pinned to the breast of the coat, thus acting as a sort of sling.

FRACTURE OF THE RIBS.

In case of fractured ribs it gives the patient great comfort to bind something firmly around the chest. A broad piece of cloth is the best for this if obtainable. The patient should make his chest as small as possible by expiring the air and then have the cloth snugly applied and then fastened with pins or tied so as to compress the chest, giving support to the broken rib and lessening the motion which accompanies breathing. The patient can get plenty of air by breathing with his diaphragm, allowing the ribs to remain at rest.

FRACTURE OF THE LOWER EXTREMITY.

If the patient has an injury to one lower extremity always remember that the other lower extremity forms a good splint. It is of great assistance to him if you merely fasten the two lower extremities together, tying one to the other with strips of cloth, handkerchief, belt or any other available material. In tying the two lower extremities together always tie the two feet together, having the two feet parallel, with the toes di-

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Less Than Carload Lots Source of Many Claims

By A. L. Dewey,
District Supervisor, Claim Prevention, El Reno

BY far the larger number of claims filed are for small amounts, reflecting the influence of the less than carload on claim payments as a whole. I picked up some figures in Mr. Bunker's office the other day, indicating how the payments run. In the month of July 1920, 80% of the claims paid were in amounts under \$25, although the number of claims paid made a large amount in the aggregate.

Out of a total of 10,869 claims paid, 252 were for \$5 or less, 1,875 between \$5 and \$10 and 2,000 of them between \$10 and \$25. Notwithstanding the large number of claims filed for amounts in the hundreds and even thousands of dollars, the enormous number of small claims brings the average down for the first six months of 1920 to \$14.64 per claim for 67,338 claims paid.

Now as it appeals to me the thing we can take hold of to the best advantage or immediate results is our merchandise or less than carload business. The largest number of us are in contact with it in some way every day in the year. If we can come to look at it as the negro said, "From a technical standpoint," we will be able to accomplish a great deal. In 1919, the claim payments on groceries alone were \$151,389.

On tobacco and tobacco products, approximately \$60,000.

On drygoods and clothing, \$120,617. Fresh meat and packing house products, \$121,901.

Boots and shoes, \$63,233.

These things are so common that we do not always appreciate our responsibility as individuals and that the neglect of one man can neutralize the work of twenty-five or thirty other men who have handled their part correctly.

Each shipment is a clean cut little business proposition by itself, beginning at the receiving platform and ending only when we have placed it in the hands of the consignee and obtained his receipt. Take, for example, a box of drygoods worth from six hundred to a thousand dollars. Our revenue is out of all proportion to the value of the shipment and may not exceed a dollar and a half. There is a big chunk of responsibility in that box and we ought to get the habit of looking at values, instead of tonnage. Everyone of us is responsible who comes in contact with that shipment—to see that it is properly loaded and stowed, correctly billed and protected from theft, fire and other damage en route; that it is carefully unloaded at destination and placed with the consignees without delay.

A clear receipt taken at time of delivery completes the transaction and avoids controversy later.

Employees Make Prevent Claim Suggestions

In a discussion recently in the handling and care of perishable freight at a

Prevent Claims meeting of the St. Louis division, the following suggestions by employees were made:

Mr. Rudolph, agent at Broadway station, suggested that a great number of claims could be eliminated by making thorough examination of freight and making permanent record of freight billed and car billed in. He stated that all perishable freight, such as fruits and vegetables, is inspected by the Moorehead Inspection Bureau at Broadway station, which inspections are standard and the Bureau people willing to defend their inspections in court; such inspection is a great protection from claims. Stated that instructions on handling freight to prevent claims very complete, but too voluminous for any one individual to digest and suggested company get out a catechism for each class of employee which would make these rules and instructions more thoroughly known thru-out the division. Mr. Rudolph took the \$2,402,205.77 loss by claims for the Rock Island, and showed that the loss per average working day, on basis of 306 working days a year, was \$7,850.34; for one hour, on basis of eight hour day, \$981.29; and for one minute, \$16.35; and with approximately 50,000 employees on the system, he figured that each employee cost the company \$48 per year in claims.

Mr. Trotter, switchman, discussed the handling of live stock. He suggested that cars be properly inspected to see that all four hasps on doors were secured so as to prevent animals from getting foot thru door, also the importance of having bulls or male animals in cars tied and proper bull boards adjusted.

Helping to Cut Freight Claims Fifty Per Cent

By C. H. Noe,
Division Supervisor, Claim Prevention, Haileyville

HERETOFORE we have considered the cause of claims—what should be done to prevent them and how merchandise should be loaded and stowed to take it to its destination.

The failure of man power has now brought us to that liability known all along the line as "claims." This liability is simply what it means—a dead loss—nothing on the credit side of our books to offset, and from the caption "Two Million Dollars paid out in claims in 1919" it would seem we have been negligent in many cases. A great many of the cases enumerated in the statements as furnished by the Claim Department represent gross negligence or

Mr. Gunter, division supervisor of claim prevention, suggested that whenever stock is unloaded for feed and rest that a notation should be made on the way bill to that effect in order that other crews handling would not repeat this operation and cause unnecessary delays.

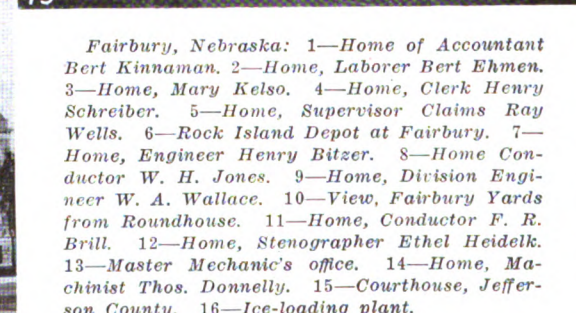
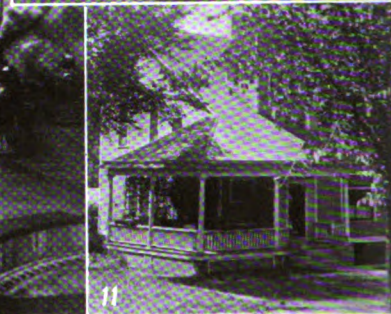
Mr. Stearns, engineer, said that "there was one big fundamental factor that would make for better service and the elimination of claims, the same being 'interest.' By 'interest' the little items are discovered and it is the little items we need to watch for as the large ones have already been covered. The shipper is interested because he has money tied up in the shipments, but even though we do not have a direct money interest in shipments, indirectly we do, as our living and working conditions depend on the earnings of the company. At the present time the company is paying out in claims 3.11% of every dollar earned in freight claims which if saved could be used in improvements and better working conditions for the men. He also spoke about the abuse in loading box cars, by loading such material as clay and tiff too near the center of car causing it to bulge out the door and sift through."

Mr. Holder, conductor, thought if each man specialized on the things he knew most about and was most interested in there would be large results in saving claims. As a conductor of a local and speaking from that viewpoint, he suggested close cooperation with shippers as to matters of proper preparing and loading of shipments. Also dwelt on the matter of rough handling of local
(Continued to page 57)

carelessness on the part of some employee. There is no doubt but what a good many claims are the result of carelessness or negligence on the part of the shipper, but we have given them a bill of lading or contract of some kind and the burden of proof is therefore thrown on the carrier.

It is highly important that the agent himself at the smaller station see these shipments, especially those that are returned goods and that bill of lading bears notation that such are returned goods.

It seems that some of our shipments that checked with exceptions at destination
(Continued to page 56)



Fairbury, Nebraska: 1—Home of Accountant Bert Kinnaman. 2—Home, Laborer Bert Ehmen. 3—Home, Mary Kelso. 4—Home, Clerk Henry Schreiber. 5—Home, Supervisor Claims Ray Wells. 6—Rock Island Depot at Fairbury. 7—Home, Engineer Henry Bitzer. 8—Home Conductor W. H. Jones. 9—Home, Division Engineer W. A. Wallace. 10—View, Fairbury Yards from Roundhouse. 11—Home, Conductor F. R. Brill. 12—Home, Stenographer Ethel Heidelk. 13—Master Mechanic's office. 14—Home, Machinist Thos. Donnelly. 15—Courthouse, Jefferson County. 16—Ice-loading plant.

Fairbury on the Oregon Trail

Rock Island Employees' Home Now Stands Where Forty-niners Once Fought Their Way West

SPEAKING of Fairbury, Nebraska, always reminds you of well-kept grass plots, flowers and hedges and Rock Island employes' homes. Travelers passing through Fairbury on their way West, looking out of the car windows while the engines are being changed, marvel at the beauty of the station grounds. No matter how hot and dry the weather during the summer, Fairbury's station grounds shine in their refreshing green, while the bright flower beds reflect the glad welcome of this lively Rock Island division point. The beauty of the Fairbury station is the pride of all—from the Superintendent to the faithful caretaker. Although Fairbury is well to the north, a luxuriant bed of cotton bloomed and burst forth its bolls of white on the station grounds there last summer. Many of the flowers planted around the station were chosen at much expense by the employes there.

Rock Island employes at Fairbury also have a just pride in the fact that the town has many beautiful homes, owned by Rock Island men in all branches of the service. And the business men of Fairbury are Rock Island boosters, as the accompanying story, written for the *ROCK ISLAND MAGAZINE* by G. W. Hansen, president of the Harbine Bank of Fairbury, testifies. His story tells much of the interesting history of Fairbury, not generally known.

* * *

[By G. W. Hansen, President of the Harbine Bank of Fairbury.]

Fairbury was laid out as a village in the fall of 1869, by W. G. McDowell, who was the grandfather of Conductor W. G. Champlin, now a passenger conductor on the Nebraska Division of the Rock Island, and by J. B. Mattingly. The nearest railroad station was Water-ville, Kansas, from which place all coal, lumber and other supplies were hauled, requiring four days for the trip.

Sidney Mason built the first house, a one-and-a-half-story frame, on the corner now occupied by the U. S. Post Office, and used it as his home and boarding house. A half dozen small one-story houses were built, and a few dugouts before winter set in. The Otoe Indians, whose reservation was on the eastern side of the county, were then out on a buffalo hunt, returned loaded with jerked meat and buffalo hides and a goodly winter supply was bought or traded for. Well-tanned buffalo robes were bought for \$5.00 each. These excursions to the buffalo grounds were kept up until 1875, and by that time the animals having been driven 450 miles west, it was no longer profitable to hunt them.

INDIANS CAMPED IN SQUARE

Indians usually camped two days on the Court House square on their trips to and from the hunting grounds, and Fairbury boys spent the evenings in their tents playing seven up, penny a game, always letting the Indians win. The Otoes were peaceable and no one feared them. The only crime committed in this vicinity by an Otoe was by Whitewater,



Mr. G. W. Hansen.

who became drunk in Fairbury at a celebration on July 4, 1871, and on his way to the reservation shot and killed two homestead travelers, camped about four miles southeast of the present town of Jansen.

The St. Joseph and Grand Island Railroad was built through Fairbury and on to Hastings in March, 1872, giving the town communication with St. Joseph and the east, but no rail connection with Beatrice, Lincoln or Omaha, which were only reached by stage. Not until the "Great Rock Island System" built into Fairbury in 1886, did we become acquainted commercially with our own Capitol and Metropolis and the building of the Rock Island Railroad from Omaha to Fairbury and on to Denver in 1890 and the enlargement of Division headquarters here marks the beginning of the rapid growth and prosperity of Fairbury.

THE OREGON TRAIL

The history of transportation of passengers and freight is an interesting subject to all employes of the Rock Island System. Especially so, to those living in Fairbury, must be the story of the earliest travel and transportation through the county in which they now live, enveloped as it is, in a delightful atmosphere of romance. For through this county in many places may still be seen the deep grass-grown furrows of an ancient and mighty highway, immortalized by Washington Irving and known in history as "The Oregon Trail". It was first traced upon the prairies by the buffalo as the easiest road from the Platte to the Kaw. From time immemorial, the Sioux and the Cheyennes from the Northwest traveled

these trails, sometimes to smoke the pipe of peace; at others, as their war trail, with the Pawnees, Otoes and Kaws.

One hundred years ago, French trappers with pack ponies followed these trails, taking rich furs of beaver from the Blue and other rivers to the mountains. In 1832, fur traders took the first wagons over this road to the Rocky Mountains. In 1842, the first home-seeking company of emigrants passed over this road, bound for Oregon, determined to colonize and hold that country for the United States. This migration and others destined for that country, gave this highway its name, "The Oregon Trail." Fremont and his company of soldiers with Kit Carson for guide, camped at Rock Creek, six miles east of the present town of Fairbury, in 1842, and the names of Fremont and Carson may be seen carved on its rock-faced banks.

"FORTY-NINER'S" HERE

During 1849 and 1850, hundreds of thousands of frenzied men, allured by the tales of inexhaustible mines and streams running red with gold, came from all parts of the United States and from Europe, and traveled this road to California. Thousands perished from cholera and hardships endured upon the way and are buried by its side in unknown graves. Only one, that of George Winslow, was rescued from oblivion, his grave having been marked by a stone on which his companions had distinctly cut his name, age and home. He lies buried on the trail five miles north and two miles west of Fairbury, and his sons have there erected a granite monument, in which is embedded the original headstone.

In 1858, a semi-monthly stage line was established and heavy ox-drawn freight wagons put on between St. Joseph and the Pacific Coast. Passengers camped at night and the animals were hobbled and turned out to graze. In 1860, the fleetest ponies and most daring riders carried United States mail over this highway, 2,000 miles to San Francisco. The late Frank Helvey, was at various times freighter and rider of the Pony Express.

FATHER ON PONY EXPRESS

Mr. Helvey is the father of Ernest Helvey, who is at present working on the Nebraska division as brakeman. With the completion of the Union Pacific Railroad, all activities on this highway ceased, and the smoke of the camp fires and long lines of white-topped wagons were soon only a memory.

The Rock Island Railroad crosses the Oregon Trail three miles east of Fairbury, probably better known to railroad men as Mile Post 153, at the main wagon road running east and west.

From this beginning, Fairbury has steadily grown to a city of 6,000 population in one of the most fertile and prosperous communities in the state of Nebraska.

* *

Gen. Francisco Murguia, commander of the northern zone of Mexico under the Carranza regime, has taken the field in opposition to the government of President Obregon.

Conductor Servis Shows Big Record in Sale of Tickets

PASSENGER revenue totaling \$83,936.51 is the record attained by Conductor John L. Servis of the Illinois Division during the fifteen years, 1905 to 1920, inclusive. This amount was ob-



Mr. John L. Servis

tained by Conductor Servis through his own personal efforts, according to figures compiled by Passenger Train Master F. A. Bogue.

The record is a remarkable one and the tabulation by years shows the following:

1905.....	\$ 4,553.63
1907.....	945.60
1908.....	3,941.50
1909.....	3,246.33
1910.....	5,572.00
1911.....	4,327.10
1912.....	5,653.43
1913.....	13,686.93
1914.....	4,590.50
1915.....	8,307.53
1916.....	6,522.56
1917.....	1,997.93
1918.....	1,731.99
1919.....	6,554.96
1920.....	13,304.52

Total.....\$83,936.51

The efforts of Conductor Servis have resulted in the following complimentary letter from W. J. Leahy, assistant passenger traffic manager:

"My Dear Mr. Servis:

"My attention has been called to a statement showing ticket sales secured through your efforts covering period 1905 to 1920 inclusive, which totals \$83,936.51.

"This is a fine showing, and I congratulate and compliment you on the result. Your co-operation is very much appreciated by the Passenger Traffic Department.

"Hoping that the New Year will bring to you and yours lots of happiness, with good health and prosperity, sincerely,

W. J. LEAHY, Assistant Passenger Traffic Manager.

senger Agent Hal S. Ray of Des Moines for valuable assistance in securing traffic for the Rock Island, resulting in getting a party to travel over the Rock Island lines to California.

✻ ✻

Engineer Fred P. Hamel of the Illinois division likewise has been active in obtaining revenue passengers for the Rock Island from in and about Joliet. During the month of December, Engineer Hamel induced eleven persons to use the Rock Island in journeys to California and other western points and announces he has five more in view. All these persons were contemplating taking other lines. He has been highly commended by Superintendent C. L. Ruppert for his good work.

Conductor W. P. Dinsmore of Sibley, Iowa, who recently was commended by the officials for securing passenger business from his division, again has been complimented by Assistant General Pas-

Conductor Thomas B. Cook, now running between Ardmore and Coalgate, had in his possession an original train order, issued at Trenton, Mo., September 19, 1901, to all trains at Centerville, Iowa, stopping them for five minutes between 2 p. m. and 2:05 p. m., as a mark of respect at the death of the late President McKinley.

At the time this order was sent, Conductor Cook was working for the Rock Island out of Centerville as a brakeman. His father, Thos. B. Cook, Sr., was then the trainmaster and assistant superintendent at Trenton, Mo., and Thos. B. Cook, Jr., now the conductor mentioned above, for some reason saved the copy of the order.

Little Rock Matron Is Model of Efficiency

JENNIE WILLIAMS, colored matron for the Rock Island at Little Rock, Ark., has occupied her present position for ten years, five years of which she has worked without losing a day, which probably accounts for her reputation for efficiency.

As evidence of that efficiency, the following letter addressed to the President of the Rock Island Lines, from an Arkansas patron, testifies:

"I am a blind woman and have been stopping off at the Rock Island depot

in Little Rock for the last ten years. I will say that you have one of the greatest matrons employed there. Her equal cannot be found. She is kind and polite to everybody, just the same today as she was ten years ago. She is always at her post. I hope you will give this space in your Magazine. She is worthy of great praise. I am always at home in her care. Please let us see her name in the Magazine. Yours truly, Lucinda E. Zimmerman, Bigelow, Ark."

Jennie is not only a good matron, but quite a chirographer as well.



Jennie E. Williams, Matron at Little Rock Depot.

Rock Island Magazine for February, 1921

The Business of Every Rock Island Employee

By R. E. Palmer,
Freight Agent, Oklahoma City

EVERY employe of the Rock Island Lines should bear in mind that he or she is on the job for one common purpose—the proper handling, protection and care of the business of the Rock Island railroad. That is what the railroad employs all of us for. My station, like every other, is only a spoke in a wheel that completes the entire system and each of us can help or hinder every other station or every other department on the line, and it behooves each of us to take the proper amount of interest in our work.

Be sure that what you, as a Rock Island employe, are doing is being correctly done and treat it just the same as your very own business. As a matter of fact, it is your own business. It is your method of making a living. It is my method of making a living. It is my business. I do not know anything else. I have been in the service of the Rock Island for twenty years and hope to continue with them as long as I am able properly to discharge the duties that are placed upon me. While some of you are considerably younger than I am, I have no doubt that most of you will follow it through to the end of your days, and to be successful, not only in the railroad game, but in any others, you have to be faithful. Put your whole heart and soul into your work and if you do not do that, then you should change your occupation; take up something to which you can give closer and better attention. We cannot be successful in any line, regardless of what it is, unless we take an interest in our work and perform it just as faithfully and honestly as we know how.

You can rest assured at all times that the Rock Island will be grateful to you and the management will be grateful to you for what you do. They expect you to do your work that is assigned to you and any extra work that you perform, they are deeply grateful for it. We have but one thing to offer the public, that is courteous treatment—prompt service. That is our stock in trade. That is all we have to buy our business for us. Everybody pays alike whether rich or poor—no exceptions, no favors. The public are more exacting now than they were years ago and I am sorry to say, they haven't a great deal of patience with the average railroad employe. What they want, they want right now. They think that anybody connected with the railroad should be able to answer any questions or give any information they may ask for. While you may not always be in a position to do that, you can at least direct them to the proper source from which to secure this information.

Bear this in mind. We have gone back to active solicitation. We have representatives calling on the public and if they are sore at the local freight office, they do not hesitate to tell their griev-

ances to that representative and tell him why they will not give us any more business. Let's don't have any of that, but conduct our business in such a manner that they will be pleased to give us their business.

You boys on the dock, check your shipments closer. Your positions are very important ones. Do not think that they are not. And upon you depends the manner in which we receive shipments for forwarding and if they are not right, you have made trouble for everybody. If they are right, you have paved the way to have that shipment delivered to destination in proper condition.

Porters Born in Slavery Are Retired on Pension

PASSENGERS on trains Nos. 11 and 12 and 23 and 24, operating west of Kansas City to Belleville and to Caldwell, Kans., as well as station employes along the line, recently have missed the cheerful and efficient service of two train porters in the persons of Christopher Columbus Bell and Benjamin Franklin Williams, both of whom have served on the Rock Island Lines for more than thirty years. Both men were born in slavery. They recently were retired on pensions.

The history of these two faithful employes is interesting. "Chris," as Bell was known over the Kansas division, worked under fourteen superintendents and eleven trainmasters during his thirty years of active service on the Kansas division. He was born near Lexington, Mo., January 15, 1851. Like many others of his early life, he had no chance for education, and

Facing the Facts

We're facing, today, conditions that are radically changed from those of a year ago. Then the wheels of industry were turning, overtime. Today vast numbers of men are out of work. Throughout the length and breadth of the land, the story is the same. But why this change? Because for many months we had been dealing in fictitious values. Because we had not been giving, in any line, full value for what we received. We had been cheating ourselves—and others.

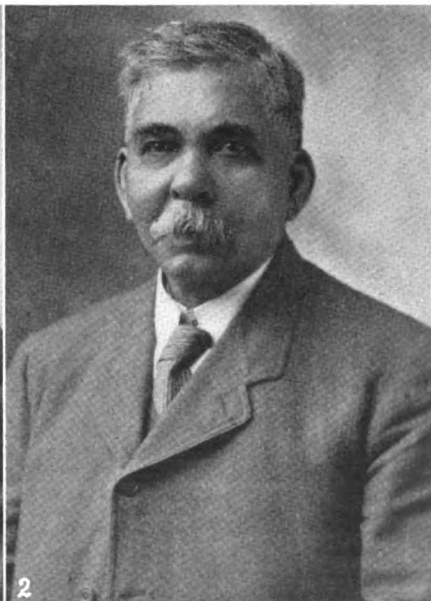
Fine theories, beautiful, but impractical, have had their day. For a time the world has followed the will-o'-the-wisp of their plausible teachings only to find itself at the last floundering in the quicksands of things that are not so far from the solid highway of hard sense.

Playing that two and two equals six doesn't make it so. A commodity is worth no more than the raw material and honest human effort that goes into it, plus a fair profit.—Exchange.

when a boy ran away from the farm where he began work at the age of four years and finally entered the service of the Union Pacific as train porter at the age of twenty years, running out of Kansas City to Brookville, Kans. He remained with the U. P. for twelve years and then went to Texas, but in 1891 he was again back in Kansas City, this time with the Rock Island as train porter, being finally retired on pension in November. He has been married three times and now lives with his last wife in Topeka, Kans.

"Ben" Williams, who was retired on pension on December 8, last, likewise worked under fourteen superintendents and twelve trainmasters during his thirty-one years on the Kansas division of the Rock Island. He was born at Lake Providence, La., December 8, 1850. He

(Continued to page 33)



1—Benjamin Franklin Williams. 2—Christopher Columbus Bell.

Veterans of the Rail

Retired on Pension

At a meeting of the Board of Pensions held November 27, 1920, the following applications for pension were approved:

- No. 492—John E. Van Liew, engineer, 247 E. 18th St., Des Moines, Iowa; age, November 28, 1920, 70 years; length of continuous service, 45 years, 5 months; monthly pension, \$83; pension effective, Dec. 1, 1920.
- No. 493—James C. Tindall, engineer, 113 No. Seventh St., Cedar Rapids, Iowa; age, October 22, 1920, 70 years; length of continuous service, 44 years, 2 months; monthly pension, \$66.50; pension effective, Nov. 1, 1920.
- No. 494—Thomas Jones, engineer, Cedar Rapids Division; age, September 8, 1920, 70 years; address, 112 No. 12th St. W., Cedar Rapids, Iowa; length of continuous service, 39 years, 11 months; monthly pension, \$53.60; pension effective, Oct. 1, 1920.
- No. 495—B. F. Williams, train porter, 114 Harrison St., Topeka, Kansas; age, December 8, 1920, 70 years; length of continuous service, 31 years, 7 months; monthly pension, \$25.55; pension effective, Jan. 1, 1921.
- No. 496—C. C. Bell, train porter, 1704 Topeka Ave., Topeka, Kansas; age, January 15, 1920, 69 years; length of continuous service, 28 years, 11 months; monthly pension, \$20.40; pension effective, June 1, 1920.
- No. 497—O. B. Killmer, engineer, Horton, Kansas; age, January 24, 1920, 60 years; length of continuous service, 39 years, 10 months; monthly pension, \$46.15; pension effective, Dec. 1, 1920.
- No. 498—John M. Yoder, engineer, Herington, Kansas; age, February 13, 1920, 59 years; length of continuous service, 38 years, 11 months; monthly pension, \$44.90; pension effective, June 1, 1920.
- No. 499—T. H. Rogers, engineer, Illinois Division; age, December 31, 1919, 68 years; length of continuous service, 42 years, 10 months; monthly pension, \$39.15; pension effective, July 1, 1920. (Mr. Rogers passed away November 12, 1920, and amount of pension due him from the first of the month following date of retirement to date of his death, July 1, 1920, to November 30, 1920, inclusive, or \$195.75, was made payable to his daughter, Mrs. E. B. Schmebly, Peoria, Illinois, with whom Mr. Rogers made his home prior to his demise.)
- No. 500—R. J. Watt, Jr. Tr. Bag. & Expressman, 1635 W. 106th St., Chicago, Illinois; age, January 15, 1920, 69 years; length of continuous service, 35 years; monthly pension, \$28.68 (R. I. Prop.); pension effective, June 1, 1920.
- No. 501—Chas. M. Yeaman, brakeman, Iowa Division; age, May 18, 1920, 59 years; length of continuous service, 29 years, 9 months; monthly pension, \$24.65; pension effective, July 1, 1919. (Mr. Yeaman passed away July 14, 1920, and amount of pension due him from the first of the month following date of retirement to date of his death, July 1, 1919, to July 31, 1920, or \$320.45, was made payable to his widow.)
- No. 502—H. H. Hansen, section foreman, Ossian, Iowa; age, April 21, 1920, 67 years; length of continuous service, 31 years, 10 months; monthly pension, \$21.15; pension effective, May 1, 1920.
- No. 503—M. J. Ribyn, engineer, 1422 Main St., Keokuk, Iowa; age, December 1, 1919, 61 years; length of continuous service, 44 years, 2 months; monthly pension, \$88.45; pension effective, July 1, 1920.

At a meeting of the Board of Pensions held September 9, 1920, the following applications for pension were approved:

- No. 486—Robert L. McGugin, engineer, 326 E. Main St., Washington, Iowa; age, August 28, 1920, 70 years; length of continuous service, 47 years, 11 months; monthly pension, \$81.45; pension effective, October 1, 1920.
- No. 487—Theodore Horn, fireman, Lacey, Arkansas; age, July 17, 1920, 72 years; length of continuous service, 24 years, 9 months; monthly pension, \$21.45; pension effective, March 1, 1920.
- No. 488—Geo. W. Kerchavil, train porter, 1316 Van Buren St., No. Topeka, Kansas; age, March 14, 1920, 66 years; length of continuous service, 26 years, 5 months; monthly pension, \$20; pension effective, May 1, 1920.
- No. 489—Clarence Petty, conductor, 3334 Olive St., Kansas City, Mo.; age, October 13, 1919, 64 years; length of continuous service, 26 years; monthly pension, \$38; pension effective, November 1, 1919.
- No. 490—Samuel Baird, pass. brakeman, 8844 Emerald Ave., Chicago, Illinois; age, June 26, 1920, 69 years; length of continuous service, 29 years, 2 months; monthly pension, \$26.55; pension effective, July 1, 1920.
- No. 491—Chas. F. Cline, conductor, Chgo. Term. Division; age, August 30, 1920, 60 years; length of continuous service, 36 years, 8 months; monthly pension, \$50.85; pension effective, December 1, 1919. (Mr. Cline passed away April 14, 1920, and amount of pension due him from December 1, 1919, to April 30, 1920, inclusive, was made payable to his widow.)

FACTS ABOUT THE PENSION SYSTEM

Amount paid to pensioners, January 1, 1910, to December 1, 1920.....	\$851,442.70
Total employees pensioned, January 1, 1910, to December 1, 1920.....	503
Total pensioned employees who have passed away.....	185
Total pensions cancelled	3
Total number of employees on pension roll as of December 1, 1920....	315

John Adams, janitor, master mechanic's office, Chicago, whose application for pension has been approved by the pension board, was born in England in 1888 and has been in the service of the Rock Island Lines since April of that year. He is now taking his well earned rest in California with his niece. On his retirement he was given a chest of silver by his fellow employes at the shops.

Engineer John Van Liew was retired on pension at the age of 70 years. Familiarly known as "Dad," Engineer Van Liew has been at the throttle on the passenger train between Valley Junction and Council Bluffs, Ia. Just to show his many friends along the line that his hand is still steady, Engineer Van Liew made his last trip recently on No. 5 just twenty minutes quicker than usual. Then he climbed down out of his cab and went to visit his mother at Aurora. She is ninety years of age. During the forty-two years of his service on the Rock Island, Engineer Van Liew was never laid off and never had a serious accident. An editorial on Mr. Van Liew was printed in the January issue of the *Rock Island Magazine*.

Engineer Thomas Jones of the Cedar Rapids division, who has been retired on pension at the age of 70 years, has been in continuous service on the Rock Island since 1880. He began his railroad career as brakeman in 1865 on the Chicago & North-Western. Later he served as switchman for the C. B. & N., after which he entered the service of the B. C. R. & N. as fireman and engineer and remained with the road on its absorption by the Rock Island. He has six children—Mrs. Paul Huston, Cedar Rapids; Mrs. Nan Lemars, Chicago; Mrs. Geitruide Ludwig, Louisville, Ky.; Mrs. F. J. Cain, Cedar Rapids; James Jones and Thomas Jones, Jr., both of Cedar Rapids.

James Tindall, passenger engineer, whose pension has been granted by the pension board, entered the service of the B. C. R. & N. in 1876 as freight fireman and remained with the road on its absorption by the Rock Island after which he was promoted to engineer in 1879. In 1882 he was promoted to passenger engineer. During his long service, Mr. Tindall never had an accident nor a serious personal injury.

Hans H. Hansen, section foreman, who has been granted a pension, was born in Norway in 1853 and came to America in 1887 after having served for four years as a sailor. He located at Ossian, Iowa, his present home, and entered the service of the B. C. R. & N. in 1888 as section laborer. He is the father of eight children—three sons and five daughters.

Orland B. Kilimer, engineer, Horton, Kans., whose pension has been granted, began service with the Rock Island in 1871 as a wiper. Then he was promoted to machinist helper and then to fireman on the Illinois division. In 1886 he helped lay track for the Rock Island between St. Joseph and Fairbury. He later returned to firing and was promoted to engineer in 1887. He is the father of four children and owns a nice home at Horton, Kans.

Robert Lyle MacGugin, engineer, Washington, Iowa, has been pensioned after 48 years of service on the Rock Island. He is a native of Pennsylvania

and helped to build railroads westward in pioneer days. He did his first firing in 1872 out of Davenport. He served for ten years on the Missouri division and the remainder of his time on the Des Moines Valley division. He had only one accident while in the passenger service, with but one passenger injured.

Mathis J. Ribyn, engineer, whose pension has been granted by the pension board after a railroad service of forty-five years, is a native of St. Louis where he was born in 1857. He first worked for the Keokuk & Des Moines Railway as a fireman, working from 6 p. m. to 7 a. m. Later he was promoted to fireman on a freight engine out of Keokuk in 1875. He worked under eleven superintendents and as many master mechanics. He still lives in Keokuk, Iowa.

Do not attempt to clamp or change gear while machine is in motion.

Do not stand under a load being moved by a crane or other mechanism.

Take Care in Preparing the Daily Lunch Box:

THE wives of the men who go to work each morning realize that what they prepare for that noon lunch-box is most important in the health and comfort of their men. Men who are doing hard manual labor need with their cup of hot coffee at noon food that is both substantial and appetizing. Some women tell us that they spend as much trouble and time getting up this cold noon lunch as they would over a hot meal, and they are right to do so. However, they can make their work easier if when planning and cooking the night meal, they prepare something that will go into the next day's lunch-box as well.

This does not mean that the working man who must carry his noon meal should be given "left overs." Far from

it. For instance, boiled beef for supper provides first class sandwich filling for the next day. There are few hungry men who do not appreciate cold beef sandwiches, but you can make them nicer by adding a chopped and lightly salted white cabbage leaf, chopped green or sweet peppers, or some thin slices of dill pickle.

Or, suppose you have pie for supper. A cold quarter of it will not be half so nice in the lunch as would a little pie baked in a saucer at the time you bake the big one for the family.

Men who work hard need what we call protein foods; of these meat and eggs are the best examples. When you serve an egg with ham you do not need so much ham as when you eat it with bread alone. A fried ham and egg sandwich is both good and hearty. So is a sandwich of crisp bacon and thin slices of hard boiled egg.

The mainstay of the cold lunch is generally meat and bread in the form of sandwiches. For this reason vary the sandwich materials as much as possible. Use different kinds of bread—some days whole wheat bread, home-made brown bread at another time, or a crusty roll in place of the usual slices of white bread. The fillings, too, can be varied and still be hearty. Dry sausage is good, and so is a cold fried sausage slipped inside a nice fresh roll.

With the sandwiches a man needs a relish. There is room in the lunch-box for a small jar with a screw top in which you can put a relish like a cold slaw, or a salad of chopped apples, celery and onions. For some reason many men laugh at salads but at the same time they like them.

Don't forget that the man needs something sweet. Sugar adds energy. Doctors tell us that chocolate is as energizing as alcohol without the bad effects of the latter. That is why it is worth while making good cake for the lunch-box; cake is real food, not only a dessert.

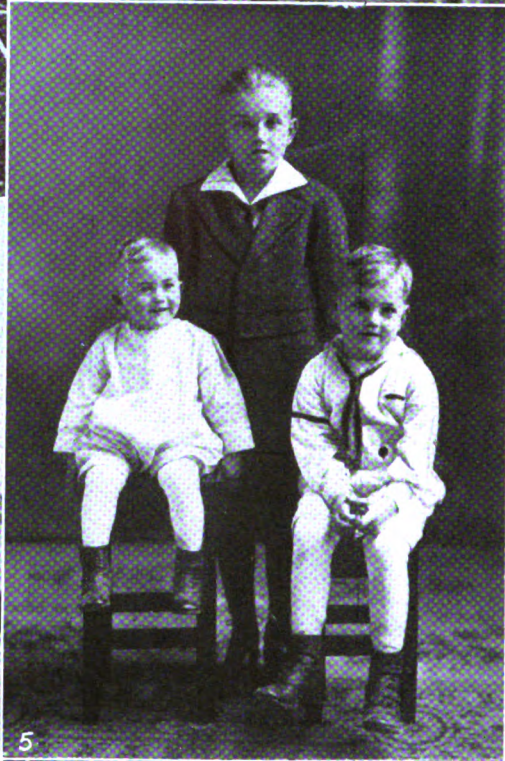
Put up the food daintily. Don't use pieces of newspaper, or even coarse brown paper next to food. Save pieces of clean tissue paper and the waxed paper that comes inside many cracker packages to wrap the different items of food. Keep everything separate and the contents of the lunch-box will not only look better but taste better.—Food Economies Department, Armour & Co.

The consolidation of the express transportation business and property devoted to that business of the Adams, American, Wells Fargo & Co., and Southern express companies into the American Railway Express Company has been approved and authorized in a decision by the Interstate Commerce Commission.

The Whiting Foundry Equipment Co., Harvey, Illinois, announces that it has changed its name to Whiting Corporation, increasing its authorized capital stock from \$700,000 to \$3,000,000. The Whiting Corporation remains under the same management and will continue the manufacture of cranes, foundry equipment and railway specialties as heretofore.



Pensioned Employees:
1—J. C. Tindall. 2—Robt. L. McGugin. 3—Thos. Jones. 4—H. H. Hausen. 5—J. C. Van Liew. 6—Mathias J. Ribyn. 7—O. B. Killmer. 8—John Adams.



Rock Island Babies. 1—(Above) Donna Hedrix; (Below) Frank Hedrix, Hamilton Park. 2—Jack Victor, Chicago. 3—Grandchildren of Supt. Allen, Fairbury, Nebr. 4—David H. Johnson, Vega, Texas. 5—Maurice, Jack and Joe, sons of Master Mechanic Kerwin, Goodland, Kas. 6—Dorothy Judkins, Topeka, Kas. 7—Children of Fireman A. L. Moorhead, Limon, Colo. 8—Owen Schumate, Fairbury, Nebr. 9—Mrs. L. L. Smith and daughter, Pauline, Estherville, Iowa. 10—Children of H. A. Thayer, Rock Island, Ill. 11—Loren L. Lind, Stuart, Iowa.

HELP WANTED

by the General Reclamation Committee, from every Rock Island employe in the big movement to conserve material. Many volunteered when the call was made to "JOIN THE ARMY," several months ago, and while our line has advanced some, through skirmishes made here and there, more volunteers are needed to win the big battle on today to

SAVE MATERIAL--PICK UP AND MOVE THE SCRAP AND HELP KEEP THE RAILROAD CLEAN

Reports received from Generals commanding the Reclamation Committees on the twenty-one divisions are very encouraging, but their call for help must be met, so let everyone join in

GOING OVER THE TOP

on dollars saved, through careful handling of all material and supplies on the railroad, remembering that

*Little drops of water,
Little grains of sand,
Make the mighty ocean
And the pleasant land.*

Sixteen little items in daily use, shown below, of the 40,000 items necessary to operate the railroad, cost the Rock Island, last year, \$231,602.17.

COST PER UNIT

A Broom	\$.55	A 12-inch Flat File.....	\$.40
A Locomotive Scoop	1.84	A 3/4-inch Globe Valve.....	1.93
A Hand Lantern	1.31	A 1 1/4-inch Angle Cock	2.82
A 2-gallon Oil Can.....	.53	A Hand Hammer .....	.80
An 18-inch Monkey Wrench.....	2.40	A 2-wheel Warehouse Truck	17.00
A Squirt Hose.....	1.20	A 40-watt, 110-volt Incandescent Lamp.....	.26
A 4 1/2-inch Flat Paint Brush.....	3.33	An Engineer's Torch.....	.41
A 3/4-inch Cold Chisel .....	.57	An Air Brake Hose.....	2.38

SAVE ON NEW MATERIAL

Gather up and ship in all articles in need of repairs, and keep the scrap moving.

HELP KEEP THE RAILROAD CLEAN

C. A. MORSE, Chairman, General Reclamation Committee

Do You Knock Wood?

Extent of Superstitious Beliefs

By H. Addington Bruce

(Copyright)

FRESH and impressive evidence of the extent to which superstition still prevails, even among well educated men and women, comes from the psychological department of the University of Oregon.

For several years incoming students in that department have been asked to fill out a form containing instructions such as the following:

State briefly superstitions which you believe or which influence your conduct.

State any which you formerly believed or which influenced your conduct.

Why do or did you believe in them or permit them to influence your conduct?

Answers have thus far been obtained from more than 550 young men and women. Scrutiny of the returns shows that 82 per cent of those answering have unmistakably been superstitious at some time in their lives. More than 50 per cent (53.7 per cent to be exact) candidly confess to a belief in superstitions at the time of filling out the form.

To knock on wood as a means of warding off ill fortune is the superstition most frequently listed. Others numerous believed, in descending order, are:

The four-leaf clover superstition, prophetic dreams, the thirteen superstition, that it is bad luck to open an umbrella in the house, fortune telling (cards, tea-

cup, etc.), the wedding cake superstition, the black cat superstition and the picking-up-pins superstition.

As between the two sexes the figures indicate that women are more likely than men to be superstitious.

And there are noticeable sex differences as regards the superstitions most commonly believed. In his report on the returns the investigator, Edmund S. Conklin, observes:

"The superstitions of the women concern far more the feelings, emotions and desires; they are more subjective than the men, more deeply personal."

As to the origins of the superstitiousness reported, it is indeed significant to find that both the man and the woman students throw the blame chiefly on "human contacts in early life," the influence of parents, older friends and nurses.

In other words, what the students heard during the plastic, suggestible period of childhood evidently made a well-nigh indelible impression on their minds.

Here is a fact present-day parents will do well to ponder. Let them profit from the hint it gives of the importance of avoiding superstitious sayings or practices in the presence of their children if they would have those children grow to manhood and womanhood free from superstition's hampering thrall.

line to a point where a jack begins to g trouble to place another jack and not ta any further chances with the defecti one.

We also use the carding system f defective ladders, tripods and simil tools.

We try to educate all employes to t importance of their co-operation in safe work and give them to understand th their part is just as essential as the men bers of the safety committee.

I figure that about 95 per cent of t injuries we have could be avoided by th proper precaution of all. In other word this percentage of injuries is due to th carelessness of the employe injured o some other employe. At any rate, we ar making our campaign along this line an find that the very best results are ob tained by organization along safety lines and it is very important to have the co operation of all.

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The Work Train

Out on the gravel train for me
Out in the open cool and free.
Air that gives you an appetite
And makes you enjoy your bunk at night.
On the job, right to a man,
We hit the ball as best we can.

In the early spring when the grass is green,
And the crocus on the hill is seen.
'Tis then I put on a little spurt.
I get on my boots and flannel shirt
And go out to gather the glittering kale,
By spreading the ballast along the rail.

The work appeals to me quite strong,
Tho the drill is hard and the hours are long.
I've followed it now for a long, long time,
In the heat and cold, in the rain and shine;
I guess as long as I stick to the rail
I'll follow the dump car's sandy trail.

When out at night neath the bright moon's glare,
As over the glittering rails we fare.
We whistle or sing as we rattle along
And this is the gist of our work train's song:
"Oh! the dump car jig is the jig we love,
With the rails beneath and the sky above."

Time passes quick with the work train crew,
There is nothing to worry or make you blue.
Up in the morn, when the sun hangs low,
It's always late when to bed we go;
We're always tired and hungry, too.
We enjoy our eats and sleep right through.

So the summer passes away,
Around comes Autumn, bleak and gray.
Our summer's stake in our pocket's stuck.
We're fed right up on the work train chuck;
Then it's back to the freight with the other men,
'Til the work train starts in the Spring again.

—G. W. BELLAMY.

✻ ✻

Do not go near or under bar material which is being turned in lathe.

Rock Island Magazine for February, 1921

What Have You to Offer in Interest of Safety First?

By J. T. Brady,
Car Foreman, El Dorado

I HAVE been an advocate of the "Safety First" movement for a number of years. In fact, I do not see how any railroad man who has been in the game any length of time could be otherwise, taking into consideration what has been accomplished along this line.

If a check were made in the car department of the personal injuries for last year that were caused by defective tools, and compare it with the same length of time four or five years ago, it would show that a great deal has been accomplished. In fact, this class of injury has almost been eliminated.

The credit for this wonderful progress is principally due to our Mr. O'Neill, as it was through his efforts we had tool rooms installed in car department.

Another feature that I would like to call attention to is "jack injuries." It has only been a short time since this class of injury was a source of trouble to all railroads. At the point I am located, we have had just one minor jack injury in a period of three years and this was not due to a defective jack, but

was due to the carelessness of the operator. I believe that this is conclusive proof that we have a practical method of preventing this class of injury. Our method is to have all jacks numbered. These jacks are all gathered up and assembled at one place by the laborers after the mechanics quit work. At 7 a. m., these jacks are all inspected by a practical man and a book record kept of the condition, according to number. Any that are found defective, a card is tied around them and they are taken out of service until they are repaired.

We also have another rule that we insist be followed out to the letter: If a jack becomes defective while under car, regardless whether car is loaded or empty, another jack is placed to take the strain before the defective jack is further operated. A check of jack injuries will show, in a great many cases, a defective jack was being operated. There is no foreman who wants a defective jack used. However, he does not know in all cases and the idea that I am trying to advance is to get the men educated along this

His Work Commended

The following letter from the President of the Federal Oil Co., of Des Moines, Superintendent E. J. Gibson, with respect to the unusually courteous attention accorded him and another passenger recently by night ticket clerk Charles W. Brownell, at West Liberty, Iowa, is worthy of special attention:

"I feel that a word of commendation is due your night agent at West Liberty, Ia. I recently was obliged to wait at West Liberty from midnight until four o'clock in the morning. Your agent, in addition to answering questions regarding arrival of trains in a courteous and pleasing manner, took the trouble to come out in the large waiting room and see that I was awakened up when the 4 o'clock train pulled in. I also noticed that during the night he came out with a cushion which he offered to a lady who was waiting.

"No doubt he did not have to perform these little courtesies, but the fact remains that he did and I feel that this man is entitled to credit for his courtesy and kindness to the traveling public. I am not in the habit of criticizing or commending but in this particular case I feel that your West Liberty man is fully entitled to a few words of praise."



Living Costs Drop

Figures issued by the department of labor in Washington recently have given some interesting light on the cost of living. During the last six months of 1920 the expense met by the average family for food, clothing and furnishings showed a considerable decrease. Rent, fuel and light made considerable increases.

The figures made public cover expenditures by average families in eight cities—Baltimore, Cleveland, Chicago, Detroit, New York, Philadelphia, San Francisco, Oakland and Seattle.

The average cost of living in the eight cities at the beginning of the New Year was 99.2 per cent over the average cost in 1914, while at the end of last June it was 115.1 per cent.

Using the 1914 cost as a base, the percentage increased cost of the various items making up the average family budget in the eight cities were as follows in June and December:

Food, June, 110.9; December, 75.6.
Clothing, June, 191.3; December, 159.5
Housing, June, 41.6; December, 49.5.
Fuel and light, June, 57.6; December, 79.0.
Furniture and furnishings, June, 191.8; December, 181.9.

The percentage increase in the cost of living in the eight cities over the 1914 cost were given as follows:

	Decem-ber.	June.
Baltimore	96.8	114.3
Cleveland	104	116.8
Chicago	93.3	114.6
Detroit	118.6	136
New York	101.4	119.2
Philadelphia	100.4	113.5
San Francisco	85.1	96
Seattle	94.1	110.5

The cities' range is taken as typical of the range in all districts of the country.



Do not file right handed on lathe. Do not file without a handle.

Do not place fingers under job to ascertain if drill is coming through.

Looking for Trouble

Seeing Life Through Black Glasses

By Orison Swett Marden

(Copyright, McClure Newspaper Syndicate)

I KNOW—a bright, energetic young man who has started in business for himself, but who has formed a most unfortunate habit of talking down his business to everybody. When anybody asks him how his business is getting along he says:

"Poorly, poorly; no business; just barely making a living; I want to sell out."

This man has formed such a habit of talking his business down that even when business is good he still calls it poor. He radiates a discouraging atmosphere, he flings out discouraging suggestions and makes you feel tired and disgusted that a young man of such promise and such possibilities should so drown his prospects and strangle his ambition.

People do not like to work for a pessimist. They thrive in a cheerful, optimistic atmosphere, and will do more and better work there than in one of discouragement and depression. The man who talks his business down cannot possibly do so well as the man who talks his business up.

The imagination, wrongly used, is one of our worst foes. I know people who live in perpetual unhappiness and discomfort because they imagine they are being abused, slighted, neglected, and talked about. They think themselves the target for all sorts of evils, the object of envy, jealousy and all kinds of ill will. The fact is, most such ideas are delusions and have no reality whatever.

Now, this is a most unfortunate state of mind to get into. It kills happiness, it demoralizes usefulness, it throws the mind out of harmony and life itself becomes unsatisfactory.

People who think such thoughts make themselves perpetually wretched by surrounding themselves with an atmosphere reeking with pessimism. They always wear black glasses, which make everything around them seem draped in mourning; they see nothing but black. All the music of their lives is set to the minor key; there is nothing cheerful or bright.

These people carry a gloomy, disagreeable, uncomfortable influence with them wherever they go. After a while they become pessimistic cranks, with morbid minds, really partially unbalanced, and people avoid them as they would miasmatic swamps full of chills and fever.

Sometimes a whole household becomes infected by the presence of one morose, discontented member and its peace is ruined. Such a contrary person is always out of harmony with his environment, has no pleasure himself and, as far as he is able, prevents others from enjoying any fun.

Don't go through life looking for trouble, for faults, for failures, for the crooked, the ugly and the deformed; don't see the distorted man—see the man that God made. Just make up your mind firmly at the very outset in life that you will not criticize or condemn others or find fault with their mistakes and shortcomings. Fault finding, indulging in sarcasm and irony, picking flaws in everything and everybody, looking for things to condemn instead of to praise is a very dangerous habit. It is like a deadly worm which gnaws at the heart of the rosebud or fruit, and will make your own life gnarled, distorted and bitter.

Stenographer Heads 1921 Division Seniority List

MISS JO RANGLES, stenographer to Roadmaster O. P. Quillen at Liberal, Kans., has the distinction of heading the clerical employees' seniority list on the El Paso division, having served fifteen years. J. J. Leggett, chief clerk at Hutchinson, likewise has been in service since 1906, and J. W. Franklin, baggageman at Pratt, Kans., is third, with fourteen years to his credit.

Miss Randles entered the Rock Island service on the El Paso division on July 29, 1906, when her brother-in-law, A. Shumate, now roadmaster at Fairbury, was roadmaster of this division. Following the destruction by fire of the depot at Liberal in 1909, the office of the roadmaster was moved to a box car near the site of the old station. Among the things saved from the fire was Miss Randles' typewriter, so her work was uninterrupted. When the new station was built she obtained less cramped quarters.

During Miss Randles' stay at Liberal

there have been seven changes in the roadmasters, the following men serving in the order given: A. Shumate, George Koontz, A. Shumate, Chas. Cunningham, J. T. Reedy, O. P. Quillen and A. G. Packebush. There have also been seven different agents in the fourteen years, Frank Noyes, L. C. Yocum, O. J. Dettle, Chas. Brown, J. H. Hemphill, I. L. Pratz and G. M. Raub.

Miss Randles began work at a nominal salary which has since more than practically trebled and her hours have been shortened from ten to eight. However her duties have also increased, she now doing stenographic work for the two motor car inspectors, the chemist and special officer. Although Miss Randles refuses to talk about her record, the fact that she has held the position for fifteen years is the best testimonial as to her ability and faithfulness and shows that she is one of the valued employes on the division.

THE R-38, America's first rigid airship, designed and built by the British Air Ministry for the United States, will take off from London for its transatlantic flight early in July. Within forty-eight hours it should land on the Jersey coast, the world's greatest lighter-than-air machine.

British imports for 1920 were £1,936,000,000, an increase of £310,500,000 over 1919. Exports amounted to £1,500,000,000 for 1920, an increase of nearly £500,000,000.

The foundation of an international army to oppose bolshevik advances in the west is receiving careful consideration at a conference of the allied premiers in Paris.

All precedents were broken by the Illinois senate when it elected as secretary Miss Theresa Gorman, who for eight years was private secretary to Lieut. Gov. Oglesby.

Income and excess profits tax receipts for the last quarter of the year exceeded Secretary Houston's estimate of \$650,000,000 according to the statement of the nation's finances.

The state of Chihuahua, Mexico, is planning to spend millions of dollars on irrigation projects. The proposed system includes irrigation for almost every part of the state.

Confidence that Panama is capable of solving her problems without foreign interference was expressed in a recent New York message addressed to the people by President Porras.

St. Joseph, Missouri, is in a quandary. What is to be done with the Jesse James house, which recently became the property of the town? This house is one of St. Joseph's show places.

The American people consume 15,000,000,000 pounds of meat in a year, or at the rate of half a pound a day per person. Two-thirds of this is inspected by Bureau of Animal Industry employees.

Appropriation of \$100,000,000 a year for ten years for inland waterways is the desire of representatives from twenty-seven Mississippi Valley states who gathered in Washington on January 19 and 20.

President-elect Harding resigned on January 9 as United States Senator from Ohio, forwarding his letter of

resignation to Columbus for action of the newly-elected Republican Governor, Harry L. Davis.

In the last year the earth has suffered 141 tremors, the greatest number recorded



Lieut. Phillip J. O'Brien, U. S. Army, is the president, board of directors, general passenger and freight agent, and superintendent of a railroad. He has charge of the Governor's Island Railroad, owned and operated by the U. S. Army, considered the world's smallest railroad. He is shown looking from one of his dinky engines, of which there are two. The road has about eight miles of track, 41 freight cars and two concrete 17-car railroad floats. It has handled all Government business since Jan., 1918. (Underwood & Underwood Photo.)

in one year since the Gonzales Heights instrument was installed in 1899. More than 1,900 quakes have been registered in the last twenty-one years.



One of the greatest engineering feats in the history of bridge building was recently performed when the 435-foot span of the new Thirty-third Street bridge of the Baltimore & Ohio Railroad, across the Allegheny River, was rolled into position above the main channel in eight minutes. Two of the old spans were thus rolled up-stream in addition to the new span which weighs 3,000 tons. (Underwood & Underwood Photo.)

A new measure of relief for cotton and wheat farmers designed to provide a fund of \$500,000,000 that can be loaned on warehouse receipts on cotton and wheat in storage has been introduced by Senator Harrison (Miss.), Democrat.

Screened by destroyers, the Atlantic fleet in early January sailed southward from the Virginia capes to meet its sister armada from the Pacific in the warm waters of Panama Bay for one of the biggest naval practices ever held.

Advocates of violence of all kinds will be barred from citizenship in the United States under terms of a new bill, which the House Committee on Immigration and Naturalization has approved.

Mme. Amelita Galli-Curci, Chicago Grand Opera Company prima donna, on January 15, became a bride and an American citizen through her marriage to Homer Samuels, her concert piano accompanist.

Denmark has made a payment of 65,000,000 marks gold to the Reparations Commission on Christmas day in fulfillment of the conditions of the annexation of Schleswig, as enumerated by the Versailles treaty.

Nineteen hundred and twenty was Chicago's greatest stork year. The city's baby record, established in 1918, was broken by 4,783. Of the 55,316 babies born last year, 28,515 were boys and 26,801 were girls.

Peter J. MacSwiney, of New York, brother of the late lord mayor of Cork, and Daniel O'Callaghan, present lord mayor of Cork, arrived in New York January 4, as stowaways on the American steamer West Cannon from Cork.

Unless some emergency action is taken by government or state officials or some wealthy private citizens, the famous Antelope island buffalo herd, near Salt Lake City, one of the largest in the United States, will be turned over as targets for hunters who pay \$200 a head.

Recruiting for the navy has been suspended temporarily. All new enlistments have been prohibited and only re-enlistments of men in the service are authorized. It was said that the strength of 132,000 men already reached was the maximum possible under the appropriation of Congress.

Miss Mary Garden, the American prima donna, was elected January 13 general director of the Chicago Opera Association. She assumed charge of both the business management and the artistic direction of the opera, succeeding Herbert M. Johnson as business manager and Gino Marinuzzi as artistic director.

The Philippine schools are in need of new American teachers for the coming year. An appeal has been made to David P. Barrows, president of the University of California, to aid the American educational system in the Philippine islands in securing American teachers to be leaders in the Philippine schools.

The Mexico City custom house opened on January 1, after having been closed



Her Honor, Florence E. Allen, who is now sitting in the Eleventh Judicial District Court of Common Pleas, County of Cuyahoga, Ohio, at Cleveland. She is said to be but 36 years old, and was not a "woman's candidate" it is stated. (Underwood & Underwood Photo.)

almost seven years, in order to help relieve the freight congestion which at present threatens to tie up many lines of industry. The Treasury department, in ordering the opening, issued a statement saying that goods may be transferred direct from steamships at Vera Cruz and Tampico to Mexico City, where they will be inspected, thus obviating long delays at the ports.

Although Paris big wheel, erected for the World's Exposition, is being dismantled, its fifty carriages, from which hundreds of thousands of Americans obtained a bird's-eye view of the French capital, are not to be destroyed. They will be used in relieving the housing shortage in Paris.

The last few years have witnessed a remarkable development in the agricultural education of the people of Arkansas. Only a few years ago there was a widespread prejudice against so-called book agriculturists, but the work of the government agencies has in a large measure overcome

this and now there are active demonstration agents in almost every county of the state.

Three thousand Germans, some unaccompanied, others with their families, are waiting in Germany to embark for Brazil where they wish to settle, according to advices received by the Brazilian ministry of agriculture from the German emigration department.

The Wheat Growers' Association of America, which has been conducting a campaign to induce growers to withhold their wheat from the market until prices are higher, plans to have mid-Western states so well organized within the next six months that the growers will be able to control the price paid for the 1921 crop. The association now has a membership of approximately 100,000 in Texas, Oklahoma, Kansas and Nebraska.

Adequate protection for the Panama Canal from attacks of enemies by air, land or sea, is to be provided for in a bill soon to be drafted by the House Committee on Appropriations for fortifications and sea coast defenses. Members of the committee now are virtually agreed upon a plan to make the canal impregnable.

In a document of less than 200 words, written thirty years ago, when he was a poor man, Frank W. Woolworth, originator of the 5 and 10 cent stores, who died April 8, 1919, willed his estate of close to thirty millions to his wife.

A complete abandonment of all plans for an inaugural celebration, including the parade and ball, has been urged by President Elect Harding in messages sent to Senator P. C. Knox, chairman of the congressional committee, and to Edward B. McLean, chairman of the citizen's inaugural committee.

Secretary of the Navy Daniels an-

nounces that a naval court of inquiry would be convened to investigate the circumstances connected with the loss of the naval balloon which carried Lieutenants Louis A. Kloor, Walter Hinton and Stephen Farrell from the Rockaway



Sunny California has many attractions these days. The above young lady is one of the many thousands who spend their winters there. Incidentally, she is wearing one of the new French blouses. (Underwood & Underwood Photo.)

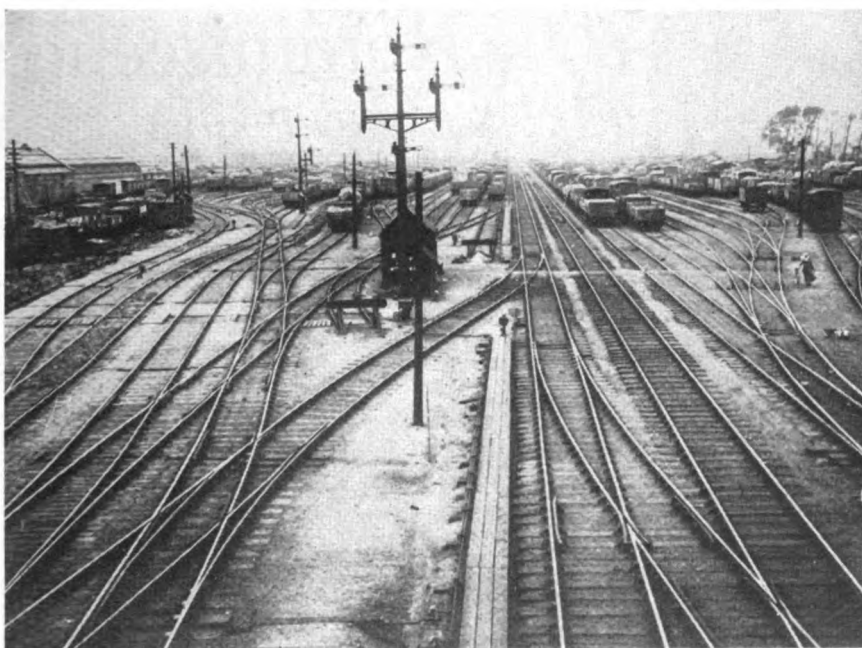
Naval Air Station into the isolated whiteness of the Hudson Bay country.

Priceless census records, dating back to 1790, when the first enumeration of the United States

records, dating back to 1790, when the first enumeration of the United States was taken, were destroyed on January 10, in a fire of undetermined origin at the Department of Commerce. The records included figures from every census up to the present one.

Reduction of the estimates in the U. S. appropriation bill in Washington means that between 10,000 and 11,000 clerks now on the rolls in Washington will lose their jobs, a saving of approximately \$11,000,000. There are 90,000 clerks now in Washington.

The cost of running the United States Government last year amounted to approximately \$5,064,000,000 as against about \$11,728,000,000 in 1919. Ordinary receipts for 1920 were \$6,000,000,000.



Railroad freight yards of Stratford, England, one of the largest in the kingdom. Note the rounded tops of the cars. (Underwood & Underwood Photo.)

Meritorious Service

SECTION Foreman A. H. Dufriend, Kansas Division, has been commended for detecting piece of freight dragging from car of passing train, stopping train and having freight removed and also for detecting brake beam dragging in another train and notifying crew.

Yard Conductor H. P. Mann, Kansas Division, commended for securing passenger for Rock Island who intended moving via another route.

G. L. Murray and T. W. Kinney, brakemen, Kansas Division, commended for firing engine when regular fireman was disabled.

Brakeman G. D. Hill, Kansas Division, commended for assisting in firing engine under difficulties.

Conductor J. R. Silbert and Brakeman J. B. Anderson, Louisiana Division, commended for shoveling coal ahead and unloading and watering car of stock.

Conductor M. L. Massey and Brakeman W. W. Ford, Louisiana Division, commended for bringing train into terminal under difficulties.

Fireman Dan Wallace, Louisiana Division, commended for discovering broken rail in ElDorado yards.

Engineer John Fleenor, El Reno, commended for giving ticket agent information which resulted in securing four passengers for the Rock Island.

Conductor J. J. Dillon and Engineer G. E. Wallace, El Reno, commended for aid rendered in getting engine to water tank after injectors failed, although on another train.

Conductor Pat DeVitt, El Reno, commended for aid in the sale of two tickets over Rock Island Lines.

Brakeman A. J. McCullough, El Reno, commended for voluntarily firing engine when regular fireman was injured.

Engineer Ira C. Bowden, Eldon, Mo., commended for working as flagman when brakeman was not available for his run.

J. A. Barbarick, Belle, Mo., commended for discovery of broken rail and leaving boy to flag train while going to notify agent.

Switchman C. L. Ridlen, St. Louis, commended for discovery of improperly lined switch and flagging Wabash train.

Section Foreman J. P. Demoss, Denton, Mo., commended for discovery of hot box on car in passing train, flagging train and having car set out, thus preventing possible derailment.

Conductor E. J. Boyer, Eldon, Mo., commended for discovery of broken rail, leaving flagman at point and bringing train on into terminal.

Section Foreman Louis D. Jones, Henley, Mo., commended for voluntarily aiding train crew in making repairs to tie bar, thus permitting car to be carried to terminal.

Section Foreman E. Ham, Raytown, Mo., commended for discovery of dragging brake beam on passing train.

Brakeman W. J. Elarton, Cedar Rapids, awarded ten merits for rebrassing car while in work train service.

Conductor G. A. Hannon, Manly, Iowa, awarded ten merits for prompt action in stopping train when he discovered brake beam dragging.

Conductor C. L. York and Brakeman F. Manke and H. E. Enderson, Manly,

Iowa, awarded ten merits each for voluntarily aiding in repairing bad order car, thus avoiding serious delay.

Switchmen D. J. Powell, J. T. Bengel, B. Wileman and Wes Jones, Engineer Geo. Green and Fireman Dan Wright, Haileyville, commended for aid rendered when engine was derailed which materially reduced delay.

Switchman Jack Griffith, Haileyville, commended for preventing accident to an old man who was crossing track in front of train.

Conductor C. R. Ross, Estherville, awarded twenty merit marks for saving the life of an old lady who, while bewildered, stepped in front of moving locomotive.

Conductor Francis, Estherville, commended for securing two passengers for Rock Island who contemplated taking another line.

Fireman John Rish, Dalhart, Texas, commended for remaining at post after he had had fingers mashed while firing, thus avoiding delay to train.

Engineer John D. Lee, Pratt, Kas., commended for securing two passengers for Rock Island, same planning to take another line.

Engineer W. R. Snyder, Dalhart, commended for aiding another engineer to mend accident to latter's engine, thus avoiding delay.

Clerk Harold J. Wyatt, Langdon, Kas., commended for prompt action in assisting in extinguishing fire in depot.

Section Foreman John H. Bramlet, Goodwell, Okla., Conductor D. E. Hemphill, Brakemen J. W. Woodhall and Lon Huff, Engineer E. O. Jackson, and Fireman L. J. Bollinger, Dalhart, commended for aid in repairing Gold Ball car containing perishables, thus preventing delay.

Conductor R. M. Alford, Arkansas Division, commended for inducing passen-

gers on train to purchase Rock Island ticket when another route was contemplated.

Brakeman C. M. Conley, Cedar Rapids, awarded ten merits for aid in replacing dusty coal in engines with good coal, thus getting engines and stock into terminal in good shape.

Conductor W. P. Dinsmore, Des Moines, commended for wiring information to city passenger agent which resulted in getting long-haul passengers for the Rock Island.

Conductor W. O. Dillon, commended for inducing passengers to continue their trip over Rock Island, thus resulting in the sale of long-haul tickets.

Conductor George Walters, Dakota Division, given ten merits for discovery of defective arch bar in another train, thus preventing accident.

Brakemen R. B. Hicks and Fred Weber, Nebraska Division, commended for firing engine after regular fireman had been injured, thus preventing delay to train.

Engineer C. S. Ralston, Fireman M. T. Dalby, Conductor J. P. Bullard and Brakemen Paul Hinds and A. H. Harrington, St. Louis Division, given ten merits each for aid in extinguishing fire on bridge.

Operator T. E. Dowling and Blacksmith A. D. Spalding, St. Louis Division, given ten merits each for stopping runaway car through throwing switch and applying brakes, thus preventing collision with freight train.

Brakeman Geo. Rutliff, Nebraska Division, commended for firing engine after regular fireman was unable to perform his work.

Engineer W. H. Walker, Pratt, Kas., commended for repairs made to engine on another train which avoided serious delay to latter.

Brakemen H. L. Hough, B. C. Creer and R. J. Sadler, El Reno, commended for valuable aid rendered in derailment.

Conductor B. K. Gordon, Amarillo, Tex., commended for reporting twenty minutes after being called when it became necessary to run special engine out on line after regular engine in train was dead, thus avoiding much delay.

Reminiscences

Stories By Pensioned Employees

THE scenes about the average freight house today are, indeed, changed as compared with those when the Rock Island first ventured west of the Mississippi. Charles O. Jensen, pensioned freight house foreman from Davenport, and now of Seattle, Washington, in the following, tells of these by-gone days:

"I remember well when I first started to work for the good old C. R. I. & P.

"The great army of immigrants was then moving west to conquer the wilderness beyond the Mississippi and Missouri rivers. Some were in cars, others in 'prairie schooners.' The worldly possessions of many were not much, consisting chiefly of a cupboard with perforated tin panels, a stove, a few joints of stove pipe, a cast iron tea kettle, a rope bottom bedstead—so agreeable for two to sleep on in cold weather as they always sagged in the middle, a few chairs, a high chair,

and a few other necessities, not to forget the cradle. No doubt in some of those cradles many of the men and women, now prominent in business and politics, spent their early days doing stunts in athletics, trying to put their big toes in their mouth, or rather accomplish what is so very difficult in these times: make both ends meet.

"Much goods shipped by immigrants were not packed nor crated, and poorly marked, if marked at all, causing much trouble when two or more lots were received in same car from connecting lines.

"During some seasons when the ferry could not run and the ice was not strong enough to carry any traffic, an accommodation train was run at frequent intervals to and from Davenport and Rock Island carrying passengers, horses, cows, wagons and buggies, etc., and we became quite skilled in taking apart and putting to-

(Continued to page 61)

Bedtime Stories

Whitefoot, the Wood Mouse

By Thornton W. Burgess

(Copyright)

*The one whose knowledge is complete
I never yet have met.*

*The more one gains possession of
The more he'll try to get.*

—Danny Meadow Mouse.

WHITEFOOT the Wood Mouse and Danny Meadow Mouse had become so interested in Old Mother Nature's school that they decided they couldn't afford to miss the next lesson. Neither did they feel like making the long journey to their home and back again. So Whitefoot found a hole in a stump near by and at once decided to camp out there for a few days. Danny decided to do the same thing in a comfortable place under a pile of brush not far away. So the next morning when school opened both were on hand.

"I told you yesterday that I would tell you of some of Danny's cousins," began Old Mother Nature as Chatterer the Red Squirrel, who was a little late, came hurrying up. "Way up in the Far North he has two cousins, more closely related to him than to any other members of the Mouse family, yet strange to say they are not called Mice at all, but Lemmings. However, they belong to the Mouse family.

"Bandy the Banded Lemming is the most interesting because he is the one member of the whole family who changes the color of his coat. In summer he wears beautiful shades of reddish-brown and gray, but in winter his coat is all white. He is also called the Hudson Bay Lemming.

"Danny Meadow Mouse thinks his tail is short, but he wouldn't if he could see Bandy's tail. That is so short that it hardly shows beyond his long fur. He is about Danny's size, but a little stouter, and his long, thick, fluffy fur makes him appear even thicker-bodied than he really is. He has very short legs, and his ears are so small that they are quite buried in the fur around them, so that Bandy appears to have no ears at all.

"In that same far northern country is a close relative called the Brown Lemming. He is very much like Bandy save that he is all brown and does not change his coat in winter. Both have the same general habits and those are much like the habits of Danny Meadow Mouse. They make short burrows in the ground leading to snug, warm nests of grass and moss.

"There are many more Brown Lemmings than Banded Lemmings, and their little paths run everywhere through the grass and moss. Up in that country there is a great deal of moss. It covers the ground just as grass does here. But the most interesting thing about these Lemmings is the way they migrate. To migrate is to move from one place to another some distance away. You know most of the birds migrate to the sunny South every fall and back again every spring.

"Once in a while it happens that food becomes very scarce. Then very many

Lemmings get together, just as migrating birds form great flocks, and then start on a long journey in search of a place where food is plentiful. They form a great army and push ahead regardless



They form a grand army and push ahead regardless of everything.

of everything, swimming big rivers and even lakes which may lie in their way. Of course they eat everything eatable in their path."

"My," exclaimed Danny Meadow Mouse, "I am glad I don't live in a

country where I might have to make such long journeys. I don't envy those cousins up there a bit. I'm perfectly satisfied to live right on the Green Meadows."

"By the way, Danny, I suppose you are acquainted with Nimbleheels the Jumping Mouse, who is also rather fond of the Green Meadows," said Old Mother Nature. "I ought to have sent word to him to be here this morning."

Answers to Quiz

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

1. Frescoes are water-color paintings on fresh plaster, deriving their name from the Italian word for "fresh."

2. The District of Columbia had a delegate in Congress from 1871 to 1875.

3. Damascus, in Syria, is the oldest city in the world, being founded nearly 4,000 years ago.

4. The salary of the President of the United States is \$75,000, with an allowance of \$25,000 a year for traveling expenses.

5. The Savannah was the first steamship to cross the Atlantic, making the trip in twenty-nine days eleven hours, in 1819.

6. Being intended by nature to grow in very cold climates, "evergreens" have to make all possible use of sunshine the year around, so their leaves do not die in the winter.

7. James Monroe was so involved in debt at the time of his death that his funeral expenses were met by his friends.

8. The "halcyon days" are the seven days preceding and the seven following the winter solstice—December 21.

9. The United States Naval Academy is located at Annapolis, Md.

10. President Wilson will reside at 2340 S street, Washington, D. C., after March 4.

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The Home Garden

No. 1—Lay Out Plan Now

HAVE a plan for your garden—drawn to scale on paper—before you start, to give proper order in planting and enable you to buy the right amount of seeds in advance while the selection is good.

Put in one general group small plants like beets, onions, lettuce, carrots, radishes and parsnips. In another general group put larger plants like corn, tomatoes and potatoes. Spreading ground vines, like melons and cucumbers, which need wider spacing, should be put in another general group. The reason for this grouping, is that the various plants in a group need similar general treatment as well as spacing.

In making a plan provide space in which to enter costs and yield of the various crops. This will give you a complete record which will be useful another year. Another helpful use of the plan is that it will guide you in the rotation of next year's crops. For this purpose save your plan for next season.

In planning your garden formulate

some definite plan as to what you will do with surplus vegetables.

In the location of a garden it is not always possible to choose conditions as to sunlight. It is important, therefore, that in the arrangement of the various varieties of vegetables which are to be planted, due care should be given to providing the greatest exposure to the sun for those crops which need it most. Those plants which must ripen their fruits, such as tomatoes and eggplant, require the greatest amount of sunshine, while lettuce, spinach, kale and other leaf crops require relatively less. Foliage crops must have at least 3 hours of sunlight a day and plants which ripen fruits at least 5 hours a day. This is important.

It is important to remember that plant diseases and insects are apt to thrive in a spot in which they have become established. For this reason those who make gardens this year should take care not to place the individual crops in the spot in

(Continued to page 35)

Of Interest To Women

BROADCLOTH, velvet, Pioret twill, heather mixtures, serge and chevot are employed for tailored suits. For afternoon gowns, silks, satins and serges, duvetyn, and combinations of these materials, are attractively shown.

There is hardly a more interesting way of decorating a winter dress of plain material than with touches of brilliant embroidery, for which the heavy winter materials are very appropriate.

Bands of fur and contrasting material are also effective.

Chenille braiding and discs and semi-discs of a dozen different colors button-holed on bands of satin or velvet, form a striking decoration for a gown of cloth.

An interesting development of a one-piece straight line frock has a narrow belt of embroidery and pipings of a bright color at its free edges.

The lowered waistline has an assured place among the latest style features. It is attractive on straight line dresses more or less tailored and may be finished with a belt or without.

The high neck line also is much favored.

One sees short sleeves and a high collar on some dressy models, but usually the high collar goes with long sleeves and severe lines, and often it is convertible.

The combining of several materials is very effective in frocks and blouses.

Slip on and jumper styles are in vogue.

Jabots and frills are increasing in favor, and appear on tuck in blouses of both silk and voile.

Skirts for afternoon and evening are longer; the shortest skirt is 12 inches from the floor.

Serge dresses with straight lines and long waistline, finished with a string belt is a style much favored. It may be embroidered in a contrasting color.

The use of ribbon is shown to great advantage in this season's styles. Fancy brocade, and plaid and stripe effect, sometimes in just the merest touch is very attractive.

A dress of tan cloth is shown cleverly embroidered in a darker shade of chenille.

Brown satin and brown cloth are combined with brown silk embroidery for decoration.

Henna cloth made a very attractive dress. It is trimmed with blue satin.

Reddish brown velvet was used for a "straight line" one-piece dress, combined with crepe de chine for sleeves and inserted bands forming a vest and narrow yoke.

Simple and attractively plain is a dress of gray cloth trimmed with cloth-covered buttons.

A dress of blue serge with cuffs and collar of tucked batiste and lace insertion is youthful and attractive.

A good combination for an afternoon gown is dark blue serge and duvetyn in morocco shade.

A dress of navy blue tricotine will look well with black chenille embroidery.

A blouse of dark gray satin, made in "tie on" style, and with drop shoulders is effectively decorated with running stitches in heavy silk, forming wide bands.

"Old blue" crepe de chine was used

for a pretty surplice blouse. Motifs of embroidery ornament the yoke and sleeves.

A dress of black satin may be smartly trimmed with tapestry bands in dull colors.

Squirrel fur is very effective on a gray suit or gown.

A dress of brown cloth is trimmed with self-covered buttons and has a smart shawl collar of peach color taffeta.

Navy blue or brown serge lends itself

well to a trimming of embroidered bands in Persian colors.

With a skirt of navy blue broadcloth or duvetyn a blouse of navy blue charmeuse embroidered in green and gold would be charming.

Black taffeta may be combined with brown cloth and trimmed with perpendicular rows of black stitching.

A Scotch plaid kilted skirt makes an attractive school dress when combined with a dimity or crepe blouse and a little velvet over jacket.

Older girls look smart and trim in Norfolk suits.

Combined with dimity blouses having frilled collars and cuffs. For such suits, serge or heather jersey cloth is good, and

(Continued to page 55)



Send 15c in silver or stamps for our Up-to-Date Spring and Summer 1921 Catalogue, containing over 500 designs of Ladies', Misses' and Children's Patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various stitches), all valuable to the home dressmaker.

Beauty Hints

How to Reduce Obesity Signs

By Lucrezia Bori,
The Famous Spanish Prima Donna

AS women grow older they frequently take on fat just where they do not want it. Often the abdomen loses the straight lines that are its prerogative in youth, and a certain "slumpiness" becomes apparent.

One of the best ways to retain youthful lines and to resist the accumulation of fatty tissue is to exercise regularly. Keeping the muscles active prevents their sagging, and the consequent unsightliness that comes with unnecessary fat. Exercises that will serve to accomplish this need no equipment, and may be done at any hour of the day.

It is a good plan to slip on a one-piece bathing suit when doing these exercises, for there should be nothing to impede the various movements.

In the first exercise you should stand with your feet slightly apart, and your head thrown well back. Put the palms of your hands on the lower part of your abdomen. Take a deep breath. Then, while you exhale it, bend slightly forward. Next press your hands inward and move them up as though you were pushing all your abdomen up under your ribs.

Now withdraw your hands sideways, and as you do this take another deep breath. Try to distend your abdomen as far as you possibly can. Start the movement over again by putting your hands upon your abdomen as described above. Press your abdomen as you exhale, then inhale and distend your abdomen. Continue this exercise until you have completed ten movements.

Once you have mastered this exercise "figure" you should draw in your stomach without using your hands. You can easily do this once you have learned to contract your abdominal muscles, which will have been strengthened by these regular exercises.

In the second exercise, which is specially good for making the abdominal muscles strong, you should stand with your feet well apart. Bend your body backward. At the same time take a deep breath and rub your breasts with the palms of your hands. Do this with circular movements. You must lean forward after doing this. Be sure that you do not bend or bow your back, and as you lean forward you should exhale. With the palms of your hands rub your back from your waist downward.

Once again you must lean backward. Repeat these movements twenty times, exhaling as you swing your body forward, inhaling deeply as you swing backward.

When you start these exercises you should do them very slowly and carefully, that you may learn the individual movements precisely. However, as you acquire ease in their execution you should speed up. Before long you should be able to do several double flings during one complete respiration. The more quickly you can perform this movement the better it becomes as a strengthener

of your abdominal muscles. Place the palms of your hands upon your abdomen. Now firmly press down and rub the superfluous fat back and forth. Be careful not to let your hands slip or you will only massage the skin, in which case you would miss the benefit you seek. An easy way to contract these muscles is to raise your head.

By persistently practicing these exercises you will find that the adipose tissue will speedily disappear, for when you alternately contract and relax your muscles or rub them vigorously the circulation is speeded up. This increases

the oxygen of which the red corpuscles in the blood are largely composed, and when oxygen thus comes in contact with the adipose tissue the tissue is burned up.

Therefore, the best remedy for fat is systematic, muscular activity, and these exercises are an admirable fat-preventive.

✽ ✽

The common needle has been in use by men for four thousand years. It was a perforated fish bone in the stone age. But the idea of the sewing machine and all it has meant to our world was held up, until, one day, Elias Howe thought to put the needle's eye in its point instead of the opposite end.

One day a man, watching his wife comb her hair, heard her complain that hairpins did not hold it snugly enough in place. The result was that wavy line, or "hump," in the modern pin, that has made millions for its "lucky" discoverer.

Did you know that the principle on which the dynamo is constructed is demonstrated every day by careless men who rub a pencil down the woolly coat sleeve?

Was it not an accident that Newton's falling apple struck him on his uncovered head?

The Home Kitchen

Helpful Rules for Setting Table

By Jeanette Young Norton

Author of "Mrs. Norton's Cook Book"

(Copyright, Newspaper Feature Service, Inc.)

SUDDENLY deprived of a maid, a bright young housekeeper confessed that she didn't know how to set a table.

"I know as soon as I glance at it whether everything is correct," she said, "but when it comes to doing it all by myself I'm confused and forget things."

Table service should be simple but absolutely correct, if the meal is to be enjoyable. There should be the fewest possible things on the table at any time. The more fussy and cluttered the table, the less agreeable is dining. A table need not be formal to the point of stiffness, but one usually finds, when considering the possible reasons for various rules of table service that they have been formulated for the sake of comfort—unobtrusive but adequate serving, and a quiet, attractive table.

Hang up these rules in the kitchen and there will be no need to give verbal instructions about table setting at any time:

(1) Be sure that plates are at the right temperature—hot plates kept for hot meats, or soups, etc. Have the dishes for salad or dessert kept chilled. Salad plates should be dipped in cold or iced water before salad is placed on them.

(2) Cover the table with a silence cloth of heavy canton flannel or felt, if it is a dinner where a large damask cloth is used. This, of course, is not necessary if doilies are used as covering, although doilies are appropriate only for breakfast or luncheon.

(3) Spread the cloth over the table smoothly and evenly.

(4) All plates and cutlery for each individual cover should be set one-half inch from the edge of the table.

(5) The knife is set at the right of

the plate, next to it the soup spoon, and if oysters are served, the oyster fork should be laid across the soup spoon. Forks at the left of the plate and the one first used should be farther from the plate.

(6) Napkins are at left of fork, with roll or breadstick between the folds if these are served. Place card with guest's name on the napkin if the dinner is formal.

(7) Goblets at the point of the knife; pepper and salt shakers between covers.

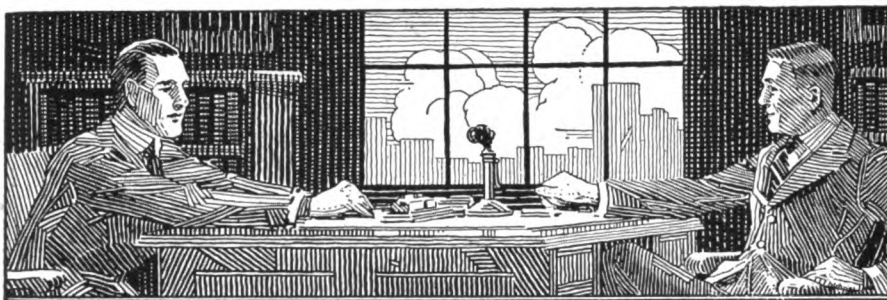
(8) If each dish is served individually, it is served at the right of each person; if each helps himself, it is offered at the left.

(9) Each course is removed before the next course is served, and the table crumbed before desert. Finger bowls are brought in with dessert and placed at the left.

(10) Glasses should be filled two-thirds, a minute before dinner is served, and the first course left at each cover before the meal is announced.

These are the rules for a formal dinner, and can be modified for other occasions. Flowers are always attractive on a table, but the mistake should not be made of ever having an elaborate centerpiece. It gives the table a heavy, cluttered appearance, interferes with those who sit in front of it, so that guests cannot see each other across the table, and is not in particularly good taste. A small, shallow bowl of colorful blooms is sufficient; and if there are candles on the table, there should be no flowers at all.

Use the guide of perfect simplicity and immaculate napery for the table, and you cannot go wrong in the matter of its decorations.



As It Was Told to Me

Through Pullman passenger service between Houston, Texas, and Mexico City was inaugurated on January 1.

The Missouri Kansas & Texas R. R. has awarded contract to H. C. McCoy, Cleburne, Tex., for its new shops at Oklahoma City, Okla., estimated to cost about \$200,000.

J. K. Simms, formerly connected with the St. Louis-San Francisco Ry. on railroad location work, has been appointed to the engineering staff of the Tela Railroad, with headquarters at Tela, Honduras, C. A.

Regents of the University of Oklahoma have asked the management of the Atchison, Topeka & Santa Fe to send to that state a corps of officers of the company to speak to the people on railroad questions.

P. O. Wood, superintendent of the St. Louis-San Francisco, with headquarters at Memphis, Tenn., has been appointed assistant superintendent of motive power with headquarters at Springfield, Mo. Mr. Wood was born at Memphis, Tenn., in 1877.

A. C. Johnston, general traffic manager of the Chicago & North Western Ry., with headquarters at Chicago, Ill., has been elected vice-president in charge of traffic, succeeding Hiram R. McCullough, who retired on January 1, after forty years of active service with that road.

An agreement between officials of the New York Central and the Canadian Pacific railroads on plans for a stretch of line approximately twenty-two miles and two bridges, which they believe will solve the problem to traffic congestion at the international border near Buffalo, has been reached.

Enginemen of the Southern Pacific Company, whose nerves are shaken by reckless automobile drivers, who race the trains to crossings, are attempting to have a law passed by the Oregon legislature, it is reported, that will compel motorists to exercise some precaution for their own protection. Their desires are presented in a letter received by Governor Olcott.

A large hydraulic pump which fell from a passing freight train at Penn Valley, Pa., wrecked the Southern express of the Pennsylvania Railroad and caused the death of William Poacher, of Philadelphia, fireman on the wrecked train. The pump fell from a freight train and was first hit by the Philadelphia express

and then by another freight train, which threw it in the path of the Southern Express. Two coaches were overturned.

During the year 1920 the railroads of the country spent \$349,500,000 for new equipment, according to figures announced on January 4 by Robert S. Binkerd of the Association of Railway Executives.

H. Bierman, freight claim agent on the Missouri, Kansas & Texas, with headquarters at Parsons, Kan., has been promoted to general claim agent of the Missouri, Kansas & Texas Railway of Texas, with headquarters at Dallas, Tex.

The Young Lady Across the Way



The young lady across the way says you needn't tell her there's no sentiment in business, with so many pretty girls and nice looking young men employed in the same offices.

W. H. Geagan has been appointed freight claim agent with headquarters at Dallas. J. W. Finucane succeeds Mr. Bierman.

Robert W. Woolley has retired as a member of the Interstate Commerce Commission. His term expired at the end of the year, and he requested President Wilson not to renominate him.

At Cleveland, Ohio, the seven principal railroads have established an over-and-short bureau, to which all local freight agents of the city are to report, and where freight astray on one road can be connected with way bills containing "short" items on other roads. The bureau is in charge of the car service committee, H. F. Dunkle, chairman. At Pittsburgh, Pa., a bureau of this kind is said to have found way bills for about three-fourths of all of the "over" shipments reported.

C. A. Cairns, passenger traffic manager of the Chicago & North Western, has been elected chairman of the Western Passenger Association, succeeding L. M. Allen, vice-president and passenger traffic manager of the Chicago, Rock Island & Pacific.

Authority to issue \$10,000,000 worth of equipment trust certificates has been granted the Chicago and North Western railroad by the state public utilities commission. Proceeds will be used to purchase sixty locomotives and rolling stock costing a total of \$9,684,093.

The Mexican Government has accepted the terms of a contract prepared by the American Railway Association covering the loss of American and Canadian freight cars in Mexico during the revolutionary outbreaks in that country, and after January 1, 1921, free interchange of traffic between the United States and Mexico, which has been suspended since January 1, 1919, will be resumed.

The management of the Pennsylvania Railroad System has just concluded with the representatives of its engine and train service employes a mutual working agreement, regarding the settlement of future labor differences, which, if lived up to in spirit by both sides, should, in the belief of the management, eliminate any question of strike on this railroad, as far as train operation is concerned.

Robert S. Lovett, chairman of the Union Pacific system, and Carl R. Gray, president of that company, have issued a notice to the employes of that system, the Oregon Short Line, and the Oregon & Washington Railroad & Navigation Co., that those companies stand ready to purchase Union Pacific common stock for employes, payments for which can be made in installments. Employes may subscribe for from one to ten shares.

Commercial travelers, claiming to represent 700,000 traveling men, appeared before the general passenger agents of the railroads at Chicago, on January 7, to ask for the introduction of an interchangeable mileage ticket at a reduction of 20 per cent under the regular fares. They said that the present high fares were taking men off the road and consequently the railroads as well as the commercial interests were losing in freight and business.

He Deserves Credit

That courtesy and service are appreciated by the public is evidenced by the following extracts from a letter received recently by Superintendent H. F. Reddig at Trenton, Mo., from the district traffic manager of Anderson & Gustafson, Inc., Kansas City, dealers in petroleum and its products:

"We wish to call your attention to T. F. McNew, agent at Fairfield, Iowa, and to the courteous manner in which he has been handling our return billings at Fairfield. We ship considerable amount of oil into Fairfield, and every time that we have called upon this agent for information he has always responded promptly, answering with a very courteous letter.

"His information is in every detail very plain and he always states in the last part of his letter that he thanks us for routing the car via his road and hopes that he may render us satisfactory service in the future."

Ten Years Ago

(Notes from February, 1911, issue, Rock Island Magazine.)

Operating Department of the Rock Island is reorganized, dividing the system into three districts, with headquarters for respective districts at Chicago, Topeka and Ft. Worth, with a general manager for each district.

O. Maxey, supervisor of weights, announces rules and regulations to obtain accurate weighing of shipments.

The "greatest American dreadnaught," the Arkansas, was launched at Camden, New Jersey, with appropriate ceremonies.

Activities of anarchists in London result in calling out troops to quell disturbances.

The Aldrich banking bill, providing for the "Reserve Association of America," introduced in the U. S. Senate, causes widespread interest.

W. P. Cassidy, William H. Fisher, James H. Preston, were among the Rock Island employes retired on pension.

Robert Mather, chairman of the board of the Westinghouse Electric & Manufacturing Company and former president of the Rock Island, urges before the Railroad Securities Commission that the federal government should lend its credit to the railroads, inasmuch as the government regulates the rail rates.

H. E. Crowley is appointed general live stock agent for the Rock Island Lines.

F. N. Korn is appointed chief dispatcher and division operator at Trenton, Mo.

W. T. Fitzgerald is appointed day foreman at the Cedar Rapids roundhouse.

The B. R. T. of Estherville gave a dance at Armory Hall which was all lit up with various signal lights.

J. S. Irwin is installed as chief dispatcher at Eldon, Mo.

Chief Clerk A. J. Ritz was awarded three blue ribbons and two red ribbons on his entries at the Horton, Kas., poultry show.

The thermometer registered sixteen below zero at Liberal, Kans., on January 3.

E. D. Hungerford assumes charge as trainmaster of the sixth district, Missouri division, succeeding A. E. Walker, transferred.

Carrying a bar, ladder or lengthy material on the shoulder in a horizontal position is a dangerous practice. Carry such articles like a soldier carries his rifle, at an angle, and then you won't punch out somebody's eye.

Engineer Sattley Dies Suddenly in His Home

Robert C. Sattley, Valuation Engineer of the Rock Island, died suddenly at his home, 5938 Midway Park, Chicago, on the evening of December 31 last, aged 64 years. Born in Ferrisburg, Vermont, he prepared for college at the Burlington, Vermont, High School and graduated from the University of Vermont as Civil Engineer in 1879.

His first railroad work was that of a rodman for the Northern Pacific in 1879, and he served with that company in various capacities, becoming assistant engineer in 1885, which position he held until 1894. He was Superintendent of Bridges and Buildings on the C. & N. W. Ry. 1894 to 1905 and Division Engineer same road 1905 to 1907. He was Division Engineer Board of Valuation for the State of Minnesota during 1907 and 1908, and became successively locating engineer Denver, Laramie and North-western, locating engineer St. L. & S. F. Ry. Valuation Engineer Frisco-Rock-Island system, and valuation engineer Rock Island Railway. Mr. Sattley was a member of the American Society Civil Engineers, American Railway Bridge and Building Association, American Railway



The Late Mr. R. C. Sattley

Engineering Association and Chicago Engineers Club.

He published a plan for a central terminal railway station for Chicago in the proceedings of the Western Society of Engineers; this plan was one of the five presented to Chicago City Council in 1913.

The news of his death was a distinct shock to his associates, as he had not been seriously ill. His was a kindly, cheery disposition and his loss takes on a personal as well as official character.

Mr. Sattley's life was one of wide interests and sympathies. He was intensely in love with his official work and in addition was active in work connected with the church and public school interests in his home neighborhood. He never could refrain from showing his affection for children when they were near him.

He will be missed as a man and as an official and he leaves behind him a legacy of most pleasant memories.

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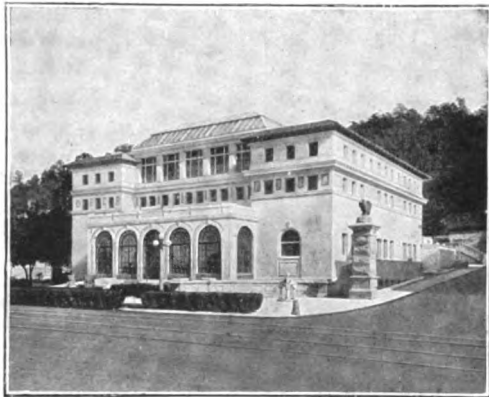
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A Homelike Atmosphere! Southern Hospitality!
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FREE! Elbert Hubbard's Book—

Write for "A Little Journey to the Maurice Baths," by Elbert Hubbard, who was one of our frequent visitors.

The Manitou Baths at Manitou Springs, Colo., under direct management of W. G. Maurice, President

The Hot Springs

(Continued from page 5)

taken as a whole, the city, as viewed from the observation tower which stands at the top of Hot Springs Mountain, is a maze, a huge cubist picture, beautiful in its coloring and delightfully bewildering in its outline.

And Hot Springs is to become officially a National Park, for there is pending in Congress today, almost 100 years after the federal government's first act to protect this area, a bill definitely establishing this region as the Hot Springs National Park.

VISITED BY THOUSANDS.

Hot Springs is visited by about 150,000 a year and improvements are now going on which will care for double that number in a few years. The resort lies within a short distance of the new Pike county diamond mines which may rival those of South Africa when finally developed. Hot Springs is within easy reach of the new El Dorado oil fields.

As a health resort, Hot Springs is known the world over. There are twenty first-class, up-to-date bath houses in Hot Springs and some of these are a part of large modern hotels that many great cities would be pleased to boast of were they situated within their limits. Several of these bath houses are in a class with some of the most palatial public buildings in the country and the cost of their erection neared the half-million mark. As for the cost to the visitor to enjoy these baths, it is very small, indeed, considering the service given and the benefit derived. The price of a course of baths, which consists of twenty-one, ranges from \$10 to \$15, with an additional attendant's fee of \$4 at all the houses.

PRIDE OF THE PEOPLE.

The famous ten million dollar bath house row is the pride of the people and the admiration of all who know this wonderful watering place. On one side of the main thoroughfare of the town—Central Avenue—the business houses are located on state soil, while on the other side there stretches a magnificent row of stately buildings wherein Uncle Sam bathes the world. This alone is inducement enough to bring the thinking man to Hot Springs.

But hot water is not all that Hot Springs offers in the way of restoring health, for there are numerous cold water springs scattered about the town that contain curative properties which have, like the hot-water springs, proved effective in treating certain diseases. This water is obtained in the alluring establishments of the various companies that control them. A few of these springs are the De Soto Springs, Mountain Valley Springs, Radio-Magnesia Springs, Arsenic Springs, and Potash-Sulphur Springs.

MUCH SOCIAL LIFE.

The social life of Hot Springs is built up around the dances, balls, and dinners given by some of the larger hotels and not a week passes without one of the hotels acting as host at some special entertainment which is participated in by both visiting and local society.

Outdoor attractions cover the largest field in the amusement life of Hot Springs, including mountain highways for both autoists and those in the saddle, many shaded and beautiful country roads, pathways over the mountains and through the gorges, golf at the finest eighteen hole golf links in the Southwest, swimming in some of the most picturesque

Rock Island Magazine for February, 1921

THE Fountain Room AND Japanese Ball Room OF THE DE SOTO SPRING COMPANY AT



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Visit them when you are in the city. Something
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The De Soto Spring Water has no equal

esque pools of clear spring water in the world and attendance at exhibition ball games between the Pittsburgh Nationals and the Boston Americans during the Spring of the year. All of this surely ought to be enough to satisfy anyone who is fond of staying outdoors and is desirous of something interesting to do while enjoying the fresh air.

BIG LEAGUES PLAY HERE.

Besides the Pittsburgh and Boston players there are about 150 other big league ball players that train in Hot Springs every Spring. The magnificent golf course is under the management of George Dickey, professional golfer, and he is continually arranging interesting and exceptionally good golf tournaments to please the followers of this particular form of sport.

As for the theatres, they consist of both first-class playhouses, which book some of the finest shows that appear on Broadway and spacious, beautiful moving picture and vaudeville houses. The city boasts of two parks, one a part of the government reservation and the other a strictly amusement park which prides itself upon the possession of a leap-the-dips or if you prefer a figure eight and other "White City" features. Under the theatre and park classification might also be included the boxing matches staged by the Vapor City Athletic Club. These sportsmanlike tilts bring to Hot Springs some of the fastest in this branch of sport.

Surely Hot Springs holds forth as much if not more to the prospective tourist as any resort or national park in the United States. The two new booms have, figuratively speaking, sent Hot Springs stock sky high and the Rock Island Railroad, whose quaint little red brick depot at Hot Springs is located opposite the home of the Business Men's League, which is Hot Springs' chamber of commerce, is enjoying the greatest era of travel in the direction of Hot Springs that it has ever experienced. It is true, however, that the Rock Island needs no advice in this respect for the good train service that this resort enjoys is another reason why it receives so many visitors and will receive so many more in the future.

Everyone will find a welcome at Hot Springs, Arkansas, National Park.



Born in Slavery

(Continued from page 17)

began his work as train porter on the Rock Island in May, 1889. Like "Chris" the only education he ever received was what he got while attending a night school in his home town. Leaving the farm when a boy he, while a young man, secured a contract with the city officials of Shreveport, La., to furnish the city with water. His wife died after a married life of thirty-four years and is survived by a daughter, Alice Williams, who now lives at 162 Sangamon street, Chicago. Ben moved to Topeka, Kans., in 1879 and worked as a laborer there on the state capitol and afterwards was appointed janitor of the Topeka postoffice, later serving as city jailer at Topeka. Williams is accredited with having bought more Liberty bonds during the war than any other porter in the Rock Island service.

HOT SPRINGS NATIONAL PARK HOT SPRINGS, ARK.

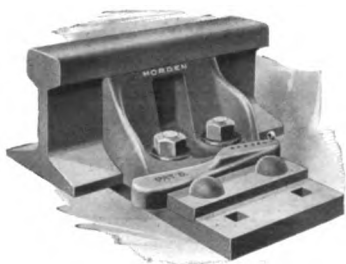
the Home of the

Majestic Hotel and Bath House

The Ideal Winter Resort. If you are coming South to escape the Northern winters, or in search of health and pleasure, Hot Springs and our establishment will satisfy and please you. You will find here all facilities that make for the comfort of guests, and also a personal touch and deeper interest is manifested in your welfare and entertainment than obtains at the average resort hotel. All outdoor sports, a magnificent 18-hole golf course, splendid roads, mountain paths for walking or saddle horses at your command.

Will you let us send you our latest illustrated booklet, which gives full and complete information?

HARRY A. JONES, Manager, Hot Springs, Ark.



The MORDEN ADJUSTABLE RAIL BRACE

For Guard Rails, Switches and Slip Switches.

Extremely Simple and Easily
Installed.

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

**MORDEN FROG & CROSSING WORKS
CHICAGO**

U.S. GRANT HOTEL

SAN DIEGO
CALIFORNIA
U.S. GRANT Jr. President

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



Rates as attractive as \$2 day

SUNSET INN

TIJUANA
OLD MEXICO
America's Monte Carlo

Laughter, Youth,
Exotic, Refreshing
DIVERSIONS
Everyday.

Just across the
line from San Diego



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

Manufacturers and Dealers in ICE—Made from Pure Distilled Water

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

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

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

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



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

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

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

Free for 10 Days' Wear



Send no money—just your name and address. We will then send you one of these genuine Tifnite gems to wear for 10 days. Note its dazzling brilliancy. Put it alongside the costliest diamond. If you can tell the Tifnite from a real diamond send it back.

Like a REAL Diamond

A genuine Tifnite has all the fire and flash of a real diamond. And like a real diamond, every Tifnite is set in a beautiful solid gold mounting.

Gents' Ring No. 1

Genuine Tifnite gem. Almost 1 karat in weight. Solid gold mtr. Wide flat band. 9-prong setting to hold stone securely.

Ladies' Ring No. 2

Newest style mounting. Solid gold and hand-made, guaranteed. Genuine Tifnite gem, almost 1 karat weight, in exquisitely rich setting.

Order Quick

We have only 5,000 of these rings to quickly introduce ourselves to new customers. Prices specially low. Everything on pre-war basis. Send strip of paper fitting around second joint of finger for your ring size. We will send you your choice of these Tifnite rings. When it arrives, deposit \$3.50 with postmaster. Wear it 10 days at our expense. If anyone can tell it from diamond, send it back and we will refund your deposit. If you decide to buy, merely pay the balance at \$3.00 per month until the special price of \$12.50 is paid. Write today.

THE TIFNITE COMPANY

511 S. Plymouth Ct., Dept. 1251, Chicago, Ill.

This Girl Has Eleven Living Grandparents

Four-year-old Laveta Murphy, daughter of Brakeman Burl M. Murphy, of Trenton, Mo., has the distinction of having eleven living grandparents, out of a possible twelve. This is thought to be a record. All are residents of Grundy county, Missouri.

In addition to being a personage of "community interest," little Miss Murphy is also of interest to Rock Island em-



Laveta Murphy.

ployes inasmuch as she has a number of relatives now employed on the C. R. I. & P. railway.

Her father, Burl Murphy, and his twin brother, Earl G. Murphy, are brakemen on the Missouri division; her grandfather, W. F. Murphy, is now, and has been for the past twenty-eight years, night roundhouse foreman at Trenton.

The grandparents are Mr. and Mrs. Newton Beckner, Jr., and Mr. and Mrs. W. F. Murphy.

The great-grandparents are Mr. and Mrs. Newton Beckner, Sr., Mr. and Mrs. Lewis Hibler, Mr. and Mrs. R. V. Kennedy and Mrs. W. L. Murphy.

Put on Blacklist

People who maintain fire hazards in buildings located in certain cities, it is announced by the National Board of Underwriters, are to be blacklisted by fire department officials.

It is one of the defects of the fire insurance system, that careful people have to pay for the hazards maintained by the careless. A lot of property owners give little thought to the necessity of removing fire hazards since they are covered by insurance.

If there were less people selling insurance policies, and more inspectors going around into buildings to see that hazards are removed, there would be a smaller fire loss and insurance would cost less. Those who maintain dangerous conditions should pay an extra rate.—*Auburn Park Booster.*

Rock Island Magazine for February, 1921

"SUCCESS IN MUSIC AND HOW TO WIN IT" FREE

TELLS how to cultivate your musical "bump"; to get pleasure and earn money in band and orchestra. Send post card for your copy.

Free Trial of Any Instrument

Try a famous Conn cornet, trombone, clarinet—any band or orchestra instrument—in your own home, free. No risk, no obligation; easy payments when you buy and all exclusive Conn features at no greater cost. Highest honors at world expositions.

C. G. CONN, Ltd.
247 Conn Building
Elkhart, Indiana
Agencies in All Large Cities

Sousa Wrote This Book with nine other world-famous musicians making big money today. They tell secrets of their success; how to discover your talent; how to choose the proper instrument for it; how to increase your income in spare time; how to win success in a musical career. Interesting, Informative, Inspiring. Send today for your copy.

WORLD'S LARGEST MANUFACTURERS OF HIGH GRADE BAND AND ORCHESTRA INSTRUMENTS

YOU Can Get a Ford FREE

Without a Dollar of Cost You don't have to pay for it—not even the freight. Not a dollar of your money is required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

B. WOODS, Mgr., 283 Capital Bldg., TOPEKA, KANSAS

Rheumatism

A Remarkable Home Treatment Given by One Who Had It

In the year of 1893 I was attacked by Muscular and Sub-Acute Rheumatism. I suffered as only those who are thus afflicted know for over three years. I tried remedy after remedy, but such relief as I obtained was only temporary. Finally I found a treatment that cured me completely and such a painful condition has never returned. I have given it to a number who were terribly afflicted, even bedridden, some of them seventy to eighty years old, and the results were the same as in my own case.

I want every sufferer from every form of muscular and sub-acute (swelling at the joints) rheumatism, to try the great value of my improved "Home Treatment" for its remarkable healing power. Don't send a cent; simply mail your name and address, and I will send it free to try. After you have used it, and have proven itself to be that long-looked-for means of getting rid of such forms of rheumatism, you may send the price of it, One Dollar, but understand, I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer when relief is thus offered you free. Don't delay. Write today.

MARK H JACKSON,
939 G Durston Bldg., Syracuse, N. Y.
Mr. Jackson is responsible. Above statement true.

New Hair after Baldness

If this should meet the eye of anyone who is losing hair or is bald, let it be known that **KOTALKO**, containing genuine bear oil, is wonderfully successful. Hair grown in many cases when all else failed. Refund guarantee. Get a box at any busy pharmacy; or mail 10 cents for proof box with many voluntary testimonials from railroad men and others.

Kotalko Office, BA-400, Station X, New York.

The Home Garden
(Continued from page 27)

which the same crops grew last year. Varying the arrangement of the garden in this way will reduce the danger from disease and insects. The same vegetables in the same place each year exhaust certain food elements, and reduced yields are sure to result.

The back yard gardener must use the soil he has, but he can improve it if it is poor, and he must do this as far as possible. Stable manure will help even the richest soil, and you are not likely to use too much of it. During a single season professional gardeners apply as much as six inches of it. From 400 to 600 pounds can be used to advantage on a plot 20 by 20 feet. Coarse manure should be applied and thoroughly plowed or spaded under in the fall. In the spring, fine, rotted manure is applied, just before plowing or spading, preceding the planting of any crop. If the ground is fairly rich, and well-rotted manure is scarce, the manure may be scattered in the row only, and should be mixed into the soil before the planting of seed.

Loam is the best garden soil. Sand, with manure, gives good results. Clay is hardest to work, but is greatly improved by well-rotted manure and vegetable matter—called humus. These should be well worked in with hoe and rake. Sifted coal ashes, entirely free from clinkers, will help loosen up clay when mixed into it, but will not remove an acid condition nor increase fertility. "Sour" or acid soils may be improved by sprinkling slacked lime over ground.

Mecca Comes to Chicago

"Mecca," a musical extravaganza of the Orient, said to be the largest and most beautiful theatrical attraction ever staged, came to Chicago direct from a sensational run in New York, for a six-weeks' run, January 25. F. Ray Comstock and Morris Gest, producers of this spectacle, completed arrangements with the Chicago Opera Association whereby "Mecca" will be presented at the Auditorium Theatre, Chicago. The complete original company of 400 people came to Chicago direct from New York, with the original scenic production in eleven big scenes, said to be the heaviest and most costly scenic production ever made. "Mecca" is a story of ancient days in the Orient. It was written by Oscar Asche, author of the celebrated "Chu Chin Chow," and the music is by Percy Fletcher. "Mecca" is presented at "sensible prices," with \$3 as the highest price evenings, except Saturday, when a few seats in the orchestra will be \$3.50. There will be bargain matinees every Wednesday and Saturday, 50c to \$2.

Frank Scott Moves

Frank E. Scott has moved the steamship department of his Union ticket offices from the Blackstone Hotel to a more central location at 142 North Clark street where it will be operated under the title of the Universal Marine Agency with Fred J. Halton as general manager.

Do not blow out engines with air until sure that there is no one in the way.

BUSH Car FREE

Get BIG PRIZE OFFER and BUSH Auto Agency Write today. Send your name and address. Write plainly and quickly. Don't wait. Dent B244 Bush Motor Co. Bush Temple, Chicago

6 and 4 cyl.

PILES DON'T DE CUT

Until You Try This Wonderful Treatment

My internal method of treatment is the correct one, and is sanctioned by the best informed physicians and surgeons. Gintments, salves and other local applications give only temporary relief.

If you have piles in any form write for a FREE sample of *Paper's Pile Tablets* and you will bless the day that you read this. Write today.

E. A. Page, 367 Page Building, Marshall, Mich.

Cured His RUPTURE

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

Don't Send a Penny

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

Amazing PANTS Bargain!

Such a wonderful pants saving as this comes in mighty handy at any time. It will pay you to lay in a pair or two, as these pants go well with any coat.

Made of very substantial, closely woven worsted cloth, designed for either work or dress. Double-sew throughout; full sized side, hip and watch pockets neatly finished and trimmed; loops for belt. Fit, style, material and workmanship absolutely guaranteed. Color, dark gray striped; goes well with any color coat. Sizes 30 to 42 inch waist; 30 to 34-inch inseam. Order No. CX735. Be sure to give size.

Quick! Don't Delay

Make sure of at least one pair of these remarkable bargain trousers before they are all taken. Send only \$1.95 and postage on arrival. In no money. Only the \$1.95 aspect them critically—try them on—compare with pants selling up to \$5.00—and if not the greatest pants bargain—return to us and we will promptly refund your money.

LEONARD-MORTON & CO., Dept. 8427 Chicago

Send me Trousers No. CX735. I will pay \$1.95 and postage for trousers on arrival and examine them carefully. If not satisfied, will return them and you will refund my money.

Size—Waist.....Inseam.....

Name.....

Address.....

REMOVE YOUR WRINKLES

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

—HELEN CLARE.

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



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

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

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

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

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

Simply address your letter to Helen Clare, Suite A 607 3311 S. Michigan Avenue, Chicago, Ill., and don't send any money. Because particulars are free, as this charming woman is doing her utmost to benefit girls or women in need of secret information which will add to their beauty and make life sweeter and lovelier in every way.

TUBE FREE



6,000 MILES GUARANTEED

Greatest tire offer ever made. For a short time we offer a practically puncture-proof standard made inner tube absolutely free with every order for one of our special reconstructed double tread standard tires. Guaranteed 6,000 miles. Users report 7,000 to 10,000 miles service. Unequalled in price, quality and workmanship. No repairs, no blow-outs.

PRICES SMASHED
Prices include Tire and Tube

SIZE	PRICE	SIZE	PRICE
28 x 3	.....\$6.50	34 x 4	.....\$10.25
30 x 3	.....6.85	34 x 4 1/2	.....11.75
30 x 3 1/2	.....7.70	35 x 4 1/2	.....12.75
32 x 3 1/2	.....8.50	36 x 4 1/2	.....13.20
31 x 4	.....8.50	35 x 5	.....12.40
32 x 4	.....9.75	36 x 5	.....14.70
33 x 4	.....9.85	37 x 5	.....14.40

Roller Free With Each Tire
ORDER NOW. Send \$2 deposit on each tire ordered. Balance C. O. D. subject to examination. 6 per cent discount for cash with order. State whether S. S. C. Clincher, plain or non-skid wanted. Send today.

Serviceable Tire Corporation
1234 5th Street, Chicago

News from the Divisions

ARKANSAS DIVISION.

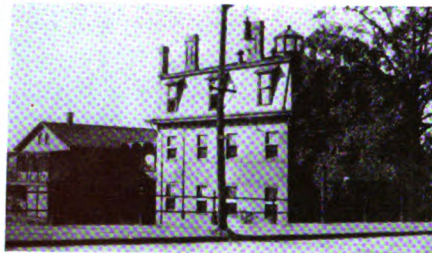
Little Rock Local Items.

By E. A. B.

Our automobile platform has been enlarged; we can now place five cars for unloading automobiles.

O. Maxey, General Supervisor Claim Prevention? Chicago, paid our office a pleasant visit recently. Joe Ingram, our cotton clerk, is having a bungalow constructed out on Pulaski Heights. Joe and Virginia hope to be settled in their new nest by early Spring.

Guy Pride, now connected with the Car Service Department, dropped in on us a few days ago.



This building, which houses the general offices of the Rock Island for the Arkansas division at Little Rock, is one of the interesting spots of the Arkansas capital. The rear part of this building was a hospital during the Civil War. The leaves were still on the trees when this picture was taken in December, 1920.

Guy held down the Car Service desk in this office for several years and we are always glad to see him.

The Local offices at Memphis and Little Rock exchanged Christmas and New Year's waybills. The Memphis production was quite artistic—all work and no play makes Jack a dull boy.

I. Weber, now connected with the Arkansas Traffic Association, called on us a few days since. "Bud" at one time was one of our force. He is a first-class rate man, and while he is now on the other side of the fence, we find him agreeable to deal with.

J. B. Sheppard, traffic manager of the Hayes Grain & Commission Co., was a pleasant caller a few days since. "Shep" held down the chief bill desk here for a long time. This office has turned out quite a number of "Traffic Managers."

Watch your step—also your voice, especially while talking on telephone to the public. An irate patron who thinks he has a grievance may come at you "rough." Take it easy, find out his trouble in a modulated tone. You will soon find him modified and find you have made a friend for the Rock Island. It is our duty to assist the public all in our power. Our tariffs are law. While ignorance of the law excuses no one, and the public is supposed to be familiar with them, the fact is, they are not, and all concerned should at all times do all they can to assist inexperienced shippers. See that their shipments are properly described, marked and packed. By helping them, we prevent claims and make friends for the company.

Ed Frazer, traffic manager for the Karcher Candy Co., was in to see us recently. Ed was one of our bunch for several years, making good on the O. S. & D. car and rate desks.

All things come to him who waits. The rate clerk has long watched the supplements to Lealand's 2 R, hoping that a change would be made in Item 942—H. H. goods. He was rewarded by seeing the said change in Supplement 17, effective January 15th. This item has long been a source of grief to said rate clerk, who has had to explain time and time again why more money was due, caused by agents in prohibited territories overlooking this item. He earnestly prays no further change will be made.

Little Rock Warehouse News.

We don't wonder that our warehouse foreman is getting baldheaded, when we think of what he has to contend with. We'll try to give you the disposition of a few of the warehouse boys. Will start in with Warehouse Foreman C. S. Thomas—a small man with a large caliber, or, in other words, little, but loud.

Head Check Clerk J. F. Thomas—The enterprising truck farmer of Levy, who learned to check freight by air. He is always on time when he isn't late or has a puncture.

Check Clerk T. E. Maddox—Has checked freight on every road in the old U. S. A. He only stays at one place long enough to get acquainted, and it's about time he was leaving here.

Check Clerk M. F. Melker—Noted pugilist of Hollenberg's Home Guard, but never has been seen in the ring. This young man wears several medals for bravery while serving in the Quartermaster Corps. He owes his checking career to a bunch of chinks unloading cars for his Uncle

Samuel, and the only trouble with him now is that he checks in Chinese and the warehouse foreman doesn't understand his lingo.

Receiving Clerk S. C. Sheppard—A sailor of the briny sea. This young man has us going, he has been in so many places we have never heard of. But we can't dispute it. Before the war Shep was an express messenger, but he has cast his anchor with us now. He says trains make him seasick.

Delivery Clerk J. G. Boyle—A fine old scout when it comes to soliciting freight and fishing. His motto is, "If you have anything you don't want, ship it via the Rock Island." To make a short story long, Mr. Boyle is a working-fishing-fighting-soliciting good Irishman from Forrest City.

Delivery Clerk Geo. Shoemaker—We can't say much about this youth, as he doesn't take jokes without gagging. He can't help it because he lived in Little Rock all his life and has never seen the bright lights after 9 p. m.

Western Weighing and Inspection Bureau Inspector C. E. Anthony—A hard working man of his class, only there is never anything to do. He gives old marks h—l. When he can't find any, he says they are not properly marked. We could write all day about him and not tell anything, but we must say he has the best line in the warehouse.

Passing Record Clerk F. E. Seward—The M. P. that thinks the Military Police was an honorable branch of the Army. He is answering every ad he sees; maybe he will get lucky some day.

Weil, that is all for this time. Anything you want, the warehouse has it.

Booneville News.

Backsmith James McBeane and wife spent the holidays with relative and friends at Maumelle and report having a great time.

Machinist T. P. McDonald spent the holidays with home folks in Trenton, Mo., and Kansas City, returning to work January 4.

Oure storekeeper, F. C. Spratt, attended a meeting of the storekeepers in Shawnee during the first part of December and reports everything moving along nicely in that department.

W. W. Riddle, supplyman, who has been in the service of the company for the past 20 years at Hartshorne, Okla., during the holidays.

S. A. Butler, machinist helper, spent a few days visiting friends at Ola, Ark., during the latter part of December.

Blacksmith Helper Austin Nixon, who recently moved here from Shawnee, had the misfortune of losing his house and contents on December 24. The Rock Island boys at the shops and a few of the road men presented him with enough to start housekeeping again, which was greatly appreciated.

Night Foreman George Bell has been laying off for the past ten days, taking his vacation, and Mr. Wertz, machinist, is looking after his job during his absence.

Boilermaker Sam Yates and wife spent a few days in Little Rock visiting relatives and friends.

A new arrival, a girl, is reported to have made its appearance at the home of Water Service Foreman Chas. Suffridge. What about the cigars, Charley? We all smoke.

Booneville is one of the best little cities in Western Arkansas, and we are all working to that great end to make it a bigger and better



"Johnny" A. Hempling, welder, at the Little Rock roundhouse at Biddle, has the distinction of being the oldest Rock Island employe there. He has served continuously since 1892 and you can see by the above picture that he still is full of "pep."

Rock Island Magazine for February, 1921

Saving by Mail

The Merchants Loan Monthly Statement Saving Plan saves you the trouble of going to the bank every time you make a deposit and puts the whole matter of saving on an efficient, business-like basis.

This plan has proved to be a practical aid to systematic saving and is meeting with continued favor. Circular giving full particulars will be mailed upon request.



*"Identified with Chicago's
Progress Since 1857"*

Capital and Surplus \$15,000,000

112 W. Adams St., Chicago

Hot Springs' Only Fireproof Hotel

Hotel Como

Conducted on the European plan; containing all modern improvements known in hotel construction.

Located in Como Square, one block from all R. R. stations, theatres and post office.

Catering to the Commercial Traveler and Tourist.

Restaurant at Popular
Prices.

Personal Management
AL. A. REYNOLDS

**Hot Springs National
Park :: Arkansas**

Booneville and a better place in which to live and we have a number of good live citizens among us who are striving with all their might to help put our little city in the front ranks. We have the assurance from our city officials that we will have a water and sewer system during the year 1921 which will add greatly to the health and betterment of the city in general.

Biddle Car Department Notes.

An addition has been built to the scrap dock at Biddle to take care of car castings, etc., which is a very nice and needed improvement, and 120 steel lockers were recently received for use of employees in the Car Department. These have been placed in the wash room and are very much appreciated by all employees.

R. B. Blackshare, carman, has been confined to St. Luke's Hospital for several days. We trust Mr. Blackshare will soon be well and back again at his old post.

Joe Hamilton, carman, recently made a flying trip to Florida. He reports fishing very good in that part of the world and as he is an experienced fisherman he thinks likely that he will make his future home there.

Morris Lock, carman, recently returned to work after several days absence on account of a severe case of rheumatism.

Miss Arkie Dobbs, M. C. B. clerk, spent the holiday in St. Louis, Mo.

Gussie R. Taylor, carman apprentice, off account of sickness for the past several days, is now able to be up again, but will leave in a few days for Denver, Colo., and other points in the West.

E. K. Haddock, carman at Biddle, has returned to work after being absent for several days. Understand he has recently bought him a new car and that most of this time was spent in learning to drive his new machine.

The Salvation Army at Little Rock held services at Biddle each Friday at noon. Their services, however, were discontinued during the holidays and all employees hope for their early return. Their services were very much appreciated and enjoyed by everyone.

Miss Ura Joy Spring, District Superintendent, Arkansas Children's Home, gave a very interesting address to the employees of the Car Department in connection with the children's home.

O. J. Page, General Car Foreman, Car Department, recently bought him a new Henry. Mr. Page is an expert in the handling of this make of machine.

C. H. Horton, assistant car foreman, recently purchased a second hand car. His reason for doing so was that he did not feel like he was able to spoil a new one while learning to operate same.

C. E. and M. F. Cutrell, carmen, were recently called to Pine Bluff on account of the death of their brother, G. D. Cutrell. We extend to them our sympathy in their bereavement.

A. B. Stewart, car foreman, has been crippled up several days with rheumatism, but is still at his post. He is one of the kind that never gives up until it is absolutely necessary.

We had our first snow of the season on January 13. This likely will be interesting news to our fellow workers who live further North.

Biddle Roundhouse News

Now that the holidays are over, everybody seems to be full of pep and it looks very much like there has been a lot of New Year's resolutions made and things are going good. We hope to keep the good work up and continue to make a good showing on this division.

C. E. Mealey, our boiler inspector, has been off for several weeks account of a bad sprained ankle and complications set in. However, he is well on his way to recovery now and is back on the job.

A. B. Warner paid us a visit last week and made a thorough inspection of the Biddle Terminal and looked over the Miller washout system that is being installed at this point. We are looking forward to a nice saving when we get this system completed. However, we are experiencing a great deal of trouble in excavating for the hot well, on account of the ground at this point caving in badly. Tom Askins, who is doing this work has some job. We all sympathize with Tom.

Boiler Foreman Tracy made a hurry-up trip to Memphis, Tuesday night, January 11th on important company business, but is now back on the job and reports everything lined up OK across the river.

Harry Clewer, and part of his staff were on the division January 9th, 10th and 11th and made a thorough inspection of the power and coal. Mr. Clewer reports everything fine. He held a meeting in the Superintendent's office on the conservation of fuel, engine supplies, and in fact everything that would save money. We are all with Mr. Clewer on this and always like to have him pay us a visit.

As the result of receiving 3 additional passenger engines, we have been able to assign regular engines on Trains 43, 44, 45, 46, 601, 602, 603 and 604 and pool turns. Then engineers are very much pleased with the regular engines, which make it better for all concerned and will save fuel and cost of maintenance.

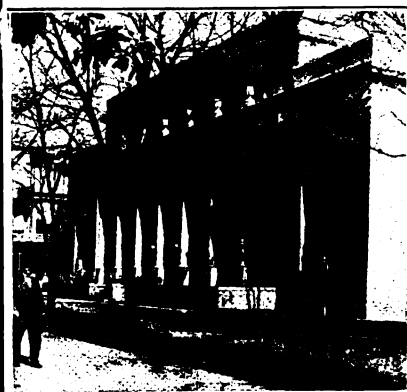
W. J. Tollerton, spent January 11th on the Division, making an extensive visit at Biddle Terminal. We are glad to have Mr. Tollerton come around, as he has good suggestions and improved methods for handling the work that he always gives us during his visits.

Hulbert News.

Traveling Yard Clerk Neal Sisk bought a lavaller Christmas.

We are glad to hear that Chief Clerk Pat Lifford in the general yardmaster's office is im-

HOT SPRINGS NATIONAL PARK ARKANSAS



BUCKSTAFF BATHS

*Complete—Sanitary
Convenient*

THE
ONLY BATH HOUSE
in HOT SPRINGS
employing
WHITE ATTENDANTS
THIS means SERVICE

Wonderful results are obtained by those suffering with Rheumatism, Skin Affections, Malaria, after effects of the FLU.

The HOT WATER is Radio-Active and is owned and controlled by the UNITED STATES GOVERNMENT.

Mr. G. E. Hogaboom,
Mgr. Buckstaff Baths,
Hot Springs, Ark.

Dear Sir:

Please send me a descriptive booklet of the Buckstaff Baths.

Name

St. No.

City

FORDYCE

"THE BATH HOUSE BEAUTIFUL"

HOT SPRINGS NATIONAL PARK



THE FORDYCE



BATH COURT

If Hygeia, the Greek Goddess of Health, was enthroned as a reality in the life of our time, no more fitting temple could be found from which to dispense her treasure than this modern wonder located in the very heart of the Valley of Vapors. Rivaling in beauty and luxuriousness the Roman Baths of old, but with all the subtle charm of modern architecture, the Fordyce Bath House in Arkansas Hot Springs represents the most practical institution of its kind in the world. Designed in the style of the Spanish Renaissance, it is rich in sculpture and carving.

Its beautiful facades and graceful arches are works of art.

It contains every improvement and device known to modern science for the administration of baths. The equipment includes every form of apparatus for giving Hydro-Therapy, and in addition extensive and complete departments for giving Electrical and Mechanical treatments, including Massage and Swedish movements, Medical Gymnastics, Orthopedics, Chiropractic, and Beauty Parlors all under the direction of experts in their several lines.

The Spring that supplies the Fordyce with water was developed while excavating the basement, and thousands of gallons of the Hot Radio-Active waters can be seen to belch and bubble from subterranean depths into coils leading to the Fountains and Baths above. Cold water for tempering the Douches, Spray, Needle, Shower and other baths is secured by means of an Ice Machine located in the basement, where the boiling water can be turned to an icy temperature without permitting exposure to the air. This assures patrons ice cold water containing all the original gases of its natural state.

Besides the regular bath house features, this establishment furnishes, free of charge, a reading and writing room, an assembly and music room one hundred feet in length, private parlors for both ladies and gentlemen, two standard Bowling Alleys, the largest gymnasium in the city, and a Roof Garden for taking the Sun Baths.



LOBBY



SUN PARLOR

Twenty-two private State Rooms with services of Secretary, valet or maid to supply the wants of the most fastidious. The rates for Baths and fee to be paid attendants at all the bath houses are made by the Interior Department of the United States Government, the rates so made being based upon the service and equipment. Recognizing the superior facilities of the Fordyce, the Government made its rate one dollar higher than any other bath house proper. The rate for twenty-one baths being nineteen dollars, which includes the attendant's fee. While the Fordyce is compelled by the Government to charge one dollar more, it will be seen from the above that the rate is still very reasonable.

Space prevents a detailed description of the various departments, but a handsome souvenir booklet containing full information will be supplied on request. Jno. F. Manier, who has been engaged in this business for the past twenty-three years, is the manager. His extensive experience in this line has enabled him to secure the very best experts and staff of attendants. Sightseers are welcome. When you are in Hot Springs call at the Fordyce; they will take pleasure in conducting you through. The rest room and check room is free for the use of visitors.

proving and hope that he will soon be back at his post.

Switchman Gib Deaton advises that he has been re-instated at home and his grip is in the same old corner.

Stenographer Lawhead in the yardmaster's office, is back on duty after a serious spell of sickness. Take care of yourself, old boy.

Kid Seib never misses a Saturday going to Memphis.

Mrs. Thompson and son, Buster of Colorado, sister of Night Foreman C. J. Cross, were guests at the Cross home, New Year's.

Mrs. H. M. Graham, wife of the gen. foreman, is teaching the primary grade at school during the illness of the regular teacher, Mrs. Lampin.

Hawkins of the YMCA, went on a hunting trip and all he brought back was a bad cold.

General Foreman Graham has his car staked out for the winter, says he will have to buy new shoes for it in the spring.

Memphis Station Notes

Joe D. Amis is confined to his bed with a badly-infected toe. We hope to soon see his smiling face on the cotton desk and his "yeast cake" on the radiator.

John O. Younger, chief clerk to F. C. Johnson, General Agent of the Rock Island, is in St. Joseph's Infirmary, having been operated on for appendicitis. We trust Mr. Younger will soon be up and going again, for we miss him.

The office force is in fine fettle here these days. The "Soup Lady" is serving fried chicken, turnip greens, hog jowl, sweet potatoes and many other delicacies. Miss Stella Benovitz don't eat pork, tho.

We are glad to know Mrs. W. J. Ducal is getting along nicely after her stay in the hospital a week or so ago where she underwent a serious operation.

Memphis has been highly honored with visitors this month. We are starting in the new year right. On the 6th, 7th and 8th we entertained the following visitors: O. Masey, general supervisor, freight claim prevention; H. H. Potts, supervisor, freighthouse operation; A. L. Dewey, district supervisor, claim prevention; and M. Morwaiser, chief inspector, police service, of Chicago. Also J. H. Burnett of El Reno and H. R. Wilbourne, Little Rock. Come again; we are always glad to see you.

A meeting of station employees was held in the freighthouse on Jan. 7th. Agent Mable presided. Visitors included M. Morwaiser, J. H. Burnett, A. L. Dewey, G. W. Yearata, and L. E. Cato. The prevention of claims was the principal topic of discussion, it being brought out that during the year 1920 the Rock Island has been presented with claims amounting to \$3,000,000 more than for the year 1919.

To the Clerks on the Arkansas Division:
Did you know that the Rock Island was presented with \$3,000,000 more claims in 1920 than in 1919?

Think of it, boys, \$3,000,000!

Now think of it again—\$3,000,000!

Let's you and I put on a campaign for the next twelve months, and every mother's son of us block one of the holes through which these good Rock Island dollars are getting away.

This is an appeal to every CLERK on the Arkansas division to "tighten up"—and if you are a "CARD CLERK," so much the more do I appeal to you "to put your shoulders to the wheel," and let's try and show the company more than ever before that a "CARD CLERK" means an industrious, efficient clerk—one who is always on the alert for the interest of the Rock Island. For boys, when you do a turn for the Rock Island it means a turn for yourself.

\$3,000,000! THINK OF IT, FELLOWS!

CLAIMS!

LET'S CUT 'EM OUT!

L. Y. VAN VALKENBURGH,

Chairman, B. of R. C., Ark. Divn.

CEDAR RAPIDS DIVISION.

Cedar Rapids Notes.

By O. O. B.

C. A. Bailey, who has been acting as relief agent, is now appointed as agent at Centerdale.

B. R. Smallwood, agent at Walker, Iowa, has recently returned from an extended vacation. J. F. Irwin acted as temporary agent during this vacancy.

The annual banquet of Lodge No. 954, Brotherhood of Railway Clerks, was held on January 12th, 1921, in the K. of P. hall, at 7:15 p. m. Following the feast an enjoyable program, consisting of readings, music, both instrumental and vocal, and a comedy sketch was held. After the program, dancing was indulged in to the music of Clark's orchestra. A very good attendance of employees were present.

We are having exceptionally heavy shipments of livestock in this territory during the past 30 days for the various markets. Sunday, January 9th, 398 cars of livestock were handled by this division. Shipments of grain and hay are beginning to move from this territory and connecting divisions. More poultry was raised the past year in comparison with 1919 and shipments of dressed poultry are now being made to eastern markets.

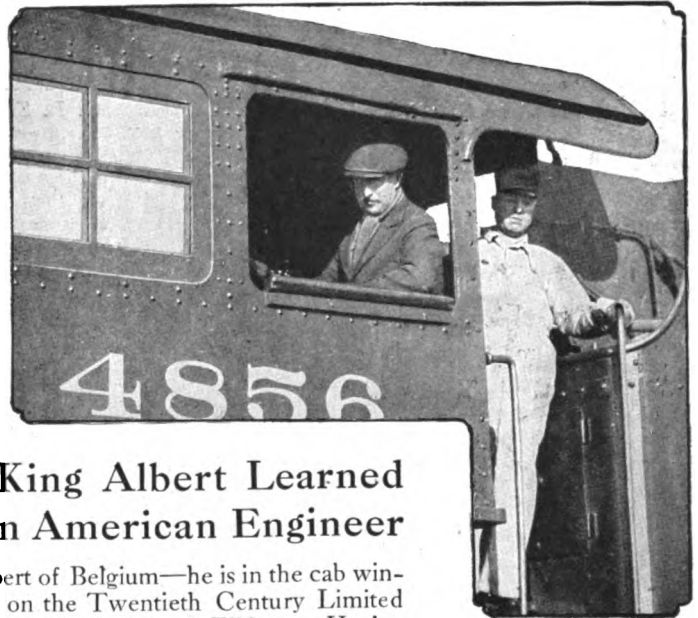
"Bud" Cronin, who was appointed temporarily as travelling A. F. E. Acct., is now back to work again in our office as A. F. E. clerk. Welcome home, Bud. Glad to see you back.

Hal S. Ray, Division passenger agent, Des Moines, Iowa, made a trip over the Cedar Rapids division during the early part of the month.

Our Decorah branch or "Poa Vine," went over the top in December, 1920 earnings, and if it had not been for the \$30,000 increase on that branch over the same month last year, the whole

Hamilton Watch

"The Railroad Timekeeper of America"



What King Albert Learned from an American Engineer

King Albert of Belgium—he is in the cab window—rode on the Twentieth Century Limited engine between Toledo and Elkhart. He inspected the mechanism; he learned the method by which the engine while in motion scooped water; he sat in the engineer's seat and ran the engine.

As they approached Elkhart, Engineer J. A. Lux—he is in the gangway—pulled out his watch. His Majesty consulted his, and they compared time. After one look, "What watch do you carry?" asked King Albert. "A Hamilton," answered Lux. "Is it a good one?" inquired His Majesty. "Well, I've run trains by it for 25 years," said Engineer J. A. Lux.

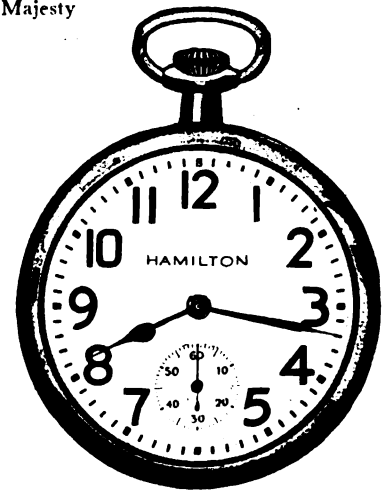
King Albert put away his watch. Before leaving America, he bought a Hamilton.

It's their accuracy that makes Hamiltons the choice of a practical king and the favorite timepieces of American railroad men.

When you buy, ask for the Hamilton models most popular with railroad men, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$27) and up. Write us for "The Timekeeper," which shows how fine watches are made and tells how to take care of them. The different Hamiltons are described and prices given.

HAMILTON WATCH COMPANY

Lancaster, Pennsylvania



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\$10 a Day for Spare Time



Without investing a penny, without giving up your present position, just by devoting one or two hours a day to taking orders for Comer Raincoats, you can make \$50 a week or more.

You need no experience. Lee Mills, of Illinois, stepped out of a mine and his very first day's profits were at the rate of \$4.77 an hour. Carl Rowe, a baker, cleaned up \$875 in one month. I'll tell you some more records.

**Outfit
FREE**

**\$96 A WEEK
GUARANTEED**

Yes, I guarantee you \$96 a week for just four average orders a day. When you know that J. R. Watts took four orders in forty minutes in his first attempt at selling anything, you can realize what a wonderful proposition this is.

Fine Sample Raincoat FREE For You

We give our representatives their choice of our raincoats to wear themselves and we furnish you with samples of our beautiful new colors and our latest up-to-the-minute styles to show our customers.

All you have to do is to show them and quote the astonishing low prices. I tell you who to go to and exactly what to say and do.

Thousands of people everywhere are waiting for our representatives to call. Get the orders and big profits waiting for you in your own home town.

Look at More Records of a Few Representatives

W. P. Hearn started one evening and made \$17 in two hours. W. W. Smith's profit for a month, \$384; J. A. Wilson's \$431; D. C. Barnes' \$518; A. B. Spencer's \$625; and W. J. McCrary, who puts in only a few hours a day, made \$5,218 last year. When these men make so much money so easily, think of what you can do!

We Deliver and Collect

You just take the orders and send them to us. We do all the rest. You get your commission at once. There is no delay—you are paid the day you take the order.

Grasp This Opportunity

Find out more about this wonderful Comer plan that gives such remarkable values to customers and such fine profits and quick pay to representatives without investment. Act at once. Send the coupon with your name and address. Don't delay and miss a lifetime opportunity.

MAIL THIS COUPON NOW
THE COMER MFG. CO.
Dept. T-42 Dayton, Ohio

Please tell me how, without investing any money, I can become your representative and earn \$50 a week or more. Also send me, without charge, your offer of a free raincoat for myself.

Name

Address

P. O.

40

division would have been considerably in the "red."

C. D. Carr, roadmaster, was taken suddenly ill in his room at the Lincoln Hotel, Jan. 9, and was taken to the hospital. The doctor announced the case ptomaine poisoning. At this writing Mr. Carr is getting along very nicely.

H. E. Reynolds, engineer, has been very ill with pneumonia the last several days and was taken to the hospital Jan. 7, but is now improving.

J. H. Rhinehart, engineer, who recently submitted to an operation for appendicitis, is expected to be home in a few days. His condition is not very serious and he is improving very rapidly.

COLORADO DIVISION.

Goodland Items.

G. L. Z.

Conductor J. T. Joyce has been off duty several weeks on account of illness, but we are pleased to learn from last reports he is improving.

Telegrapher F. G. Hodges, Genoa, has been called to Virginia to visit some relatives who are on the sick list.

Telegrapher J. G. Olesen, Limon, has returned from a week's vacation spent in Chicago on committee work.

Mrs. C. A. Moore, second trick telegrapher at Brewster, has been granted a sixty-days' leave of absence.

The people of Goodland were saddened last week when they learned of the death of Charles A. Tapper, a resident of this city for about twenty-five years. Mr. Tapper was employed by the Rock Island Railroad ever since he lived in Goodland and his last position was that of material foreman in the car department. About a year ago Mr. Tapper decided that a trip east would be beneficial to him, on account of his failing health, but the change of climate brought no relief and he died at Clarinda, Ia., Jan. 4. His remains were taken to his native city, Clarinda, Ia., where burial was made Jan. 6. At the time of his death Mr. Tapper was 48 years of age. He leaves to mourn his loss two sisters, Mrs. Hanna Breggren of Chariton, Ia., and Mrs. John Freed of Albany, Mo., also two brothers, Oscar Tapper of Chariton, Ia., and A. L. Tapper of Goodland, besides an adopted brother, Fritz Tapper, of Moulton, Ia. Mr. Tapper's parents died a few years ago.

A Christmas token of remembrance which will not soon be forgotten is a fine leather reclining chair which was presented to James W. Allen by fifty-five fellow workmen at the Rock Island shops at Goodland. Mr. Allen has been off duty from work at the railroad shops for the past eleven months and shortly before Christmas several of his fellow workmen thought of the idea of a Christmas remembrance, and in a short time, by splendid co-operation, completed a list of those who wished to join in with the wishes of the season.

The railroad men extend to Locomotive Engineer A. L. Tapper their sincere sympathy in the recent death of his brother, Charles Tapper.

Machinist George Newton, who was injured in an accident about two or three months ago, is able to walk around now and expects to report for work next week.

Engineer Harry Haley, who was running out of Limon for the past month, has returned to Goodland on account of a reduction of force, and has been assigned to the day hostler job.

The supply cars from Horton are on the Colorado division this week, supplying the various stations with sufficient material to last them for the next six weeks or until the next regular trip.

The Limon Express of last week contains a very interesting article about the Rock Island Railroad and what it has done for Limon and vicinity. It gives a good description of the railroad business at that point and highly compliments the railroad employees for their efficient service.

Lon Braden has returned to Goodland and has resumed his former position as locomotive engineer. For the past several years Mr. Braden has held the position of fuel supervisor of the Nebraska division.

Carpenters are busily engaged in the erection of a new building to take the place of the one that was recently destroyed by fire at the shops.

Fred Daniels, who is a student in an Oskaloosa, Ia., college, is home on a two weeks' vacation. Mr. Daniels still holds his position with the Rock



A Western scene on the Indian Territory division of the Rock Island during an approaching storm. Note the heavily wooded mountains in the distance.

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OR
25c

AK TABLETS FOR All Pain

**Headaches Neuralgias
Colds and La Grippe**

Women's Aches and Pains—**Ask Your
Druggist for A-K
Tablets**

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**RAILWAY BUILDINGS
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CHICAGO KANSAS CITY**

**Whenever you see
an Engineer's Oiler,
or other tin or gal-
vanized ware for the
railroad's use,**

Remember—

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ST. LOUIS, MO.**

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Coal & Mining Co.
DES MOINES, IA.**

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THE SANTA FE SPECIAL

(On Time Always)

My Guarantee

If a Santa Fe Special Watch fails to perform its duty properly through original defective material or workmanship it will be repaired by us without a cent of expense to you or be replaced by a watch of the same grade. This wonderful watch will without a doubt last a life-time and give satisfactory service and is within the reach of every workman.

No one appreciates the dependability of a Watch like a Railroad Man. Every "Railroader" knows what being "on time always" means. It

means protection to passengers, profits to his road and permanence with probable promotion for himself. This is the reason so many Railroad Men will carry nothing but a SANTA FE SPECIAL Watch. Its reputation is their assurance against inaccuracy—and the guarantee behind it is their assurance against accidents. When I sell you a watch I lose unless it gives

you absolute satisfaction. That is the reason I give you the most sweeping guarantee that can be made on a watch.

Write me today and let me explain the "life-time guarantee"—how you can save about one-third to one-half the price you pay for a similar watch made by other manufacturers, and all about my easy payment plan, placing the watch in your hands before you pay a cent.

Alongs Thruier
President Santa Fe Watch Co.

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Santa Fe Special
And BUNN Special
Adjusted to Six Positions
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3.50 A MONTH

The Standard Railroad Watch



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These watches are now in service on practically every railroad in the United States and in every branch of the Army and Naval service. Thousands of them are distributed around the world. Your name or monogram and any emblem you may desire will be engraved in the case to suit your own ideas. Write today for my Free Watch Book—make your selection now.

Save One-Third to One-Half the price you pay for a similar watch made by other Manufacturers. Most liberal offer ever made. Our "Direct-to-You" low wholesale terms and Extra Special Distribution Plan are 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.

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2110 Thomas Building TOPEKA, KANSAS

A Letter, Post Card or this Coupon will bring my Beautiful WATCH BOOK FREE

SANTA FE WATCH COMPANY,
2110 Thomas Bldg., Topeka, Kan.

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

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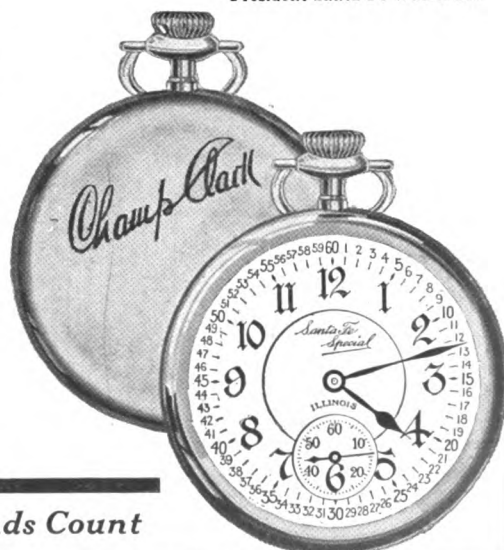
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Hon. Champ Clark

House of Representatives,
Washington,
D. C., says:

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RAILWAY SUPPLIES

Chicago New York St. Louis

Federal Steel Lockers

have the strength, the
security and the dur-
able baked enamel
finish.

They are the Railroad Lockers

Federal Steel Fixture Co.
4545 Homer Ave. CHICAGO

Island Railroad as a locomotive fireman and will
spend his vacation at his old job.

Carpenter John Curran resigned his position at
the shops Tuesday and left Wednesday for Lin-
coln county, Okla.

DAKOTA DIVISION.

Estherville News.

By W. W.

Henry Sorum, boilermaker helper, and wife;
also Ed Sorum and wife, are spending a few
months in Tennessee and Florida.

Engineer and Mrs. Lough expect to spend a
few months visiting at Evansville, Indiana; Nash-
ville, Tennessee; Atlanta and Albany, Georgia,
and Fort Myers, Florida.

Conductor Francis and wife are visiting in
Brownsville, Texas.

A meeting of the Reclamation Committee was
held at Estherville December 30. The assistant
division engineer and four roadmasters were pres-
ent.

Brakeman Frank Fuss and Machinist John Col-
lins are going to take a trip through the South
and West.

F. E. Meredith has been appointed road fore-
man on the Dakota Division, Mr. Curran being
assigned to other duties, effective January 1.

Janitor Reed was given a purse of twenty dol-
lars for Christmas which was contributed by all
the clerks and officials to show in a small way
their appreciation for his excellent work.

Storekeeper Smith and wife enjoyed a visit
from Mrs. Smith's mother and sister of Council
Bluffs during the holidays.

Mrs. Ruby Kasa and Orin Caldwell were mar-
ried at Sioux Falls Dec. 9. We wish to extend
best wishes and congratulations to Fireman Cald-
well and his bride.

W. H. Petersen, maintenance of way engineer;
F. A. Bordner, traveling refrigerator inspector,
and H. S. Ray, A. G. P. A., visited Estherville
during the first week of January.

Car Inspector Robert Geinitz and Miss Grace
Baker were married at Ft. Dodge during the
holidays. They expect to spend several months
in California.

Agent Krall of Lakota has been quite ill. N.
A. Rude has charge of the station during his
absence.

M. Altizer is acting as relief agent at Rowen
while Agent Ballou and wife enjoy a month's
vacation at San Diego, California.

J. R. Kelly has charge of Livermore station
during the absence of Agent Swanson and wife,
who are visiting at Winner, South Dakota.

Engineer Lough received word of the death
of A. N. Weatherall, a former engineer on the
Dakota Division, at Independence, Kansas, Jan-
uary 7.

Engineer Vest and family enjoyed a visit dur-
ing the holidays from T. Vest and daughter of
Valley Junction.

J. H. Cramer, car distributor, is the extra
dispatcher during the absence of Dispatcher
Morse. Selby Broms is acting as temporary
car distributor and Mr. Tysen is the new op-
erator.

Mrs. Leonard Guile, wife of trucker, died at
her home in Estherville January 10. The funeral



Alice Lee, 13-year-old daughter of
Fireman Lee of McFarland, Kas., holds
in her hand her diploma from the grade
schools. She is now attending high
school.

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**Mechanical Rubber Goods, Inlaid Linoleum,
Upholsterers' Leather, Rolled Steel
Tie Plates for Domestic Use
Wood's Flexible Nipple End Air Brake
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**General Commission Merchants
SPECIALTIES**

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**Hotels, Clubs, Restaurants
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was held at Minneapolis. Sympathy is extended to Trucker Gulle and family.

Dispatcher Lefler of Des Moines has bought an interest in the Birney Drug Store at Estherville.

Fireman H. R. Soper and wife are enjoying a trip through the West, visiting at Los Angeles, Portland, Salt Lake and Denver.

B. & B. Foreman R. D. Soper was rather timid and slow about announcing that he was a grandfather, but we will overlook it as he really is a young looking grandfather. Congratulations, Grandpa Soper.

Conductor L. R. Benton has returned from Indiana, where he spent his Christmas vacation visiting his daughter.

DES MOINES VALLEY DIVISION. By C. M. Andrews.

W. E. Helmerding, assistant district engineer, Des Moines Valley Division, was absent from the division during the holidays, visiting at his old home at Menominee, Michigan.

F. L. Park, trainmaster, has been a busy man for the last two weeks covering the entire Des Moines Valley Division, making examinations of employees on the new Book of Rules.

Agent C. R. Milligan of Keokuk, held a big freight prevent claim meeting on January 3d. Those in attendance outside of the entire agent's force, were F. L. Park, trainmaster; W. S. Williams, division freight agent, and J. S. Bateman, division supervisor claim prevention. Mr. J. S. Bateman gave a very instructive talk on the proper marking and checking of freight.

Frank Sutcliffe, who has been with the A. F. E. crew for the past year, has returned to the superintendent's office as material clerk.

Misses Beatrice Crowell, chief clerk; Ada McCullough and Charlotte Criley of the Ottumwa freight office spent New Year's visiting friends at Milwaukee.

Miller Hughes, station janitor at Ottumwa, was away from his post during the first part of the year on account of sickness.

After a few weeks' vacation trip to Colorado, Miss Anna L. Welsh has resumed her duties at Keokuk. However, during her leave of absence her name was changed to Mrs. John A. Salzer. We are all delighted to have our popular stenographer and clerk back on the job, and the entire division join in extending congratulations.

Joseph Greaves, engineer switch engine at Keokuk, has returned to work after being on sick leave for the past 40 days.

W. P. Carroll, father of Mrs. J. W. Jacobs, spent the first few days of the year visiting Mr. and Mrs. J. W. Jacobs at Des Moines. Mr. Carroll is employed in the Horton, Kansas, shops as boilermaker.

Agent C. R. Milligan of Keokuk and wife have returned home from an extended visit to the Pacific coast.

Miss Oda Metz, timekeeper, superintendent's office, spent her vacation visiting Princeton and Chicago, Illinois.

On Tuesday, January 11, the ladies of the Lushon Club entertained the dispatchers and families at a 6:30 p. m. dinner at Hoyt Sherman Place of Des Moines. Plates were laid for 65. The evening was spent in dancing, music being furnished by the Gibson orchestra. Mr. Laird of the C. & G. W. and Miss Ruth Tazewell of the C. R. I. & P., gave a very interesting reading. Mrs. Bakie gave a song and the famous quartette, composed of J. R. Jones, Laird, Bakie and Toson, followed up with a lot of harmony, which made the program more interesting. A standing vote of thanks was given Mrs. J. W. Porter, president, and her able assistant for the success of the entertainment. The next big thing is up to the men of the Des Moines Assembly, and they will certainly have to step some to keep up with the wonderful efforts of the ladies. All dispatchers not actually on duty were present 100 per cent.

B. Tazewell, Chief Dispatcher, has spent the past few days on the road, examining operators on the new Book of Rules.

EL PASO DIVISION.

Liberal Kansas Notes.

By G. Reese Plugg and Lewbry Kater.

The writers of this little dove were greatly and agreeably surprised on their return from the Christmas doin's down home by receiving a present from the editors of this magazine. The only fly in the ointment being that G. Reese Plugg insists on holding the cap to said present, while Lewbry Kater writes the notes for this point. They have compromised by taking turn about writing notes.

W. H. Devoll, former employe at this point, died recently at his home here from neuralgia, which reached his heart. He leaves a wife and small child.

Chas. Burtt, who has been helping-machinist here for some time, is taking a ninety-day lay off and will visit his son-in-law and family in Florida.

Carl Burtt, former boiler washer helper at this point, is now working for the Santa Fe Railroad in Dodge City, Kansas.

Harold Moore and wife have returned from their trip to Oklahoma, where they spent their honeymoon.

S. A. Cox and family have returned from their Christmas vacation, which was spent in Texas visiting relatives at Brownwood and San Angelo.

Mike Spooner returned from Texas, where he has been spending a short vacation with relatives at Brownwood.

Chas. Burtt and B. M. Tucker have been holding down the job on the second trick lately, during the absence of D. D. Daniels, coppersmith,



Ideal Park, Endicott, N. Y., is very popular during the summer months. In the winter time many suitable amusements are provided, such as football, basketball, and other athletic events. A well arranged club house is open all the year for parties.

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who has gone to Houston, Texas, on a visit to his parents.
The railroad population of this place took a sudden jump during the holidays. M. W. Hayes being presented with a boy, H. A. Reeb a boy, and Frank Frye a girl.

C. G. Howard was given a surprise party by the first trick gang lately. The reception committee was Fred Voth, Henry Jack, R. E. Cline and Mike Spooner. Upon proper credentials being presented by Howard, he was informed by the members of the party that the smokes were in order and the following day he appeared with a box of cigars, which he distributed according to custom.

Z. L. Smith spent several days with relatives in New Mexico on their ranch.

Thank "those higher up," the "200" class, E. P. & S. W. "hogs" have at last gone back home. Machinist McCarthy, who was at this point for several years, passed through here recently on his way to Herington. He has been in El Paso, Texas, visiting his mother. He intends going toward Denver, Colorado.

E. H. Huls returned recently from Colorado. He visited the plant of the Baker Steam Car Co. while at Pueblo and now agrees with "Heinie" that they are "some dag-gone car."

Earl Mead, who was hostler at this point for some time, is now on a "plus" run" out of here. W. S. Banks, hostler helper, suffered a severe accident recently, dislocating his shoulder and fracturing his collar bone, a clinker hook falling from the engine and striking him on the head. In falling he received the other injuries.

Nursery Rhymes Up to Date.

Nine little railroad men handling freight.

One stepped on a rusty spike—

Then there was eight.

Eight little railroad men surfacing track eleven.

One didn't hear the bell—

Then there were seven.

Seven little railroad men, lots of cars to fix.

One failed to post BLUE FLAG—

Then there were six.

Six little railroad men, all spry and alive.

One rode on an engine pilot—

Then there were five.

Five little railroad men all warned before.

One went between moving cars—

Then there were four.

Four little railroad men with good eyes to see.

One didn't wear his goggles—

Then there were three.

Three little railroad men on train overdue.

One left an open switch—

Then there were two.

Two little railroad men on a switch run.

One left a car that didn't clear—

Then there was one.

One little railroad man living all alone.
Said "Now while my skin's whole and my life's my own.

I'll take your SAFETY dope, Doc, and I'll take it straight.

Before I go the way of the other eight.

—From a Bulletin Board.

INDIAN TERRITORY DIVISION. Haileyville News.

By J. B.

It now looks like we are going to have a good oil field in the vicinity of Wewoka. At the present time there is a fifty-five barrel producing well about two miles south of the city, and on January 6, ten miles north, another fifteen-barrel well was brought in, the oil sand having only been penetrated a few feet. Another well close by is to be brought in soon.

The McAlester Cotton Oil Mill is feeding about 4,000 head of cattle at their plant, located about one mile east from the city.

At Shawnee the Rock Island is putting in one additional track at the freight house. This track is 600 feet long. The track work is being done by O. C. Bement, yard section foreman.

The new wagon bridge over the South Canadian River at Calvin will be completed about March 1.

ILLINOIS DIVISION.

Silvis Notes.

By C. O. Anderson.

As a starter, must not forget to say that the writer is the proud daddy of an 8-pound baby boy, born December 28th, who has been named Robert Charles.

The new Safety Committee for Silvis for the year 1921 held their first meeting on schedule date, January 6th, with the following new members: George Chaney of the erecting department, O. Phares of the electrical department, C. Johnson of the car department, M. Kilduff of the carpentry department, W. E. Powell and George Johnson of the machine department, Ted Smith of the tin and pipe department, Mike Carney of the boiler department, R. L. Blomquist of the blacksmith department, H. L. Thompson of the paint department, M. Quinn of the roundhouse, B. I. Finkner of the store department, and H. A. Almlor secretary. An interesting meeting was held and March 1st is the date of next meeting.

Painter Harry Peacock has gone to Phoenix, Ariz., for his health and we hope a short stay there will bring him back home well again.

General Superintendent D. Coughlin paid Silvis shops a visit January 11th.

Sympathy is extended to the children of Mr. and Mrs. Henry Gerlock. He was killed acci-

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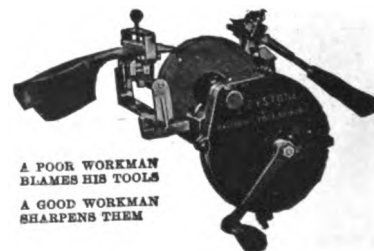
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Rock Island Magazine for February, 1921

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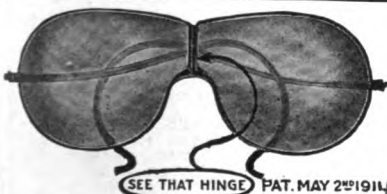
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dentally in East Moline December 15th, being struck by an automobile after getting off a street car. Mr. Gerlock was employed as a blacksmith helper at Silvis.

Machinist Apprentice Swan Hanson slipped away very quietly December 30th and returned, announcing that he is now a married man. Congratulations, Swan.

Bollemaker E. C. Redlin has returned from Tampa, Fla., where he left his wife improving nicely. Mr. Redlin has been gone about six weeks.

Machinist Clarence Sundquist is receiving congratulations over the new baby girl, born December 27th.

The holidays was a great week for new babies. Electrician Elzra Maxwell also wears the proud smile of being "Daddy" for the first time—a baby boy, born December 26th. Congratulations, Elzra.

It is reported that Machinist W. D. Santry has a new weapon for burglars. The roundhouse boys seem to know what it is.

Sympathy is extended to Power House Engineer Frank Pershing and wife over the death of Mr. W. Johnston of Rock Island, Mrs. Pershing's father.

Sympathy is also extended Pipe Fitter Otto Boenitz and wife over the sudden death of Mrs. Boenitz' mother, Mrs. Ginty, who was accidentally burned to death at her home in Rock Island.

Machinist Matthew Gorman was called to Toledo, Ohio, January 12th, account of death of his cousin.

Hostler Helper O. Maggi and wife were called to Chicago January 9th account of serious illness of Mrs. Maggi's brother.

Peoria Railway Terminal Engine No. 11 has been returned to Peoria after receiving general repairs at Silvis.

It seems that Bishop Hill is well remembered by the hunters of Silvis shops, especially when snow is on the ground.

Rod and Link Foreman Fred W. Beckstrom was instrumental in furnishing our Rock Island Lines with about 125 cash fares December 18th, when the Oriental degree staff of the Odd Fellows made a trip to Chicago to institute a lodge there.

Silvis shops is allowed a good amount of space for their monthly items and if anyone at Silvis has anything under their cap that would be appropriate for our Magazine, please send a memo in care of the superintendent of shops, or phone private exchange No. 31.

Rock Island (Ill.) Items.

By C. M.

Tuesday evening, Dec. 21, the opening of the new Twentieth street Rock Island freight house was fittingly celebrated by a dance or "Get-together" of Rock Island employes of the Tri-Cities. The freight room, 200 feet in length by 30 feet in width, having been artistically decorated, especially heated and lighted for the evening, served as the ballroom for the one hundred couples who responded to the "welcome call" to all. Frappe was served and feature dancing by Switchman "Dutch" Meenan and Jim Reed of Reed and Kelly, contractors, was thoroughly enjoyed by all. Music was furnished by Buckley's Orchestra.

Announcement is made of the marriage of Harry Tippetts, traveling A. F. E. accountant, and Miss Grace Long of the commissary office, Thirty-first street. Rather encouraging for Rock Island girls when these traveling boys with their wide acquaintance among the ladies halt for "keeps" when they reach Rock Island, Ill.

Fred Gallagher of the accounting department spent New Year's week end in Omaha.

Road Foreman of Equipment F. E. Meredith has been transferred to the Dakota Division, with headquarters at Estherville. Mr. Meredith has



Freight office force at Moline. Front—left to right—Ira Goodell, M. Johnston, Al Smith, Oliver Lewis. Rear—left to right—Sam Sandberg, Joe Gstettenbar, Agent F. C. Hall, Max Gstettenbar, Henry Larr.

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NEW KENSINGTON, Pa.

been succeeded on the Illinois Division by F. L. Haddick.

Mail Clerk John Kimball is again at his desk after having been absent for a week or ten days, suffering from a severe case of tonsillitis.

D. C. Lane of the superintendent's office spent the holidays with his son in Texas.

Morris Gallagher of the freight department is recuperating from illness which has confined him to his home for the past two or three weeks.

Seneca Items.

By T. F. C.

The old G. & J. Coal Co. having suspended business some months ago, Seneca was for a time without a single industry until Mitchell & King of Joliet elected to guide its remaining portion of life. At this writing they are loading about one and one-half cars per shift, with the assurance of increased production when conditions are stabilized.

Murthy L. Carroll, baggageman, returned recently from Louisville, Ky., where he acted as best man at the wedding of Jimmy Forsythe, who formerly conducted a cream and butter station in this city.

"V. J.," our cashier, brought his heir up to the office the other day to be "passed on" by the office force. It turned out that he really was telling the truth when he said it had all the other babes along the system beat a mile for looks. This we presume is a direct challenge to all parents along the line.

Despite the recent rout in the grain market we are still shipping a number of cars daily. "Buddy" reports somewhat of a decrease in the freight business for the last quarter.

Has anyone nearby the complete wording of the song, "Casey Jones"? If so, will they kindly send same to the pump house office at Seneca?

We are getting all set for the coming contest which will determine the most "Beauchous Gal" on the Rock Island. However, there is one on whom we all agree, but with reservations.

Anyone knowing of good home site, either in Oklahoma or New Mexico, that can be secured at a reasonable price, address P. F. R., at freight house.

Information as to the whereabouts of Thomas Massey, Sr., at one time employed by the N. O. T. & M. at Eunice, La., as switch tender, later reported to be working at one of the oil wells in Tulsa, Okla., will be appreciated by C. Wontyme, care ticket office, Seneca, Ill.

The C. I. L. & P. basket ball team has a few open dates. We have been trying to get a game with the C. C. C. & S. L. office force for some time, but to date acceptance of the challenge has not been received. The team averages about 135 pounds. Present line-up as follows:

Center—J. V. Timones.
Right Forward—R. Davidson.
Left Forward—E. Chastine.
Right Guard—M. Carroll.
Left Guard—H. Farmer.
Manager—A. Jackson.

LaSalle News.

Tom Donnelly of the warehouse crew unearthed some nails in a car floor and got busy with the hammer. Tom says it will reduce the claims if all men watch for obstacles of this kind.

This is "binding season" and claim clerk Thompson and Foley are busy putting away the year's business for future reference.

Bill Clerk Confrey has recently celebrated his forty-second year of continuous service. More power to you, Tom.

Our new record room has been completed and is filling up fast. Everything up-to-date and rat proof.

Miss Ruth Keenan of the yard force will leave for the land of sunshine in the near future. Frisco is a nice place.

Mrs. Tom Barrett, wife of our crossing flagman, underwent an operation for appendicitis recently. Latest reports from the hospital are that she is improving rapidly.

IOWA DIVISION Council Bluffs News.

By Joe and L. C. L.

Revival meetings which have been held with great success at the First Christian church during the last two weeks will be continued indefinitely, according to an announcement Friday night by Rev. C. O. Stuckenbruck, pastor, who is preaching during the meetings. Capacity crowds have filled the church every night, with one or two exceptions.

General Yardmaster C. W. Morrow was off duty several days during the past month on account of a severe attack of pleurisy. We are pleased to note, however, that he is back on the job again.

Work on the new Miller Heater being installed here has been completed, and the heater is in operation. All water is heated before it is put into the boilers, consequently there is a great saving of time in getting the engines "hot." This new improvement, together with the new turntable just installed, will greatly facilitate the handling of the locomotives by the locomotive department.

Switchman H. F. Kaps suffered several very painful injuries about the head when a car on which he was riding was derailed. He spent several days at home as the result of his injuries. We are pleased to see him back at work again, at this writing.

Snow and cold the past few weeks greatly incapacitated the locomotive department, account of not being able to get the engines into the house to protect them from the cold. Several extra firemen were sent here from Valley Junction to watch the locomotives during the cold snap. Despite this precaution, however, some

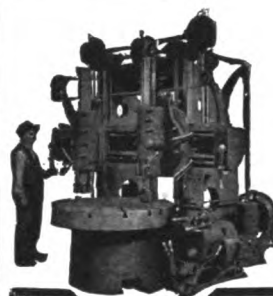
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of the engines froze up, and some little difficulty was experienced in furnishing power to the Nebraska and Iowa Divisions.

J. C. Andresen of Atlantic, Ia., is a new member of the local Rock Island railroad family. He arrived to take the place of general clerk in the R. I. freight house.

As a further improvement in the passenger service of the Rock Island on the Council Bluffs division, ten new engines of the Mikado type have been placed in service during the past few days. The engines are of the 4,000 series, each weighing 235 tons, and are the last word in locomotive equipment as far as power, convenience and speed are concerned. The new engines are now drawing trains into and out of Council Bluffs.

James Zepornick, receiving clerk at the Rock Island freight house in Council Bluffs, went on the hospital list for a few days when, in checking the unloading of car wheels, in the local yards Friday, he had his right hand caught and the first joint of his first finger was torn off.

The many friends of C. E. McNichols will be glad to know that his wife, who has been seriously ill, is now on the road to recovery.

W. L. Putnam is now back on the job after a six weeks' vacation spent with the home folks.

The position of night weigh master was abolished January 1st, displacing Pete Huerman.

The installation of the new turn table at Council Bluffs has been completed and with the exception of the electric motor, which is to be used in turning the table, is now in readiness for operation. Council Bluffs was without a turn-table for two days, a very short time indeed, considering the vast amount of work connected with the installing of this new table. The removal of the old concrete curbing has not yet been completed, but the blasting of the rock, under the supervision of Geo. Brackett, is progressing rapidly, and this will be finished in a very short time.

A new foundation of concrete, 2 ft. thick by 14 ft. square and weighing approximately 30 tons, was built outside of the pit, this foundation then being set into the pit upon the removal of the old table. The derrick was used in removing the old table, and also in placing the new one. Wood curbing has been used in place of concrete, as it is thought that within a few years larger locomotives will be running into Council Bluffs, making it necessary to install a still larger table. By using the wood as curbing, all blasting of concrete as used in the former pit can be eliminated.

In comparison the new table is 90 feet long, and weighs about 80 tons, the old table being 75 feet long and weighing about 40 tons.

The table was built by the American Bridge Co. of Pittsburgh, Pa., and all engineering work on the job was under the supervision of J. P. Pinkerton, all carpenter and bridge work was in charge of Geo. Brackett, as is also the blasting and removing of debris of the old curb. A. Mitchell superintended the laying of the circular track.

KANSAS CITY TERMINAL.

By J. B. W.

Thomas Wright, carman, was badly injured by having a draft timber fall on his foot.

Miss Rowland made a dash to Colorado Springs New Year's. She enjoyed herself although her time was limited.

Mike Doody, chief car inspector, made a tour of inspection on the St. Louis Division January 6th.

Chief Operator Casey, who has been ill the past two months, is reported slowly recovering.

Mrs. Geo. Ehn and Miss Gertrude Chester left January 22d for St. Paul, where they will spend a week with relatives.

Several of the well-to-do switchmen at Armourdale spend the winter months in California. Frank McDonald is in this class. He will leave soon for the seashore.

Miss Chadwick, expense clerk, spent New Year's in Keosauqua, Iowa.

We are grieved to learn of the death of Mr. Wilson, father-in-law of assistant accountant, F. R. Walton, and extend the sympathy of the office to him and his wife.

Norman Bentz is looking for a new home. He has covered the Kansas City, Kansas, Country Club district, but found none suitable. What have you to offer?

W. B. Embury, master mechanic, is the proud father of a boy, born Christmas morning.

Paul Jenree will leave February 1 for Lawrence, Kansas, where he will take up the study of medicine at the Kansas University.

Superintendent Rourke, Chief Special Agent Griffin and Chief Clerk Wittenmyer attended the staff meeting at El Reno December 29th.

Fred McAllen, trustee for the S. U. N. A., is attending a meeting of the Grand Lodge at Buffalo, N. Y.

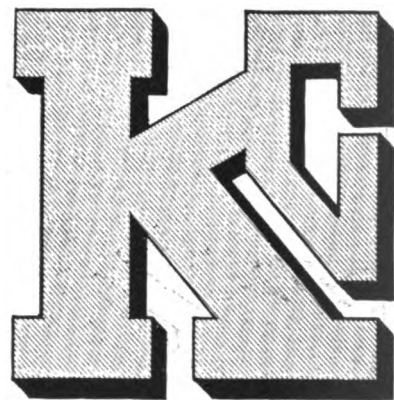
Sam Hinkle, Doyle Kendall, John Wasko and George McMullen made a flying trip to Dallas, where they spent New Year's day.

Janitor Oglesby has just returned from a holiday trip to Pine Bluff, Ark. He says the South is too slow for him.

Frank Hare, carman, died January 12th after an illness of four years.

Guy Rose, switchman, had the misfortune to lose his home January 8th. It burned to the ground. His many friends took up a collection to give him a start on another.

A public installation of officers of all lodges of the B. of R. C. in Greater Kansas City was held January 7th, after which followed refresh-



An iron band running from Kansas City to Rock Island would be the result if the

HOT-PRESSED NUTS

which we sold during first six months of 1920 were placed side by side. Yet that is the smallest article which we manufacture.

**The Kansas City Bolt & Nut Co.
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**Proprietors of the
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 System of R R Paints
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**Paints and Varnishes
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**N. Z. GRAVES
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**Paint, Varnish and
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This **Davis** Phonograph

\$39.75

Yes—a machine superior in workmanship and tone quality to the ordinary \$100 machine for only \$39.75—a FULL SIZE genuine black walnut machine, finished natural color, oak or mahogany, and equipped with the finest quality double spring motor of the worm gear type—a machine that plays all makes of records better than you have ever heard them played before—for only \$39.75. It may seem too good to be true, "ut when you stop to consider the enormous savings effected



By Our Direct Offer—which does away with jobber's and dealer's profits—printing and mailing of costly catalogs—bookkeeping, collection expenses, losses, etc. on installment accounts—all of which must eventually come out of the retail customer's pocket—you will realize why we can sell a better machine for \$39.75 than the installment house sells for \$100, and still make a fair profit for ourselves.

FREE For a limited time only, we will give five double records, \$4.25 worth, **FREE**, with every machine, so better not delay, but order an outfit at once on

30 Days FREE TRIAL

Send only \$2 with the coupon, and this superb Davis Phonograph, together with \$4.25 worth of records, will be forwarded to you at once, c. o. d. \$37.75. When the outfit arrives, accept it and pay the c. o. d.—entertain your family and friends for full 30 days; then, if you are not more than pleased, return the outfit at our expense, c. o. d. \$39.75, and the transportation company will get all your money back for you. This simple and direct method of doing business

SAVES YOU \$60.25 in addition to the cost of the free records, so better grasp this opportunity at once.

TRIANGLEPHONE CO., Dept. D-117 May & 61st Sts., Chicago

Ship me, exactly as per your offer, one Davis Phonograph, Genuine Black Walnut, Natural Color () Mahogany () Oak (), also five double records (10 selections). I enclose herewith \$2 deposit, and will pay balance (\$37.75) on delivery. I reserve the right to return outfit, c. o. d. \$39.75 plus transportation charges, within 30 days after receipt, if I do not wish to keep same.

Name..... Shipping Point.....
Address.....

Has the Sweetest, Purest, Strongest and Clear-est Tone

Bank of Commerce & Savings
Michigan Blvd. and Washington St., Chicago
TO WHOM IT MAY CONCERN:
The Trianglephone Company and its members are well known to me. I take pleasure in recommending them to any one who wishes to take advantage of their phonograph offer, as I consider them reliable, and have every reason to believe they will do exactly as they advertise. I have in my home a Davis Phonograph, just like the one they are advertising. The machine is exactly what they claim it is. Yours respectfully,
President.

CHAS. R. LONG, Jr. COMPANY

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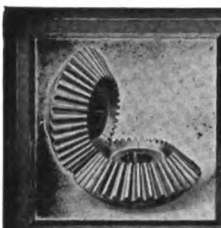
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STAR STANDS
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PETTIBONE MULLIKEN Co.

725 MARQUETTE BUILDING

CHICAGO

ments and a dance. Everyone was tired but satisfied.

"Bum" Berry is back on the footboard again after ten days' sickness.

Bob Reeves, yardmaster, is back from his vacation. After spending a month looking over his many producing oil wells he has decided to continue as yardmaster for the Rock Island.

KANSAS DIVISION.

Topeka News.

By H. A. P.

Lester Pfeiffer, yard check clerk in the local freight office, has recently requisitioned a speeder on which to take his daily check which covers a distance of about 10 miles. This speeder is a time-saver and enables him to do his work in much less time.

Mrs. Paul Sproul, wife of ticket clerk, will spend a week or ten days in Chicago about the middle of February.

The slight lull in business which always comes at this time of the year is giving everyone in the local office an opportunity to catch up the work and we will soon be in fine shape and every desk all set for the big business which we are all sure is coming in the very near future.

John F. Rossiter, chief special agent of the First District, visited home folks at Topeka during the holidays.

At the last bi-monthly staff meeting of the local office the station accountant spoke of putting the record room in an A. No. 1 condition and keeping it in that condition at all times. The record room has had a good going-over and is now in fine shape as those whose duty it is to refer to records will find out.

Miss Theresa Foy of the local office and Miss Mildred Judkins of the division freight office visited friends and attended a New Year's ball at Pratt, Kans.

Marcus Glover, ticket clerk, spent the holidays with relatives at Caldwell, Kans.

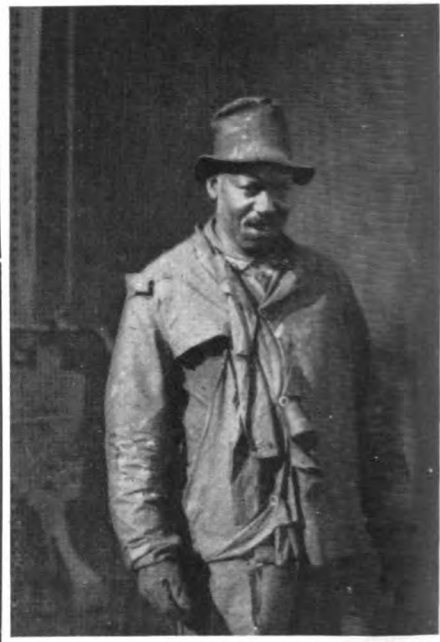
Cliff Lowe, ticket agent, and his assistants, Lawrence Miller and Marcus Glover, are associated with George Bell, night depot master, in keeping bachelors' hall for 6 p. m. dinners. Cliff is some cook and objects to being called a "fry cook" and says he is a "chef."

Harry T. Bowlin, baggage agent, wife and daughter, visited relatives in Texas at New Year's.

J. J. Breheny, trainmaster; A. Lusk, agent, and Fred Smith, traveling freight agent, attended the merchandise schedule meeting in Superintendent Pratt's office at Herington on Jan. 11.

On December 18 the Rock Island handled a special train of 12 cars of Naval recruits in charge of Ensign Kelso, from Kansas City to El Paso. This train left Kansas City at 1:20 p. m., left Topeka at 3:47 p. m., and stopped 45 minutes at McFarland to allow the men to have some exercise. There were sure some runners in the bunch as they chased a jackrabbit and finally got him cornered in a haystack. In spite of the 45-minute stop at McFarland, this special made the run from Kansas City to El Paso in the same length of time as No. 3.

On January 6, while pulling train No. 40 between McFarland and Paxico, John Monaghan, who has been an engineer on this division since 1893, was stricken with apoplexy and became unconscious. His fireman stopped the train and after having Monaghan removed to the baggage car brought the train to Topeka, where Monaghan was taken to Stormont hospital. Mr. Mon-



This is "Packinghouse," called "one of the best boiler washers in the Ft. Worth roundhouse," by his foreman. His real name is Bill Johnson. He is wearing his "pay day smile" in this picture.

Rock Island Magazine for February, 1921

aghan did not regain consciousness before his death on January 10. He was one of the old-time engineers on this division and will be missed by all who knew him.

On January 7, four people going from Chicago to San Diego on our train No. 3, got left at Kansas City on account of taking a walk up town and staying too long. City Passenger Agent Bascom at Topeka was notified of this, got their baggage and tickets off No. 3 and turned them over to their rightful owners when they came in on No. 11. These people waited at Topeka for No. 1 that night and to pass the time took in the town and all the public buildings. Mr. Bascom found the following note on his desk which they had left:

"Dear Sir: We all want to thank you for your many kindnesses to us. It sure is appreciated and we have enjoyed our little stay in your beautiful city very much. Yours very truly."

"THE FATEFUL FOUR."

Topeka has many beauty spots and the public buildings are admired by all who see them, but there is one building that it is well worth anyone's time to stop over to see and that is the Memorial building, which was built by G. A. R. funds and is dedicated to them. This building is headquarters for the Kansas State Historical Society and contains many relics of the Civil War, and in Memorial hall are carried in the Civil War, Spanish-American War and the World's War, among them being the colors of the 35th Division. A member of the G. A. R. is in charge of the building and will take great pleasure in telling how the money was raised to build it and show anyone over the building. This is considered to be one of the most beautiful buildings west of the Mississippi and to thoroughly appreciate its beauty time must be taken to go through it thoroughly, for the real beauty is not seen from the outside.

LOUISIANA DIVISION. El Dorado Items.

By Rauert.

W. J. Tollerton, general mechanical superintendent, spent a few days in El Dorado, arriving in time to witness the oil gusher.

A. B. Warner, manager, was in El Dorado for a few days greeting friends, transacting business and looking over El Dorado's oil wells.

T. B. Hogan, district store inspector, was in El Dorado recently, the guest of K. H. Jessup, our division storekeeper.

We regret to chronicle the death of Mr. and Mrs. Jas. M. Meisner, father and mother of A. L. Meisner, cashier at the local freight office, who were burned to death just a few days before Christmas. The remains were carried to Council Bluffs for interment. Our sympathies are extended to him and his family in their great bereavement.

Alexandria Notes.

John H. Kelly, foreman, has proved himself quite a deer hunter. While on a hunt recently he killed two. We only have his word, however.

E. F. Feeney, division freight agent, upon hearing of oil in El Dorado, immediately made reservations. It was later reported that Mr. Feeney found the train too slow.

J. J. Aertker, agent, spent a few days recently in El Dorado on business.

Miss L. C. Ball, bill clerk, spent the Christmas holidays with her parents on the farm. She reports having a wonderful time.

Mrs. J. J. Aertker, wife of the agent, and her interesting little family have just returned from two weeks spent in New Orleans with her parents. Mr. Aertker went down, joining them for Christmas dinner.

Mrs. H. S. Cotev, wife of Car Clerk Cotev, spent the holidays with her parents in Winnsboro, Louisiana.

P. H. Dantridge, wife and family spent the holidays in Oilton, Oklahoma, visiting relatives.

Ruston Briefs.

W. R. Pratt, agent for the freight office at Ruston, made a trip up the line inspecting freight and seeking a new plan for handling freight with less damage to it and to keep down the "overs," "shorts," and damages.

We regret to learn of the sad occurrence in the home of our brother agent at Wvatt, La., in the loss of one of his children, and we all extend to him our heartfelt sympathy in his bereavement.

J. J. Aertker, agent at Alexandria, La., made a call at the Ruston freighthouse recently. We must say that we are glad to have seen our friend and hope that he will pay us another visit in the near future.

C. Brewster, car inspector at Ruston, prevented what might have been a very serious accident and probably saved the company a little wreck the other day by discovering, while inspecting train 623, a wheel with a cracked flange on one of the passenger coaches. He had the car set out.

We had a very pleasant visit from R. T. Gollebon, roadmaster, recently.

Business, on the whole, seems to be increasing instead of decreasing. Let's all hope it soon will be back to the good old days when things were flourishing.

MINNESOTA DIVISION.

Manly Items

By L. V. H.

Wedding bells have again sounded in Manly. This time it is Elmer Miller, car distributor, and Miss Edna Reed of St. Paul. The event occurred in St. Paul January 3, and the happy couple are at present time enjoying their honeymoon on the Pacific coast. Another wedding of unusual interest, which took place December 18, but just

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Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

RAILROAD POLICIES FOR RAILROAD MEN

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

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

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

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

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

Continental Casualty Co., H. G. B. Alexander Chicago
Pres.

CHAS. S. COLEMAN
President

H. D. COLEMAN
Sec'y-Treas.

Coleman Boiler Appliance Company

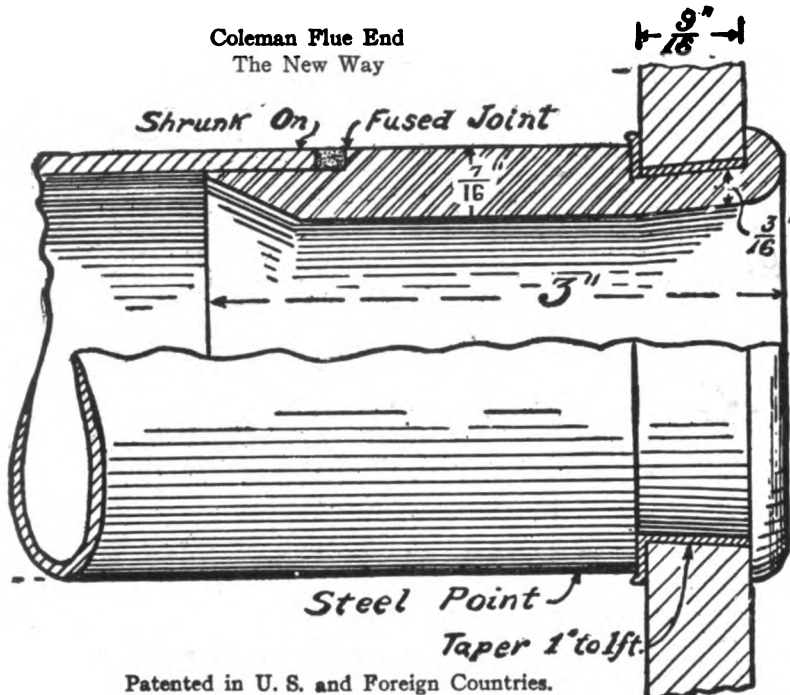
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COLEMAN'S NO LEAK SAFE TUBE END

THE PERFECT FLUE
NO LEAKS SAVES FUEL

Coleman Flue End
The New Way



Patented in U. S. and Foreign Countries.

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

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

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

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

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

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

Careful Service and Absolute Safety.

recently announced, is that of Adam Doerr and Reulah Crow. Mr. Doerr is brakeman on No. 80-1 between Albert Lea and Inver Grove and Miss Crow is at present employed as file clerk in the superintendent's office at Manly.

Mr. J. Shauger is acting as car distributor during the absence of Elmer Miller.

Ben Brash, who for the past five years has been employed as painter foreman on this division, died at the Fairbault hospital January 9th. Burial was made at Reinbeck, Iowa, January 12th.

Miss Adelaide Bergman has returned to her duties as yard clerk, Manly yard office, after a brief vacation with home folks in Galena, Illinois.

Mr. I. Dewey has been assigned third trick operator at Shell Rock, Iowa.

W. H. Trimble, water service man, is making a brief business trip to points in the West.

Miss Edna Denby of the superintendent's office, has returned to work after a forced vacation, due to painful injuries as a result of flash light explosion.

Operator L. L. Cornick has been assigned third trick, Northwood.

Manly Shops

The storehouse is having a new platform put in. Our "poorch" looks fine.

R. C. Rummel and wife spent the holidays visiting in Oklahoma. Mr. Rummel is counter man at the storehouse.

We can boast of "McManus, the Second," at Manly shop. Several of his caricatures may be seen in the different offices. Jiggs is his specialty, but "Maggie" is too ungainly. Anyhow, they are mighty good, Grif.

The flowers in the storehouse and general foreman's office are thriving nicely and add much to the general aspect of the offices.

Our special agent has an able assistant. He is a regular Hawkshaw—sports a billy and star. He has all the night prowlers begging.

Iowa Falls Shops

The rabbit season is now on and every one around the roundhouse is about caught up on rabbits.

F. C. Scott, section track operator, who has been seriously ill at his home in Fairbault, is able to be on the job with his usual courtesy.

Wedding bells also ring in Iowa Falls. Allen Cole and Miss Hazel Madole of Dows, Iowa, were quietly married at Clarion on December 30th. We unite in wishing this young couple health, wealth and success.

Councilman Crew, familiarly known as the "Working Man's Friend," is having a hard time convincing the majority of his friends that he was not to blame for the increased cost of heat, light, gas and several other commodities that went up in price at Iowa Falls, but he is still at it. We believe you, Bert, the rest of the Council did it! You are not to blame.

Some one who has a knowledge of washing chickens and is willing to wash a few gratis is in demand. Birds to be shown in the Hardin County Poultry Show by amateur poultrymen.

MISSOURI DIVISION.

Trenton, Mo.

By M. H.

Miss Fannie Patton, comptometer operator, is on leave of absence at present for purpose of recreation. She has just returned from a month's visit in Ohio and left Jan. 18 for a visit with friends in Houston, Texas. We hope the rest will be very beneficial to Miss Patton. Mrs. Lucy Doan Graham is assisting in work since Miss Patton left, having had much experience in comptometer work. The payrolls are getting out on time, as usual.

Chief Maintenance Clerk Marve Jaquis received news January 17th, of the sudden death of his father at Eldon, Ia. Although in failing health, he was not thought to be in critical condition, and the message was quite a shock to Mr. Jaquis. The office extends to him sincere sympathy.

The office force was very much surprised Monday morning to hear the announcement of the marriage of Accounting Clerk John Baugher to Miss Lulu Boylan of Trenton, the wedding having taken place in Kansas City, January 15th. We wish to extend to them our heartiest congratulations and wish them much happiness through life. John's cigars and candy were very much appreciated by the office clerks.

The office in the last month has been much improved in looks by two new coats of paint and varnish. It has the appearance now of being dressed up in its "Sunday clothes," and we hope it will be kept in this condition.

J. L. Barnett has returned to work after a month's vacation spent in California.

Muscatine Items.

By L. H. I.

Account of business being dull at this time of year, our yardmaster's position was discontinued for the present and former Yardmaster J. H. Young has "bumped" Switchman Leach, who, in turn will "bump" Night Engine Foreman Robert Van Dyke, who will be on the extra board.

Mr. Decamp, check clerk, has decided to take life easy (or rather the winter easy) and spend a few days in Florida. If the present weather conditions prevail, Mr. Decamp's trip will have been in vain as we are having splendid weather here except for a few inches of snow which fell January 13.

R. C. Hixson, second trick operator at the Muscatine passenger station, has had the pleasure of moving on account of his position being discontinued, but understand he is going to relieve Operator Ogg, who is second trick operator at Letts, Iowa, and who in turn will have to take the extra board.

Our freighthouse foreman, Orville Davison, says

Rock Island Magazine for February, 1921

he has one regular trucker and one working extra, but if business doesn't get any better they will probably be cut off.

Owing to the reduction in the clerical force on the Missouri division, our night yard clerk, A. C. Berger, was somewhat excited the other day when he received the news that a lady was going to relieve him but it turned all all O. K. and Mr. Berger is still on the job.

Daniel W. Isaacs, engineer on the Missouri division pilerdriver, was a visitor in Muscatine a short time ago and he reports business as being good in his department.

The clerk's position, formerly held by Miss Pauline Behrens, was discontinued a few days ago, and she being the youngest one in the office, has decided to take a short vacation until business gets better.

We understand through some of our local business men that some of the factories here at Muscatine are going to reopen, and in doing so we hope that business will pick up enough so we will be able to get a full force back again.

Owing to the fact that the 30-hundred type engines are operating between Eldon and Shivas, it has somewhat reduced the number of trainmen and some of them have been cut off the board entirely.

It is generally understood among our office force that one hundred per cent efficiency is our aim and we are all striving to reach that mark.

Miss Emma McSwiggen, stenographer, was down to St. Joseph, January 6, and reports that town as being a lively place. I'll say it is, Emma, as that city is the "one worth while."

W. R. Votaw, agent, has been busy on account of acting as yardmaster and agent too.

The plumbers are working on our heating system here at our local office and we expect to have steam heat in a day or two—at least we hope that they have it installed before the winter is over.

St. Joseph Items.

"The City Worth While."

By N. V. P. and M. E. T.

E. W. Lucas, who has been ill for several months, has fully recovered and has resumed his former duties as yardmaster.

Mr. Goodrich spent a couple of weeks in Texas during the past month and while there he observed the general attitude of the merchants and shippers was of an optimistic nature, confidence being indicated on every hand that present quiet conditions will gradually disappear. Furthermore, that a live interest was in evidence there as to conditions in Old Mexico. Commercial organizations in the live cities of the South, including Fort Worth and Dallas on our line, have sent, and are arranging for delegations of business men to visit Mexican cities and boost trade extension. It was further learned, while visiting the Fort Worth stockyards, that buyers of cattle for feeding purposes are on the alert there, buying stockers by the trainload and sending them to Mexico, it having been said that during the time of Mexico's trouble many ranges in Mexico were about depleted of cattle.

NEBRASKA DIVISION.

Fairbury Notes.

By M. B. Kelso.

No, the superintendent of the Nebraska division hasn't an entire new office force. The picture in the Magazine last month was simply one that was taken long before the war and the editor of the Magazine must have had a housecleaning and found it.

Master Carpenter's clerk, Ray Otten, spent Christmas with friends in Pittsburgh, Kansas.

Engineer Gus Bitzer and wife spent Christmas with their daughter at San Antonio, Texas.

Rodman J. S. Hutchins and family spent Christmas with Mrs. Hutchins' parents in Goodland, Kans.

Engineer G. M. Allhouse and wife spent Christmas with relatives in Denver, Colo.

Conductor H. L. Duval has returned to work and has taken 305 and 306 on the Horton-Nelson line.

Clifford Davis, formerly master carpenter's clerk, paid us a visit during the Christmas holidays. Clifford is now attending Purdue university.

Little Miss Evelyn arrived at the home of W. V. Corp December 24th and Mr. Corp says she is the finest girl in the country.

Train Master Cameron and family spent Christmas with his daughter in Chicago.

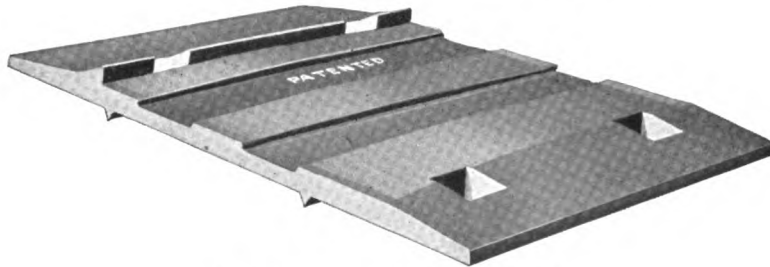
Dispatcher A. S. Bishop and wife spent Christmas in Red Cloud, Neb., with their daughter.

The ladies of the superintendent's, trainmaster's, Dispatcher's and telegraph offices had a



The steam wrecker was recently put into use to change out the turntable at Mantoy, Iowa, where improvements are being made.

The RRS Cambered Top, Ribbed Bottom Tie Plate shown below is standard on the ROCK ISLAND LINES



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Schaefer Truck Lever Connections are made from one piece open hearth Steel; jaws dropped forged; no welds.

They are 40% lighter and afford 100% increased strength, reducing normal renewals about 50%.

We carry in stock lengths from 2 feet
6 inches to 3 feet 6 inches, progressing
by $\frac{1}{2}$ inch changes. Detailed literature
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All Steel Flexible Car Roofs

M e a n

Dry Lading

Hutchins Car Roofing Company

very enjoyable time the day before Christmas. A picnic dinner to which all had contributed and all did full justice was the first thing on the program. After dinner there was a tree with many presents for all. The tree later was taken to a poor family. There were also toys for the children, apples, oranges and nuts. The men, not to be outdone, had subscribed money for the mother, so that we all enjoyed our Christmas the more for helping some one else.

Operator R. E. Shankland has bid in a trick in the relay office at Des Moines.

Section Foreman W. M. Hurlbut was called to Fairbury January 6th on account of the death of his brother. Mr. Hurlbut has our sympathy in his sorrow.

W. F. Newton and wife are enjoying a vacation in Texas, California and Utah.

Fireman L. W. Hall stole a march on his friends when he went to Omaha January 7th and was united in marriage to Miss Anne Weaver, daughter of Engineer M. B. Weaver. We wish the couple happiness on their journey through life.

Operator C. M. Cowan has returned from a two weeks' leave of absence.

Mrs. H. M. Davis enjoyed a few days leave of absence during the holidays. Miss Helen Woolen relieved her.

Operator L. D. Whitley was granted thirty days' leave of absence January 6th.

Operator Holmes was called home the first part of January on account of the illness of his father.

Engineer McLennan was called away on account of the death of his granddaughter.

Dispatcher Albright has accepted service with the B. & O. Railway at Connellsville, Pa.

O. B. Olson is with the Rio Grande at Salida, Colorado.

L. E. McKnight is doing extra dispatching at Fairbury.

Roundhouse Items.

By Hiney.

I would appreciate it very much if any of the men or ladies of the mechanical department at Fairbury would give me a tip on any new items that should be put in this column.

Geo. Hanners, our roundhouse clerk, has gotten married. We all warned George and everything, but to no avail; he wouldn't heed and did it anyhow. Anyhow we wish him good luck and lots of it.

Arthur Ackerman is to leave us the 20th of January. Arthur has been the mechanical department timekeeper since the office was established at Fairbury and we are sorry to see him go. It is presumed that Fred Nutzman will take his place, which will leave a vacancy for a material clerk.

Cornelius King is pretty proud these days of the new U. S. L. electric welder that was received here January 8th.

The labor gang in the Fairbury roundhouse was cut five men January 11th.

Ross McCall is now working as storeroom attendant at Fairbury on the second shift.

Lincoln Items.

By R. D. McCauley.

The writer takes this means of thanking Mr. Remington and assistant for the fountain pen, which was received just before Christmas.

Our abstract clerk, Miss Perry, is back from her vacation and reports an enjoyable time.

Yard Clerk E. C. Perry and Abstract Clerk Miss Fern Perry were Omaha visitors the first part of the month.

Mrs. R. D. McCauley and daughter, Lorraine, wife and daughter of our cashier, spent the holidays visiting in Colorado.

We are pleased to note that business at Lincoln is picking up again and we hope to be back to normal in a short time.

Phillipsburg News.

By A. E. W.

Another one of our men has joined the ranks of married men. K. Waccace was united in marriage to Miss Ruth Morrill of Kensington about December 24th.

Dee McPherson, hostler helper, took a couple of weeks off latter part of December to spend the holidays in visiting relatives at Topeka, Kan.

Hostler Jake Hobbs, with Mrs. and Son Dale, too a couple of weeks off latter part of December to visit friends and relatives around Herington. Fireman Frank Whitley relieved Mr. Hobbs during his absence.

Stationary Fireman George Tracy took a few days off latter part of December to visit his brother at Minneapolis, Minn.

Machinist Helper Luther Crider was forced to lay off for a few days account of the Mrs. being sick. The report is at this writing she is getting along very nicely.

Hostler Joe Ludwig took a day off forepart of January to enjoy a visit with his brother of Goodland, Kan.

Night Foreman McAllin took a few days off forepart of January and with the Mrs. spent the time visiting relatives at Moline, Ill.

Boilermaker Goldsmith of Fairbury, Nebr., was sent up to take the place of Boilermaker Riddle while he was acting night foreman for a few nights the 1st of January.

Was necessary to make another reduction in mechanical force at Phillipsburg, effective January 15th. Two laborers and one car man was laid off to reduce expenses.

Miss Edith Manz spent a few days about the middle of January visiting relatives at Denver, Colo.

Machinist Dane Stapp, wife and daughter Audrey, took in the dance at Omaha, Nebr., given by the Foremen's Association the forepart of January.

Foreman G. E. Broffson and Darrell O'Leary

made a run to Fairbury about the 5th of January to attend the M. C. B. meeting at the Master Mechanic's office.
Master Mechanic B. H. Smith of Fairbury paid the burg a visit the second week in January.

OKLAHOMA DIVISION.

A. H. Sturdevant, master carpenter, has just returned from leave of absence. Mr. Bilbrey, who has been handling his work, will resume his position as B. & B. foreman.

Rail laying on this Division is in progress from Bridgeport to Hydro, where we are relaying 65-pound with 85-pound and now have about three and one-half miles of this rail laid.

On the 13th of January we had a four-inch snowfall over practically the entire Division, this being the first snow of the season.

Work on the new treating plant at Oklahoma City will be started shortly as all material has been received.

G. M. Stonebraker, traveling yard supervisor, was a pleasant caller at this office on the 14th.

Work is in progress on new passing and stock tracks at Goary, Okla. This will relieve the congested conditions we have at this point due to the accumulation of cars from the Choctaw Northern and E. & A. Branches.

Wash out bridge at MP 14-11 on Choctaw Northern on overflow channel of the North Canadian river has been completed.

Time Card No. 4 is now being prepared to go into effect at 12:01 A. M., January 23rd.

PAN HANDLE DIVISION.

By C. D.

A. W. Kelso held the Second District Book of Rules meeting in the Committee Room of the Office Building at El Reno, Dec. 17th. Trainmasters, Road Foremen of Equipment, Roadmasters, and Division Engineers from the different Divisions being in attendance.

H. R. Tinkelpaugh, Division Accountant, enjoyed a week's vacation during the Holiday time, he and family spending Xmas with Mrs. Tinkelpaugh's parents, Trainmaster Barnes and wife of Amarillo.

Frank H. Wellendorf has been appointed Division Motor Car Inspector with headquarters at Goary, Oklahoma. This position formerly was occupied by C. C. Chace who resigned a short time ago.

Vice-President L. C. Fritch went over the Pan Handle Division from El Reno to Sayre on Jan. 12th. Supt. McDougal and Division Engineer Leas accompanying him. Mr. Fritch expressed himself as being very well pleased with conditions on this Division.

Conductor Harry Jolly and wife of Trenton, Mo. were guests of Trainmaster Redans and wife during the first part of January.

We regret to report the death of C. V. Smith, who has been employed in various positions at Sayre, Oklahoma for a good many years and extend our sympathy to Mrs. Smith and family.

We are in receipt of a copy of very complimentary letter from General Superintendent Freight Claims W. O. Bunker to Agent at Weatherford, Okla., with regard to the efficient manner in which reports covering exceptions to freight, etc., are being made to the Freight Claim Department by that station. The reporting of same is directly due to the efforts of Swayze V. Coble, warehouseman at that point.

Division Engineer Leas and family spent Christmas in Shawnee with Mr. Leas' parents.

ST. LOUIS DIVISION.

Eldon (Mo.) Items.

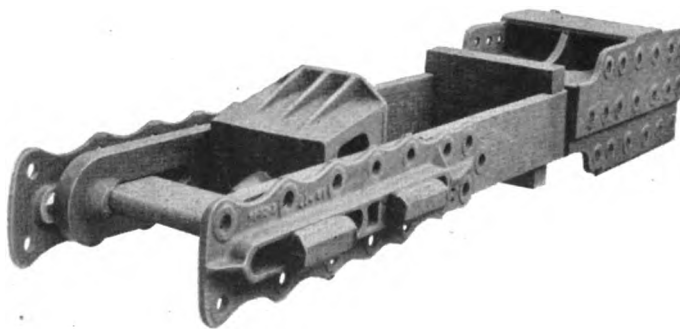
By L. W.

Agent C. O. Mennell and Mrs. Mennell and daughter Grace, were in St. Louis for a few days. They went down for medical treatment for Miss Grace.

Miss Marion Correll, daughter of Superintendent and Mrs. Correll, has arrived home from Illinois where she is attending school, to spend the holidays at the best place in the world at Christmas time—home.

Superintendent H. E. Correll attended the merchandise meeting in Kansas City this week.

Maintenance Clerk L. H. Gunter and Mrs. Gunter made a holiday jaunt to Warrensburg, where



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Furnish the Strongest Connection between
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Simple — Durable — Efficient

THE T. H. SYMINGTON CO.

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Anti-Foaming Compound

OF THE HIGHEST QUALITY

AND

Polarized Mercury

(AN ANTI-SCALING COMPOUND)

which will reduce scale and corrosion
with greatest economy

ARE MANUFACTURED BY

THE BIRD - ARCHER CO.

NEW YORK

CHICAGO

ST. LOUIS



A "war relic" located at El Reno, Oklahoma. This hut was built by the Rock Island employees of El Reno for Red Cross war work and probably will stand for many years to come. The hut was operated by a local canteen committee of El Reno ladies, headed by Mrs. Carl Humphrey, daughter of Vice-President and General Manager Beacom.

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Manufacturers of

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THE P. & M. CO. (ENGLAND) LTD.
31 BUDGE ROW
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This Trade Mark

Track Tools



on your track tools
means a satisfied work-
man and better work.

Let us prove the
economy of their use.

Nut Locks

Forty-four years of
quality building goes
into every tool with
our trade mark on it.

VERONA TOOL WORKS

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"D" Couplers

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217 Merchants Bank Bldg.

CHICAGO OFFICE
619 Railway Exchange

they were entertained right royally by friends who were former schoolmates.

Roadmaster V. B. Simpson acted as Santa Claus in supplying a number of the Eldon people with Christmas trees to be used in private homes. These trees were selected from the cedar groves on the bluffs of the Osage and Gasconade Rivers and this act of kindness by Mr. Simpson is appreciated and contributed much in bringing good cheer to the homes in which these trees were erected.

One of the prettiest new bungalows seen in Eldon for some years was the surprise of old Kris Kringle to Miss Virginia Self. Judging from the hospitable plans which are being made by this young lady there is a gay season ahead in Doll-dom for 1921.

A very successful prevent claims meeting was held in Eldon recently. A large attendance and much enthusiasm was shown by everyone. This was more of a get-together meeting for the purpose of perfecting a good organization. Two of the principal subjects discussed were the prevention of claims on live stock and perishable freight. Next meeting the proper marking and packing of freight, handling damaged freight at destinations and properly receipting for and delivery of freight will be discussed. It is desired that everyone will be ready to discuss the subjects thoroughly. The claims paid out on the Rock Island in 1919 were \$2,402,205.17, and we want to reduce this amount. The public, especially merchants and shippers, are, or should be, vitally interested in this matter, and it is desired that merchants and shippers and others interested be present at these meetings and give the benefit of their ideas and suggestions and co-operate in reducing this enormous amount of money paid out for claims. Ample notice will be given as to the date of the next meeting, which will be held about the first part of February.

Captain Harold F. Beacom, a little fellow when his father, Vice-President Beacom of the Rock Island was Superintendent of the St. Louis Division, and who distinguished himself so gallantly in the late war, has been given the unusual honor of being one of the committee selected to supervise the raising of the monument which is to be erected to the American soldiers who fell in the battle of the Marne. Captain Beacom will leave for France in April.

An interesting railroad career came to an end last week when James McSpaden, better known as "Mac," news agent for thirty-three years on the Rock Island, resigned to enter business for himself, more to "please the Missus," he said, than anything else. Before selling books and magazines on the Rock Island, Mr. McSpaden had been in the service of other lines for some ten years or more. Mr. McSpaden knew all those who have passed along and also all who are in "Who's Who" on the railroads of today. He speaks with pleasure of how he knew Superintendent Correll's father when Mr. Correll's father was just a young man.

Master Mechanic and Mrs. W. B. Embury are receiving congratulations over the arrival of a fine ten-pound boy at their home in Kansas City January 1. The little fellow starts life with much publicity as he bears the unique distinction of being the only baby arriving with the New Year either in Kansas City, Missouri, or Kansas City, Kansas, and as a consequence has been made much of by the papers in those cities.

BOWLING.

Standing of the LaSalle Bowling League for week ending Jan. 15th, 1921.

TEAM STANDING.				
Team.	W.	L.	Pct.	Team. Avg.
1. Bldg. Engineers	32	16	.667	23.131 482
2. Engineers	31	17	.646	23.182 483
3. Valuation Dept.	29	19	.604	23.034 480
4. Mechanical Dept.	27	21	.563	22.878 477
5. President's Office	27	21	.563	22.413 467
6. Tracers	18	30	.375	21.920 457
7. Purchasing Dept.	16	32	.333	21.193 442
8. Checkers	11	37	.229	21.132 440

INDIVIDUAL AVERAGES.

Name.	Gms.	Total.	Avg.
1. Fowler, 3	48	8359	.174
2. Peterson, 4	45	7716	.171
3. Phillips, 5	48	8089	.169
4. Magnuson, 2	45	7570	.168
5. Warren, 2	48	8025	.166
6. Blank, 6	48	7964	.166
7. Browning, 8	33	5425	.164
8. Christensen, 1	48	7754	.162
9. Krammes, 1	47	7711	.161
10. Roper, 1	42	6724	.160
11. Scheeder, 6	48	7624	.159
12. Lackey, 4	36	5689	.158

Individual high game—Magnuson, 245.

Individual high series—Peterson, 631.

Team high game—Mechanical Dept., 534.

Team high series—Mechanical Dept., 1694.

Letters from Our Readers

To the Editor:

I have just been handed by a friend, a part of an old freight receipt which was interesting to me and I thought, perhaps, it might be interesting to other Rock Island employees. The receipt was found among some old papers. It is dated December 22, 1857, the Rock Island being then called the Mississippi & Missouri R. R. Company. The receipt is for a "bundle of mops; 2 bundles of forks and 1 bundle of knives."

This road was built through West Liberty in

Rock Island Magazine for February, 1921

1855, the first train being run into Iowa City near the end of that year. That town had offered a bonus of \$5,000, provided a train was run in there before January 1, 1856 and many farmers turned out and helped to lay the track, many of the ties being laid down on the frozen ground without same being broken. The first train ran into there a few days before the end of the year and a big celebration and barbecue was given.

I have heard my mother tell of attending and also of other happenings of those pioneer days, such as the whole neighborhood journeying to the station to see the first train arrive here and how glad they were to hear the first locomotive whistle. She came to a farm near here with her parents in the early part of 1855 from Maryland. At that time, the railroad terminated at Rock Island and they had to come from that place down to Muscatine on the boat, where they were met by neighbors with farm wagons, they being glad to welcome them to the very sparsely settled country. It is interesting to note that the number of freight bill I received, was No. 100—only that number of shipments having been received on the 22nd of the month, whereas now our "pro" numbers run well into the thousands for that length of time.—H. R. Childs, Cashier, West Liberty, Iowa.

Of Interest to Women

(Continued from page 28)

a smart hat of soft dark felt banded with moire is a good addition.

For little girls, frocks of challis, gingham, percale or jersey cloth are suitable.

A dress of blue serge may be attractively decorated with red yarn in a number of parallel lines. In spots other lines are added forming triangles or squares, all enclosed with simple chain stitches.

A dress of dark brown challis may be decorated with scallops of red wool, and finished with a red velvet ribbon sash.

Chinese designs of embroidery are very effective on dark dresses. Green yarn designs and tiny balls made of the yarn could be employed.

A girl's coat of brown duvetyn may be trimmed with beaver fur.

Black velvet is good for a coat for a "six-year-old" with trimming of opposum. Dark blue duvetyn with trimming of skunk fur.

Instructions in ordering any of the following patterns may be found in the caption beneath the illustration on page twenty-eight.

No. 3942.—Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size will require 5½ yards of 40-inch material. The width of the skirt at its lower edge is 2 yards. Price 10 cents.

Nos. 3486-3381.—Ladies' Costume. Waist 3486. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3381 cut in 6 sizes: 24, 26, 28, 30, 32 and 34 inches waist measure. The width of the skirt at lower edge is 1½ yards. To make the dress for a medium size will require 9 yards of 38-inch material. TWO separate patterns, 10 cents FOR EACH pattern.

No. 3504.—Frock for the Young Miss. Cut in 3 sizes: 12, 14 and 16 years. A 14-year size will require 4½ yards of 36-inch material. Price 10c.

No. 3460.—Dress for Breakfast or Service. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42; and extra large 44-46 inches bust measure. The width of the skirt at the foot is 2 yards. It will require 7½ yards of 27-inch material for a medium size. Price 10 cents.

No. 3471.—A Pretty Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. The width of the skirt at lower edge is 2 yards. A 38-inch size will require 4½ yards of 44-inch material. Price 10 cents.

No. 3466.—Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 14-year size will require 4½ yards of 44-inch material. Price 10 cents.

No. 3500.—Girl's Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size will require 2½ yards of 36-inch material. Price 10 cents.

No. 3401.—Girl's Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require 3½ yards of 38-inch material. Price 10 cents.

No. 3494.—Boy's Rompers. Cut in 4 sizes: 2, 3, 4 and 5 years. A 4-year size will require 3 yards of 27-inch material. Price 10 cents.

No. 3472.—A Simple Chemise Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16-year size will require 4 yards of 44-inch material. The width of the skirt at the foot is 2 yards. Price 10 cents.

No. 3485.—Ladies' Anorak. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42; extra large, 44-46 inches bust measure. A medium size will require 7½ yards of 27-inch material. The width of the skirt at lower edge is about 2 yards. Price 10 cents.

No. 3470.—Girl's Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size will require 2½ yards of 36-inch material. Price 10 cents.

"AMERICAN" Railroad Ditcher Does Work of 66 Hand Laborers

One "AMERICAN" Railroad Ditcher working under average conditions will dig 500 cubic yards of material out of your right-of-way ditches in ten hours.

66 hand laborers would be required to handle the same amount of material in the same time.

Let's see how the two methods will compare in cost:

66 laborers @ each \$3.00.....	\$198.00
1 foreman	4.00

Cost of hand crew per day.....\$202.00

Cost per day of operating "AMERICAN" Railroad Ditcher:

Operator	\$ 5.00
Fireman	3.00
Coal	3.00
Oil, Waste, etc.	1.00

\$12.00

2 laborers at ea. \$3.00.....	\$ 6.00
-------------------------------	---------

Cost of operating Ditcher per day..\$18.00

Cost of hand crew.....	\$202.00
Cost of Ditcher.....	18.00

Saving per day.....\$184.00

The work train cost would be the same in both cases, unless the "AMERICAN" was used between two 16-yard dump cars. This would permit the use of a lighter locomotive than would be required for a flat car work train and would mean additional saving for the "AMERICAN" Railroad Ditcher over the hand crew.

No matter where you are, an "AMERICAN" representative can reach you in twenty-four hours.



AMERICAN

HOIST & DERRICK CO.



St. Paul, Minnesota

GLOBE SEAMLESS STEEL TUBES

Boiler Tubes

Arch Tubes

Superheater Tubes

Safe Ends

Mechanical Tubing

Globe Seamless Steel Tubes Co.

General Sales Offices:

Peoples Gas Building, Chicago

DISTRICT SALES OFFICES:

30 Church Street, New York City

Book Building, Detroit

Creco Brake Beam Support and Safety Device

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

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

Creco Brake Beam Supports decrease train resistance 10% or more.

CHICAGO RAILWAY EQUIPMENT CO., McCormick Bldg., Chicago

GROVELAND COAL

*"Not a Clinker
in a Carload"*

GROVELAND COAL

SOLD ONLY BY

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Peoria, Ill., Office - - 339 Hippodrome Bldg.

Livingston Refiners Corporation

Dependable Products of Petroleum

S. R. GASOLINES

Blended Gasolines

NAPHTHAS

KEROSENES



GAS OILS

DISTILLATES

ROAD OILS

LUBRICANTS

FUEL OIL

For Prompt Shipment

General Offices: TULSA, OKLAHOMA

Refinery: WALTERS, OKLAHOMA

Cut 50 Per Cent

(Continued from page 13)

tion are now covered by a claim and we will assume that the consignee is the one that is filing. What is the first step in the procedure? Would he not make out Form 67, Claim Statement, supported by bill of lading, invoice and expense bill? He should, and no claim not so supported should be accepted by any agent. It only delays settlement of the claim and if the claim is one that you should pay and the proper papers are not attached when going into the Claim Office, it is only a question of a few days until you will be asked to secure them and inasmuch as the claimant has now received his money it will be found hard work to secure the proper documents.

A claim properly supported should be made up of the following papers:

Expense bill, bill of lading, original invoice or certified copy of same, OS&D report, and such other papers as will throw light on and support the claim. If covering concealed loss or damage, then an affidavit from both shipper and consignee is desirable in effect that shipment was properly packed as per invoice when shipped and that shipment consisted of such and such goods when received at destination. These forms can be obtained from the Freight Claim Department.

On stock claims, it is important that every effort be made to secure such data at time of unloading as will assist in settlement of the claim either before suit is filed or such information as will enable us to defeat a suit if one is filed. A record made at time and place of unloading stock, or in any other commodity for that matter, is a good record to have in the case of any claim going to suit.

There is nothing that demoralizes our business as much as inefficient service. Service is all that we have to sell. Let's make our service a winner whether in the handling of freight claims or securing the business.

Remember our slogan, "PREVENT CLAIMS," and make a big reduction this year in claim payments.

Do not raise or move engine with crane while any one is on engine.



"Judge" Wm. Spivie, who heads a discipline committee for employees at El Dorado roundhouse.

Rock Island Magazine for February, 1921

Source of Claims

(Continued from page 13)

trains. Stated that a local train should be handled the easiest of any class of train and that no merchandise cars be cut off and kicked, as car usually goes either too far, couples with a jar into other cars and knocks down the merchandise and usually injures it, or else car does not go far enough and necessitates another kick, in which circumstance the engineer as a general rule is a bit short on temper and kicks it entirely too hard. He called attention to the importance of quick movement and delivery of all merchandise to consignee as a method to prevent claims. Mr. Holder then spoke of loyalty and disclaimed that a corporation was a heartless organization.

H. V. Owsley, engineer, talked on manner of handling through freight from viewpoint of through freight engineer. Starting and stopping of trains a big factor in safe movement of traffic. Also considered proper lighting facilities as necessary to proper handling of train. Stated that engineers as well as the entire train crew should familiarize themselves with the lay of the land at all points so they could use good judgment in spotting cars, etc. Mr. Owsley then spoke of matter of handling shippers and the public and illustrated his idea by recalling the story of how the warm sunshine succeeded in making the man remove his coat when the blustering wind had failed.

The following point discussed at a recent staff meeting at Wichita, is of interest regarding claim prevention:

"Mention was made of Mr. Beacom's circular No. 11 which was distributed to all employees at a previous meeting, instructing employees how to prevent claims, the last sentence in particular, which calls attention to the fact that receiving and delivery clerks keep themselves familiar with all details and new instructions issued. Mr. Lewis mentioned a conference he had with some of the employees a few days previous, one of the employees offered the excuse for some failure that 'he did not know.' Using the above as an illustration, Agent Lewis explained that the excuse, 'I don't know,' was the worst excuse that could be offered, and that if an excuse had to be given, to give some other reason, because that is what we are here for, to know, and we are getting paid to know these things, and as Mr. Beacom says, it is up to us to keep ourselves familiar with all the details and instructions so that we will not be called upon for an accounting and be placed in the embarrassing position of saying 'I did not know.'"

Robert Lansing, former secretary of State, who resigned because his mind did not go along with Mr. Wilson's, will publish his memoirs of the Versailles peace conference some time during the latter part of March. The book is completed and is awaiting the retirement of the Wilson administration before going to the public.

When Warren G. Harding takes the oath of office March 4 he will use the same Bible used by George Washington. This Bible is owned by Alexandria Masonic Lodge, Alexandria, Va. The Bible is kept in a glass cage on the altar of Alexandria lodge.

MULTIPLATE

VALVE SERVICE

When a valve leaks do not remove it from the line to repair it. Make the repairs in the line by removing a plate from the head and a plate from the seat and scrap them; put the parts back in the valve and tighten them up carefully; and you have a valve good as new. Let our service man show you. Do not tolerate leaks, they are a nuisance and an expense to your company.

O'Malley Beare Valve Co.

RAILWAY EXCHANGE
CHICAGO, ILLINOIS

NEW YORK

PITTSBURGH

SEATTLE

SAN FRANCISCO

HOME OIL REFINING COMPANY Of Texas

OFFICES:
1201 Burk Burnett Bldg.
FORT WORTH, TEXAS

Producers and Refiners

OFFICES:
Railway Oil Department
FRANKLIN, PENNSYLVANIA

Refinery at Yale, Oklahoma, a large refinery at Fort Worth, Texas. Dealers in Gasoline, Fuel Oil, and all other products which can be refined from the Ranger and Burk Burnett Crude Oil.

HOME OIL REFINING COMPANY OF TEXAS,
Railway Oil Department,
FRANKLIN, PENNSYLVANIA.

Manufacturers of Valve, Superheat Valve, Engine, Coach, Car, Greases, and Signal Oils.

The Company is erecting a modern plant in Franklin, Pennsylvania, and only the best material obtainable will be used in the manufacture of its various products, for both Steam and Electric Railways. Will be ready to furnish Superior Railway Oils, such as General Charles Miller has been recommending for the past forty years, with some improvements added.

This notice is given to the Railways of the United States, so that when they wish to purchase lubricants on gallonage or guaranty basis, communicate with:

GENERAL CHARLES MILLER, Chairman,
Franklin, Pennsylvania.

Loose Leaf Systems

Order Blanks

Telephone Harrison 243

H. J. Armstrong & Co.

Blank Book Makers
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The "Pyle-National"

Steam Turbo-Generators

ELECTRIC LIGHTING FOR

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TRAIN LIGHTING

OIL WELL DRILLING

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The Pyle-National Company
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'ANGUERA LUMBER & TIE COMPANY

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**TIMBER
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Telephone Harrison 6140
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RAILROAD AND COMMERCIAL
PRINTERS

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Licensed Railroad Ticket Printers

618-620 So. Sherman St., CHICAGO

First Aid

(Continued from page 12)

rected upward; fastening the feet in this position with a piece of cloth, rope, heavy string, belt or any other available material greatly lessens the amount of motion of the fractured limb, prevents the causation of unnecessary pain and lessens the damage which would otherwise be done to the patient in moving him.

WHAT MATERIALS MAY BE USED FOR SPLINTS.

In giving First Aid treatment for fractures anything which will give support to the broken limb may be used as splint material. Of course, the lighter and firmer the material is, the more efficient it will be in limiting the motion of the broken fragments when applied to the injured limb. If thin long pieces of wood are available they make the most desirable splints, but in their absence, many other things may be used. One of the best temporary splints is a blanket folded so that in one direction it is long enough to include the whole lower limb and then rolled up from each end so as to form two firm rolls, one of which is so placed as to be on each side of the limb; this is then bound on with four or five pieces of cloth, rope, leather belt or any other available material for tying. The blanket splint may be made still more efficient by rolling into each half of it some article which will make it stiffer, such as a broom handle, cane, umbrella or something of that sort.

A pillow makes a fairly good splint, but does not give as good support as a blanket splint. The limb is laid gently upon the pillow which is then tied to the limb with three or four pieces of cloth or other material. For a fracture of the forearm or arm even a newspaper folded in a sufficient number of layers to be stiff makes quite a firm support. Heavy pasteboard or even a cover of a book may be used. If nothing else is at hand, broom handles, canes, umbrellas, pieces of iron, sheet metal, tin or any firm material may be utilized for a splint.

In applying splints they must never be put next to the patient's bare skin, but must always be padded with some soft material. Cotton is the best material, if available, but folded layers of cloth may be used. Leaves, straw or other soft material wrapped in cloth may be used for padding. Ordinarily the first aid splint is put on over the patient's clothing, the clothing thereby furnishing a certain amount of padding.

Care must always be taken either in tying the patient's limbs together or in applying a splint not to tie them so tight as to shut off the circulation. A frac-

In case the fracture is compound, by which is meant that the skin over the fracture has been pierced, something clean ought to be put over the wound. Of course, the very best thing to put next to the wound would be sterile gauze, but as this probably will not be available, the cleanest piece of cloth to be obtained should be used. Freshly laundered linen or cotton is nearly sterile and it is much safer to have some such material next to the wound than the patient's soiled clothing. Such a dressing will also keep further dirt from getting into the wound. A handkerchief which has not been used, a napkin, pillow case, piece of sheet or clean underclothing will answer for this purpose. It should be fastened on the wound by a piece of cloth wound around the limb, before the

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limbs are bound up by tying one limb to another or by applying a splint.

In a later article we will take up the matter of treatment of fractures of individual bones in various parts of the body.

Fire Causes

(Continued from page 10)

England 30 cents; in Holland 11 cents and in entire Europe 30 cents.

During 1918 the monetary value of property destroyed in the United States, including fires on the railroads, exceeded the value of the output of gold in the United States and its possessions for a period of two and one-half years.

The property destroyed by fire in the United States during this same year furnished sufficient waste to line both sides of a highway a thousand miles long. At every three-quarters of a mile a lost life is represented and at every mile the record of five persons injured or burned in these fires stands out, this picturing not only an almost unbelievable property loss and waste, but a startling loss of man power, life and limb.

Under causes reported as "Unknown," there appears a total of 1,418, representing \$1,405,212, or approximately 15½% of the total loss. Such a showing is to be regretted. If the "cause" of every fire is not determined and the remedy applied to prevent similar ones, fire prevention methods cannot be applied. **LEARN THE CAUSE**—determine who is responsible and employ measures to **PREVENT FIRE**. Do not have it said that we were unable to determine the cause and take or recommend action to prevent fires under that very objectionable caption, "Unknown." We must know the "cause" if we are to be successful in our **FIRE PREVENTION EFFORTS**.

During the past few years the Rock Island has been recognized among the leaders in their efforts to conserve their property and has endeavored through their Fire Prevention Department to eliminate fires and their resultant losses, and our employes will be pleased to know that we have been in a large measure successful. The management has equipped us with modern and proper fire fighting facilities; our fire brigades have been well manned, well trained and have proved their efficiency through prompt response and successful fire fighting. Our employes have been generally alert to the real need of doing their full and personal part in preventing fire through seeking for and removal of causes and in assisting to the limit in fighting fire wherever and whenever it occurred without regard to personal sacrifice.

That the **ROCK ISLAND** may continue to be recognized as one of the leaders in the broad field of "Fire Prevention," each and every member of the "Rock Island Family" must continue to assume personal responsibility for the prevention of fire through seeking out and removal of every cause from which fire might occur, and as a matter of education, as well as to assist in the advancement of real interest in this decidedly needed campaign, will accept his personal responsibility for fires that might occur through any act either of omission or of commission on his part.

We are assured that the owners and management greatly appreciate the co-operation and efforts that have been given by the employes in the splendid work which has been done in the elimination of causes for these great losses.

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Railroad Dept.

H. C. CONLEY, Supt.

Tuna Fishing

(Continued from page 7)

second imbedded in a roller and crashes down with it into a creamy foam, out of which he darts at a speed that makes the line smoke in the reel. Then there are lulls of infinitesimal duration in which fish and fisher and boatman rest, the launch continuing in its circle.

LOOKS AT WRIST WATCH.

The fisherman looks at his wrist-watch. "He's been on half an hour." Tug, twist, dart, advance, retreat—the fish is still fighting. In flashes and gleams he is visible in his projectile motion—his eye on the boat. He looks to me like a dog running at top speed with ears flattened back on his head, the bluntness of his nose smudged in the racing water, the line cutting the surface into a silvery ripple. . . . The perspiration streams down the fisherman's face, and from the way the line swishes through the water and the pole bends or points from side to side and the man has to change his purchase on the deck, you begin to wonder if the fish hasn't caught the man much as the man has caught the fish. . . . "It looks like a sixty-pounder," he says; then there's another outward rush and a stop in which the line must be drawn in with incredible rapidity and the boat has to be headed in a swift jerk all around the compass.

"No, by Jove, he's an eighty-pounder—no, a blue-buttoner or more." After this, with many savage spurts and stops in the meantime, the pull on the line is lessened and the fish seems to be coming with and toward the boat.

The fisherman sits down in his chair, alert, keen, tired. The boatman sizes the long gaff, saying, "He's all in, he's done—slowly—slowly now, be careful, we've got him." The fisherman reels in gradually. There's a snarl on the line where the kite string broke off. Will it run through the eyelet at the end of the pole? It doesn't seem so. The boatman reaches over to untangle the snarl. The fisherman gets up. The tuna has been fighting one hour and eleven minutes. The fish seems to lie still in the water, watching, as he is being wound in. The boatman stoops for the gaff again, and the fisherman raises the pole to an approximation of the perpendicular—crack! the line parts like a fiddle-string and one end whips around the pole. The fish sinks like a stone.

The fisherman looks at the boatman, who looks back one glance, then turns to his levers. Not a word! The fisherman sits down and looks at the sea as if it were not there—as if the tuna had plunged away with the life of him. Wearily, almost somnambulistically he reaches for pouch and pipe and fills the latter from the former and strikes a match. The boatman reaches down to the deck and picks up a flag and puts it away. It is a flag that was to be raised, signifying to all the harbor a tuna had been caught. And the boat drifts along in a silence vaster than the sea or the sun.

Gen. Enoch Crowder has been sent to Cuba by President Wilson to report on financial, political and economic difficulties with which the island republic is wrestling.

Do not swing a sledge until you are sure no one is behind you.

Do not use ladders that are not equipped with anti-slipping devices.

Rock Island Magazine for February, 1921

Reminiscences

(Continued from page 26)

gether wagons, buggies and other implements.

"The Peoria line brought a number of car loads that had to be transferred on account of connecting lines at Peoria not allowing their cars to go west of the Mississippi river. Most of these commodities consisted of iron safes, chewing tobacco in butts and caddies, candles, ginseng, hams in tierces and boxes, cast iron water pipes, stoves and heading, cement in barrels and bags, etc., which added much to the work, the facilities at times not being the best, the cars small and doors narrow, added to the trouble in handling much of this freight; but by cheerful co-operation of yardmaster and his men, the work was accomplished.

"The spirit of pulling together and loyalty to the cause in which engaged, will accomplish big results and overcome the greatest difficulties."

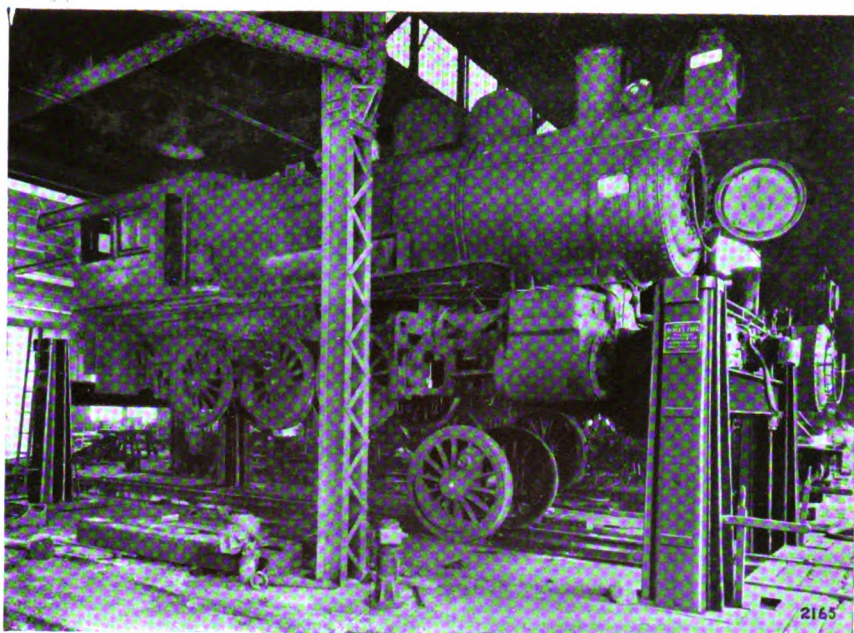


Preventable Diseases

The examination of hundreds of thousands of young men for army service demonstrated the fact that many of them were suffering from the effects of preventable diseases which might have been avoided if the young men had known the method of the spread of these diseases and had realized the great injury which such diseases do to the person contracting it. The venereal diseases are especially referred to, and it is well known that in almost every case they are ascribed to immoral practices which the person exposing himself would be more inclined to avoid if he were cognizant of the danger he was running.

During the war and since the armistice the government has been carrying on a campaign of education in the matter of avoidance of venereal diseases and while the railroads were under Federal Administration, the United States Public Health Service held two conferences with representatives of all the railroads of the country, including the operating officers and chief surgeons of the railroads, asking them to co-operate in the matter of spreading this information. The C. R. I. & P. Ry. Co. offered to co-operate and to that end has purchased three reels of a film entitled, "Venereal Diseases—Their Origin and Results." This film is now in the office of the chief surgeon and it is planned to exhibit it at various points on the line for the benefit of the male population, including Rock Island employees. The local surgeons of the company will co-operate with the United States Public Health Service to the extent of arranging for these exhibitions with the assistance of other officials of the company.

This film was exhibited at the recent meeting of the Surgical Association of the Rock Island Lines in Chicago, also at the meeting of the American Association of Railway Surgeons. The surgeons were very enthusiastic over the educational value of this film, because it shows in a way which anyone can understand the method of the spread and ravages of these diseases and makes an impression on the memory which could not be made by a much greater amount of reading or attendance on lectures. It is hoped the employees will avail themselves of the opportunity presented to see this film and are sure that they will find the information to be obtained will amply repay them for the time spent in attending the exhibition.



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ILLINOIS TRACTION SYSTEM

All Employees Working

John G. Farmer, general passenger agent at Ft. Worth, makes the following report on activities of employes in Texas, in getting new business, the plan of which was published in the January issue of this magazine:

"The Gulf Lines of the Rock Island in an endeavor to increase revenue both freight and passenger have inaugurated a system whereby each employe is an active solicitor. This system is just now getting under headway and reports of actual business secured as follows:

"V. E. Kummro, voucher clerk, general passenger office, one ticket to Omaha.

"Warren W. Kummro, file clerk, general passenger office, one ticket to Kansas City and one ticket to Amarillo.

"In addition, members of employes' families are also actively engaged in securing business for our company, both freight and passenger. Mrs. T. W. Bowdry, wife of the Division Passenger Agent, Ft. Worth, delivered an Oklahoma City passenger to our city ticket office, after the lady had decided on using a competitive line.

"We have at present many tips on business from employes in all departments and these are now being actively solicited. Results will be given later."

Of Interest to Agents

The following letter from Superintendent C. L. Ruppert at Rock Island, Ill., is of interest to agents:

A traveling man, while passing through Peru on Train No. 17, November 22nd, gained such a favorable impression of the premises that he writes the following letter:

"Was much impressed with the neat appearance of Waiting Room, platform and station grounds at Peru on Monday, November 22nd, while No. 17 was there for several minutes. It is seldom I have found a station in such orderly condition as affects the general public and therefore feel I should mention it. I did not have opportunity to speak to any of the station forces at the time, but would have liked to have done so as I feel much credit is reflected from their efforts. Rooms were swept clean, stove pans clean, platform and grounds clear of papers and rubbish and station trucks carefully placed and handles hooked up. Ashes from stoves outside had been carefully spread out on ground instead of dumped in a pile as is often seen at many places."

We ought not to let Peru take all the honors and I hope other stations on this division will take such care of their station grounds and buildings as to warrant such reports from other points. Who will be the next to win equal comment?



Me and the feller at the bench across the way has got to have a better understandin' of things 'fore we can reduce the cost of livin'. He's smart, Bill is, and he's earnest about the thing. He would fight this thing right out—take it to the state legislature and to Congress, and have laws made to stop it.

Bill gets so heated on the subject that he forgets to wait until the noon-hour to expound his views. Stops right in the midst of his work. Now, there's where we disagree, and so one day I told him:

"Bill," says I, "let's fight the thing right out in this shop. They ain't no good in stoppin' production to take a soap box on the street corner and wail against the thing. You and me by producin' more can do the trick. If there's profiteers, the loafer is makin' 'em. Eggs ain't a dollar a dozen when the hens are layin' good."

Our Monthly Quiz

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

1. Why are some paintings called "frescoes"?
 2. When did the District of Columbia have a delegate in Congress?
 3. Where is the oldest city in the world?
 4. What is the salary of the President of the United States?
 5. When did the first steamship cross the Atlantic?
 6. Why don't evergreens lose their leaves?
 7. What President was buried at the expense of his friends?
 8. When do the "Halcyon Days" occur?
 9. Where is the United States Naval Academy located?
 10. Where will President Wilson live after March 4?
- (Copyright, 1921, by Public Ledger Co.)

Helped the Needy

Of course, it's a little late to talk about Christmas, but it isn't too late to tell how Rock Island employes at the car accountants' office at Hamilton Park played Santa Claus to eighteen needy families on December 24, last. Under the leadership of Mr. Linnehan and aided by Misses Sanders, Pike and Johnson, as a committee, the families were visited and contributions of clothing, toys, baskets of food and in some cases, money, were left to cheer up the children. A letter of thanks was received the other day from the mother of eight children who were helped by the Hamilton Park employes' gifts.

Employes Can Help

Chairman Kruttschnitt, of the Southern Pacific, recently pointed out several ways in which railroad employes can aid materially in improving transportation, among which are the following:

"1. By increasing and ever increasing production in all departments of railroad service.

"2. By loyal, earnest effort to reduce operating expenses to pre-war costs or better, in recognition of the generous increases in wages granted by public regulating bodies.

"The function of a railroad is to run trains to supply ton and passenger miles for sale to its patrons. In 1917 a total of 1,393 men in all departments were employed to run 1,000,000 train miles; in 1919, 1,733 were employed, an increase of 24.4%, to produce the same output.

"3. By conserving fuel and saving life, limb and property through greater care and stricter observance of rules and regulations. Payments for loss and damage to freight increased 1917 to over \$104,000,000."

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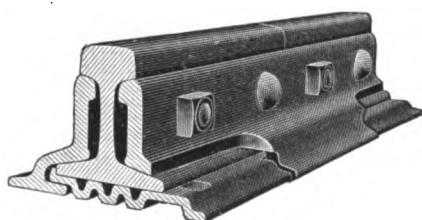
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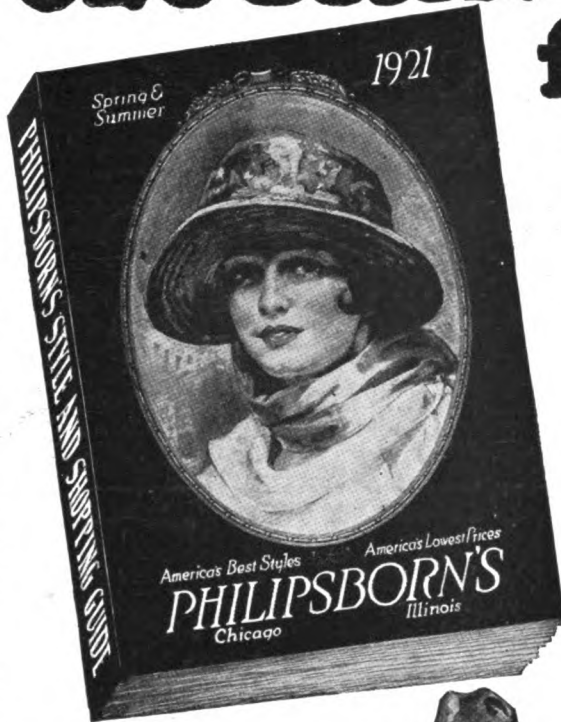
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