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Rock Island Magazine



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UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN



These Rugs all full room size, 9 ft.x12 ft.

Very attractive patterns.

\$1 Brings Splendid Rug

Send only one dollar for any one of the four wonderful rug bargains shown above for 30 days' trial in your home. If you are not thoroughly satisfied to keep it, return it to us and we will refund your dollar and pay transportation charges both ways. If you decide to keep rug, take nearly a year to pay.

Amazing Rug Bargains

It is practically impossible to do justice to these extremely handsome and attractive rugs by mere descriptions and cold black and white illustrations such as shown above. That's why we offer to send you choice of any of these four beautiful rugs for 30 days' use in your own home. Read the descriptions carefully, then make your choice for the 30-day trial test at our risk.

Rug No. 1 This is a gold seal "Congoleum" one-piece Art Rug. You know that the name "Congoleum" means quality in floor covering. It is sanitary and very easy to keep clean. There is no burlap so water will not injure it. A damp mop keeps it bright and clear at all times. It will lie flat on the floor and is sun and storm-proof. Comes in 9x12-foot size.

Order by No. 51BBMA45. Price \$19.00. Send only \$1 down. Balance \$2 monthly.

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Order No. 17BBMA20. Price \$23.65. \$1 now; balance \$2.50 monthly.

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With other rugs selling at much higher prices, you will wonder how we can give such stunning values on such liberal credit terms. Use it for 30 days at our risk and take nearly a full year to pay for the rug.

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432 pages—mail us a postal for this great book—it will save you many dollars. Filled from cover to cover with stunning bargains in furniture, linoleum, rugs, stoves, ranges, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines, cream separators, etc. Hundreds of articles to select from—30 days' trial. This wonderful bargain catalog is FREE. Don't buy anything for the household or farm until you get your copy. Post card or letter brings it.

HARTMAN FURNITURE & CARPET CO.
3913 Wentworth Ave., Dept. 2761 Chicago

Rug No. 3 Big value in full size 9x12-foot Tapestry Brussels Rug with mitred corners in rich pattern. An extra serviceable floor covering that will give splendid wear and make a handsome appearance in any room.

Order by No. 22BBMA8. Price \$28.95. Send only \$1 now; balance \$2.75 monthly.

Rug No. 4 A Medallion Pattern Tapestry Brussels Rug. Beautiful combination of colorings. The medallion center very rich and pleasing, neatly arranged border; closely woven yarns; 9x12 ft. size.

Order No. 22BBMA17. Price \$29.85. \$1 now; balance \$2.75 monthly.



HARTMAN FURNITURE & CARPET CO.
3913 Wentworth Ave. Dept. 2761 Chicago

Enclosed is \$1.00. Send the Rug marked X below. I am to have 30 days' trial. If not satisfied, will ship it back and you will refund my \$1.00 and pay transportation both ways. If I keep it I will pay the amount named each month until full price is paid.

- ☐ Rug No. 51BBMA45. Price \$19.00. \$1.00 down; balance \$2.00 monthly.
- ☐ Rug No. 17BBMA20. Price \$23.65. \$1.00 down; balance \$2.50 monthly.
- ☐ Rug No. 22BBMA8. Price \$28.95. \$1.00 down; balance \$2.75 monthly.
- ☐ Rug No. 22BBMA17. Price \$29.85. \$1.00 down; balance \$2.75 monthly.

Name.....
Address.....
City.....State.....
Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Don't Send a Penny!



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

Great Work Shoe Offer

These Len-Mort Hard Knox, Black Solid Leather Work and Outdoor Shoes are "wizards" for wear, the absolute limit in sturdy strength combined with comfort and dressy appearance. Built on stylish lace Blucher last; drill lined; leather insoles; guaranteed counters; **two full solid leather soles—Clinch nailed and sewed**—running clear through to the solid strong heels that won't come off. **Wonderful shoe value.** The illustration tells the story. You see almost at a glance why we are safe in saying "DON'T SEND A PENNY." Note the rugged construction—the wear-defying quality built right in, giving protection at every point. So durable—so strong—yet so flexible, soft and easy on the feet! Is it any wonder that shoes like these outwear two or three pairs of the ordinary kind? **SEND NO MONEY.** Just your name, address and size wanted. Pay **\$3.69** for shoes on arrival. Try them on. Examine every feature critically. If you don't find them the easiest, most comfortable, best wearing and satisfactory shoes you ever wore, return them and we will refund your money. Sizes, 6 to 11. Wide widths.

Order by No. AX1817.

To order these shoes mark X in the ☐ by No. AX1817 in coupon. Be sure to give size and width when ordering.

Send No Money With Order

Stylish Dress Shoe

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

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

Send Coupon

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

Leonard-Morton & Co.
Dept. 7200 Chicago

Send Coupon Today

Leonard-Morton & Co.
Dept. 7200 / Chicago

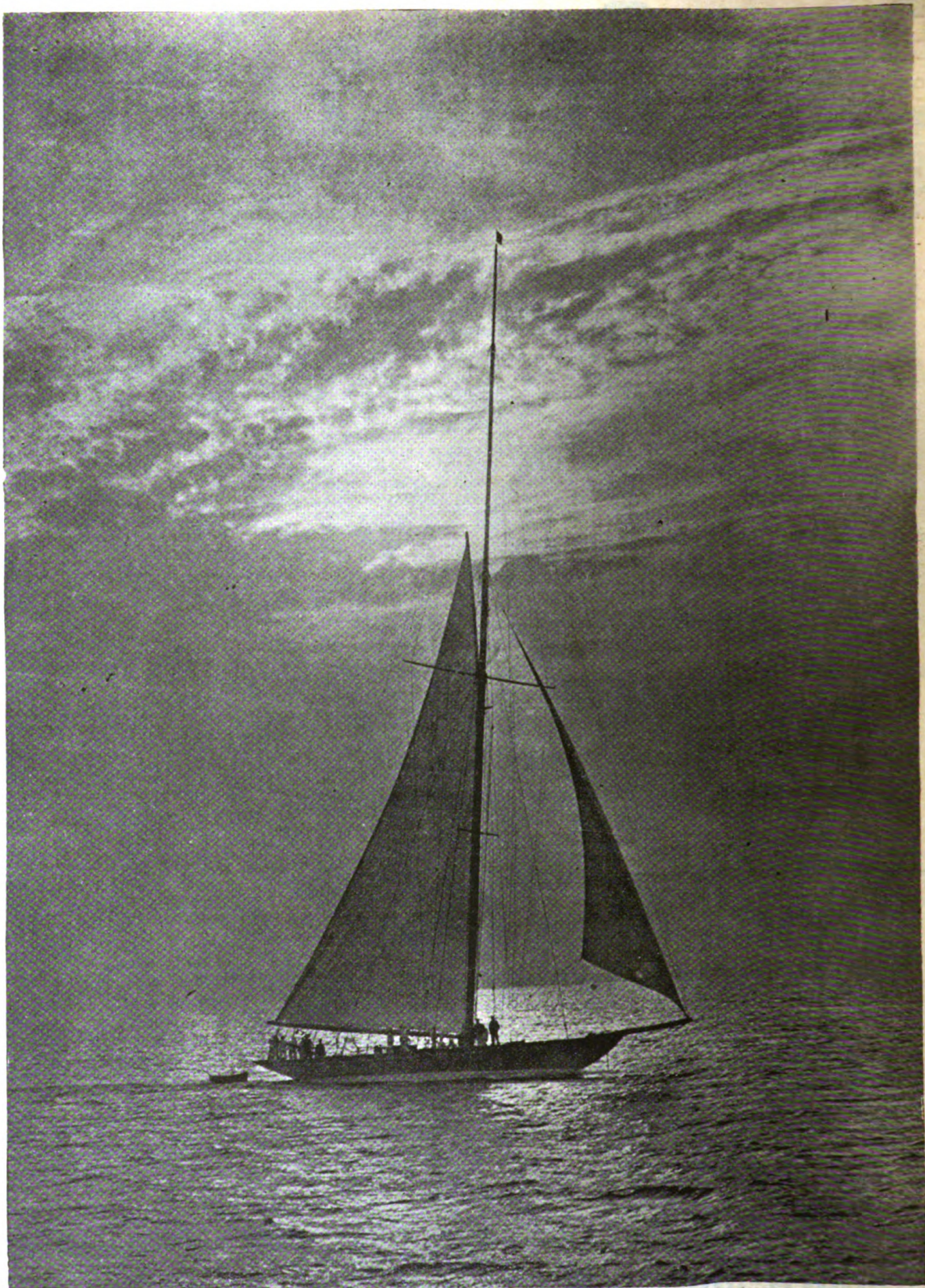
Send at once the shoes which I have marked X in ☐ below. I will pay price for shoes on arrival with the understanding that if I do not want to keep them I can send them back and you will refund my money.

☐ Work Shoes No. AX1817 \$3.69 ☐ Dress Shoes No. AX15106 \$3.98

Size _____

Name _____

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN



"Yachting is the best sport in the world and the best boat to be on," was the statement of Sir Thomas Lipton, following the recent international contest off the Atlantic Coast between the Shamrock IV (here shown) and the Resolute. Times World Wide Photos.

ROCK ISLAND MAGAZINE

Vol. XV.

SEPTEMBER, 1920

No. 9

THE ROCK ISLAND—A 100 PER CENT RAILROAD

How to make the Rock Island a hundred per cent railroad, in every particular, such as in point of service to the public, in the welfare of its employes and in proper return to its owners, should be the object of every employe in the service of the Rock Island Lines.

By the observance of the following suggestions ~~of~~ as many as lie within your power, you will assist in bringing about the desired result—one hundred per cent:

First, you are, as an employe, a member of the great Rock Island family, and should consider it an honor, of which you should be proud. Also, you should consider it a responsibility to yourself, the public, your co-employes and the owners of the property to render each day an honest and full service in your position.

Second, you are an important cog in the machinery of the organization of the Rock Island, no matter what place you fill. If you fill your place properly and "fit snugly" into the machine you are rendering honest and good service and are helping to run the machine smoothly.

Third, let it be possible for you to say at the end of each day's service: "I have this day performed my services to the Rock Island faithfully and to the best of my ability. My service has been true to my fellow employe, to the public, to the owners who make my service possible, and to myself. My account for the day's service is balanced."

Fourth, the public, which is the great patron of the Rock Island, is entitled to one hundred per cent service at all times. It lies within your power to render such service. Treat every passenger and every shipper as a friend of the Rock Island. In dealing with the public as patrons of the Rock Island you represent the road and whatever you say or do will reflect the Rock Island's position. Therefore, make it your duty to make friends for the Rock Island.

Fifth, courteous treatment of the public will cost you less effort and give you more pleasure than discourtesy. You can catch more flies with molasses than with vinegar. Without courtesy one hundred per cent service is impossible. Practice it and preach it to your co-employe.

Sixth, advertise the Rock Island service on every occasion that presents itself. By aiming at one hundred per cent service your advertisement will bear good fruit. Everyone loves a shining mark.

The Rock Island mark is one hundred per cent service. Be a "booster" for this laudable ambition.

Seventh, in dealing with your merchant, your lawyer, your doctor, your preacher, ask them to try Rock Island service, to ship Rock Island, to travel Rock Island, and to help Rock Island reach one hundred per cent service. It is Rock Island's duty to serve and to give one hundred per cent service.

Eighth, be honorable and just in your dealings with your co-employe. Help him over the rough places and he will help you in return. Be patient with the new man—you were once a beginner. Treat all employes with due respect and courtesy. You are all members of one family. Without co-operation and good team work no organization can render one hundred per cent service.

Ninth, carry out instructions faithfully and to the best of your ability. If you have suggestions to offer which will tend to improve service, make them to the proper employe and in a proper manner. It will be appreciated and you will be rewarded in having performed your duty.

Tenth, the owners of the Rock Island are entitled to a fair return on their investment. They ask for no more than

that which the law legally awards to them.

The employes are the custodians of the company's property, and while it is in your charge it is your duty to conserve and protect it. Every employe is in some manner in charge of either labor or material or both, and it should be the aim of every employe to discharge the duty faithfully in expending labor and material wisely and economically. Study every possible means of avoiding waste, either in labor or material. One hundred per cent service cannot be accomplished where waste is prevalent.

In taking service with the Rock Island an employe consciously or unconsciously pledges his full and loyal support to the company's interest. You will fulfill the pledge if you will devote your hours of service to giving the Rock Island one hundred per cent of your energy, time and effort and in so doing, Rock Island service will be one hundred per cent. Let each and every employe renew his pledge to assist to the best of his ability to make Rock Island service one hundred per cent.

Be a one hundred per cent Rock Island employe.



UP TO EMPLOYEES.

No one can find fault with the people of the United States on account of their attitude towards the railroads. The shippers have consented to an enormous increase in freight rates and the public generally has agreed to enormous advances in the wages of the employes. God help the man who has put his money in a railroad if this dual action on the part of the federal government through the Interstate Commerce Commission and the railroad labor board does not put the railroads back to the efficiency which existed prior to the war.

It is up to the employes now to do their part. It is up to them to show that the laborer is worthy of his hire. Everyone knows that a great many of them, thank God, not all of them, have been standing around trying to force an increase in wages by doing as little as possible. It makes one think of the boob who tried to lift himself by his bootstraps—only in this case there are enough righteous men to save the day. The Lord offered to save Sodom if ten righteous men were found. So the railroad men who do as little as they can should thank those in the service who put forth their best effort for the advance in wages.—*Manufacturers' News*

Rock Island Magazine

Published Monthly

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

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

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

Original advance in wages.—*Manufacturers' News*

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Conserve Your Back Pay

Rock Island Employees Are Warned Against Fake Stock Operators

By Carl Nyquist

Secretary and Treasurer Chicago, Rock Island & Pacific Railway Co.

DURING the next thirty days the Rock Island will distribute over three and one-half million dollars in back pay, for the months of May, June and July, in accordance with the decision of the United States Labor Board. This distribution will mean that, if averaged over all the employees of the road, each will receive between \$70 and \$80 in back pay, and in addition there will be an increase in the current pay-roll of \$1,200,000 per month.

This article is founded on the hope that a few words of caution will impel employees to conserve or carefully invest their back pay.

When it is borne in mind that the back pay under the decision for all railroad

the best place to get information is from your bank.

Railroad employees should take into consideration, in making their future investments, that railroad stocks and bonds offer to them an investment which, from the standpoint of security, is second only to the securities of the United States government. The Transportation Act of 1920 is so framed that railroads are secured in an income sufficient to pay interest on their bonds and dividends on their stocks, if earned, and maintain their property, all subject to the control and direction of the Interstate Commerce Commission.

There are first-class railroad securities, both in the nature of stocks and bonds, which offer splendid return on the investment.

Reference to the desirability of purchasing railroad securities is not made with the idea of calling any particular one to your attention, but with the guaranty referred to above, and bearing in mind that each and every one of you is deeply concerned in the success of the railroads, your natural inclination should be to invest your surplus funds, quality of secur-

ity considered, where you have the most interest.

Recent events have demonstrated conclusively the tremendous value of American railroads and the absolute necessity of their continuous and active operation; likewise, the necessity that their earnings cover not only their requirements for operation, but for additions and betterments, proper increases in rates of pay to employees, and likewise a proper return on the capital invested. In the formation of the Transportation Act of 1920 these factors have been taken into consideration and the result is that railroads are today in a more favorable position than at any time in the last twenty years. A statement of this character is, of course, based on a continuance and normal increase in production generally.

Please understand this article is written primarily with the idea of cautioning all employees against "fly-by-night" promoters, fake oil stock and oil lease brokers, and distributors in general of fraudulent or valueless paper, and to direct your thoughts toward securing first-class, reliable information before investing your surplus funds.



Mr. Carl Nyquist.

employees will exceed \$50,000,000, it is evident that swindlers, fake oil stock operators, etc., will advance in attack on this very appreciable sum of money, and as you have earned it, there is no reason why you should permit yourself to be defrauded of it.

A good place for surplus money is in the bank. If that medium does not pay you as much as you desire, investment can be made in safe securities.

If you do not wish to increase your holdings of government securities, there are many industrial and railroad stocks and bonds which offer first-class security and a generous rate of interest. There are also reputable stock and bond houses from which information may be secured. But in making investments in securities,

Railways Planning Big Improvement Program

APPROXIMATELY \$700,000,000 will be spent by the railroads of United States during the year 1920 in a programme of rehabilitation and extension, as the result of the increase in freight and passenger rates granted by the Interstate Commerce Commission. The money will come from funds which the roads will be able to secure from their own resources as the result of improved credit and earning power. Ad-

ditional income derived under the new rates will be needed by the roads to pay taxes, wage increases, interest and reasonable dividends.

The following tabulation has been prepared to show the capital expenditures contemplated and made possible by the increase in rail rates. The figures were compiled from replies received by the Interstate Commerce Commission from 106 railroads up to April 5, 1920:

	Eastern District, 49 Roads.	Southern District, 19 Roads.	Western District, 38 Roads.	U. S. Roads, 106
Additional main tracks	\$ 9,857,669	\$ 1,538,832	\$ 10,770,803	\$ 22,167,307
Additional yards tracks and sidings	23,277,811	4,072,507	13,800,399	41,150,717
Signals and interlocking plants	3,925,936	322,015	2,302,751	6,551,602
Shops	23,379,764	5,244,040	14,650,987	43,274,791
Stations and station facilities	4,239,335	2,362,025	8,485,600	15,136,960
Extensions and branches	3,001,544	512,322	2,393,765	5,907,631
All other road improvements	62,914,423	15,717,322	69,739,085	148,370,830
Total for road equipment	\$130,646,482	\$29,769,963	\$122,143,963	\$282,559,835
Locomotives	76,701,564	20,656,045	38,683,126	136,040,735
Box cars	32,828,396	5,962,071	24,515,490	63,305,957
Open top cars	34,835,100	3,436,175	21,960,000	60,231,275
Refrigerator cars	4,995,000	4,887,500	15,130,000	25,012,500
Other freight train cars	5,545,401	2,899,836	10,682,318	19,127,555
Passenger coaches	16,580,800	3,667,606	5,345,765	25,594,171
Other passenger train equipment	8,103,120	1,699,746	4,439,800	14,242,666
All other equipment—new	3,409,299	618,759	1,291,109	5,319,167
Improvements to existing equipment	26,836,353	2,381,571	15,534,003	44,751,927
Total equipment	209,835,033	46,209,309	137,581,611	393,625,955
Unassigned	33,825,240			33,825,240
Grand total	\$374,306,755	\$75,970,272	\$259,725,001	\$710,011,028

Applying the "Acid Test"

Rock Island Testing Plant Model for Efficiency and Service in the Material Field

THE high average of efficiency among railway employees is pretty generally known. The basis of a railroad is service, and service means efficiency. But human efficiency is but a part of the operation of a railroad. There must, likewise, be efficiency in materials, if economical and safe service is rendered.

The Rock Island has built up an inspection and tests of materials going into every department of operation and maintenance that has become a model for other organizations, both transportation and industrial. This plan of testing materials is so extensive and so thorough that every article used on the system in all classes of materials comes under an inspection that often involves a chemical analysis to bring these materials up to the required standard.

The result has been that within the last few years there has been built up within the Rock Island organization a standard of the highest order which has reduced inferior and defective materials of all kinds as far as is humanly possible. It has done more. By requiring the maximum of efficiency from the material things that go into the operation of its lines, the Rock Island has created a standard of service and safety in which every Rock Island employee takes pride.

SAFETY A FEATURE.

For it is of the greatest importance to see that nothing in the way of materials used will lower the standard of safety—safety not alone for the patrons of the Rock Island, but for its employees as well. Economy and safety—it is these things for which the Rock Island testing laboratories stand, and in the years during which this department has quietly been growing, it has demonstrated its value many times over.

The manufacturer who can today meet the Rock Island standard, no matter what his product, has a "talking point." It is an asset to his business. "We furnish the Rock Island" often is sufficient to land an order elsewhere.

While it is impossible to determine accurately just how much the testing laboratories of

the Rock Island save the company in dollars and cents, its value, not only in keeping up the high standard for materials, is appreciated, in addition to its effect in maintaining a morale among all employees who learn the value of material efficiency and service. Furthermore, there is a big value in the aid to safety of railway operation through the prevention of accidents, due to defective materials. Likewise, the standards of manufacturers and improved methods of production are encouraged and maintained.

The present testing department organization consists of a chief engineer, chief inspector in charge of physical tests, chief chemist, and electrical engineer and chief clerk, each chief having a force under his own jurisdiction.

ESTABLISHED IN 1900.

The Rock Island testing department was established in January, 1900, by the direction of George F. Wilson, then superintendent of motive power, Charles F. Drake being the chemist in charge of the department. Prior to that time very little attention had been paid to the inspection or testing of materials. In March of the same year quarters were secured in a corner of the old paint shop of the Forty-seventh street shops. The

laboratory was a primitive one with no apparatus for testing the physical qualities of iron and steel and only limited equipment for making chemical analysis. The chemist found himself in the unenviable position of being asked to make good, irrespective of facilities for so doing.

The records show that in 1901 a permanent laboratory was built adjoining the northwest corner of the brass foundry. This was a one-story brick building consisting of two rooms, a small but unique chemical laboratory and a physical testing room, in which was erected a testing machine of standard make.

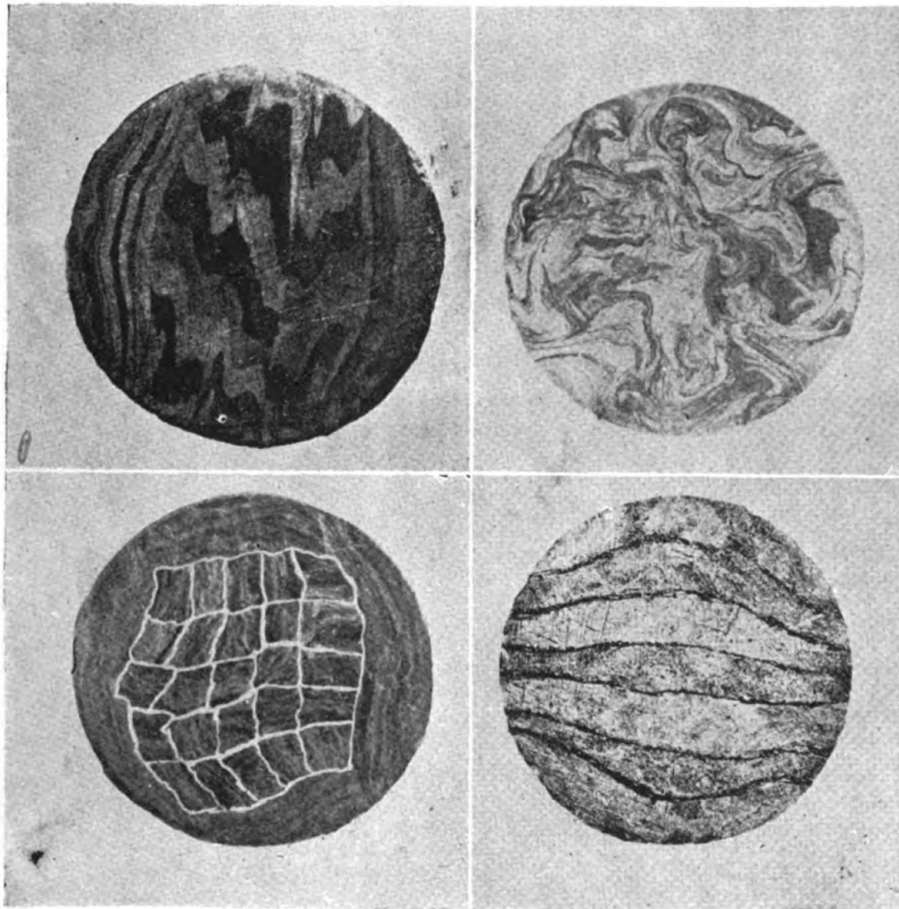
This machine was one of the first of its type and capacity ever made. It has a capacity of three hundred thousand pounds, and is so equipped that the stress can be applied for transverse compression or vertical tensile tests. This machine was installed at a cost of about six thousand dollars, and has unquestionably paid for itself a great many times.

The present laboratory, which is situated on practically the same site as the old one, mentioned above, was built in the year 1906. This was a much-needed addition to the testing department, as the former quarters had long since been outgrown. In 1916 the second floor was destroyed by fire and in rebuilding, the rooms were rearranged and more modern improvements installed. The scope of the department has, from its origin, constantly increased until at the present time there are few, if any, phases of railroad operation, so far as materials are concerned, in which the department facilities are not utilized to a greater or less extent at some time or other.

IS FULLY EQUIPPED.

The present laboratory is a two-story brick building containing 14 rooms, and is one of the most complete and best equipped railroad laboratories in the country. On the first floor are the clerical offices, the machine room and electrical laboratory, and the second floor is devoted entirely to the chemical laboratories.

In the physical testing room the 200,000-pound test-



Photographic reproduction of cross sections of stay bolt iron, showing how acid tests bring out the structure which is otherwise invisible.

ing machine is located, and on this machine many different tests are made on bar and shaped iron and steel, in addition to testing bolsters, truck frames, brake beams, etc. This machine is also adaptable for

Consequently, it is necessary that the railroad get every unit of heat out of the coal it burns in its locomotives and to that end exhaustive tests of fuel are made to get the best results, not only as to

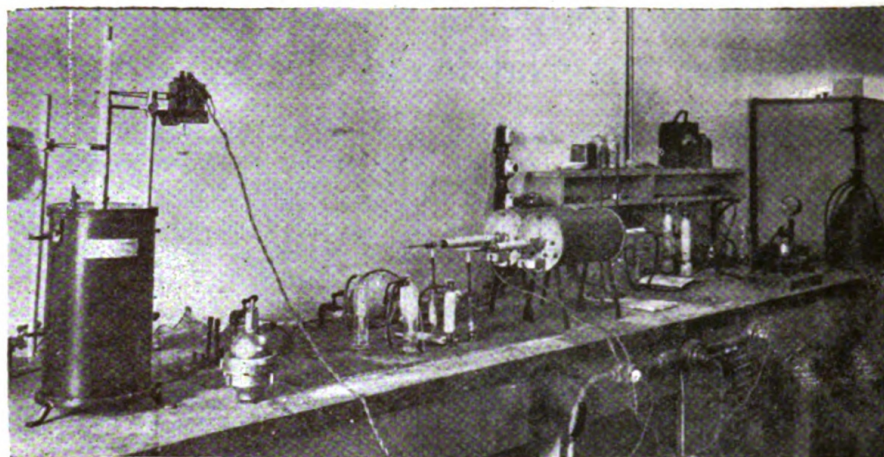
and means a heavy financial loss if the coal is of inferior quality. Accordingly, all the coal used by the Rock Island Lines is subjected to an efficiency test as to its heating qualities.

FINDING HEAT UNITS.

As a matter of interest, in determining the heat units on coal, the procedure is about as follows:

A certain quantity of coal is weighed out into a nickel dish, which is placed inside of what is known as the "bomb." This bomb is circular in shape and is split at the center, being held together by means of a steel nut. The lining of the bomb is made of gold to prevent corrosion due to the formation of sulphuric and nitric acid in the process of combustion of the weighed sample of coal. In carrying out the operation, the bomb is charged with oxygen gas to 300 pounds pressure and placed in a nickel bucket containing a known amount of water. The nickel bucket and bomb are thoroughly insulated to prevent absorption or radiation of the heat to the outside atmosphere. The insulation is made up of a fibre container as an outside protection, then a layer of hair felt and finally a vacuum wall glass container, manufactured on the same principle as a thermos bottle. The bomb is provided with terminals for electrical current, and these

(Continued to page 50.)



View of calorimeter, showing bucket, with "bomb" beside it on table, the electric combustion furnace showing to the right.

making tests on concrete beams and columns, as well as crushing tests. In addition to the large testing machine there is a small 10,000-pound testing machine for use in testing smaller sections where the accuracy of the large testing machine would not be sufficiently fine. For testing rubber, duck, etc., a machine made especially for this purpose is used, with readings as low as one-fourth pound and a speed motor giving a variable speed of pulling.

The electrical laboratory is completely equipped with instruments for making all kinds of electrical tests on material in regard to its electrical properties. This laboratory is equipped with a photometer for checking the candlepower of lamps, various style burners, etc. A large life rack is installed for checking the life on incandescent lamps. There is also what is known as a "calorimeter" for determining the insulating value of lagging, car insulation, etc. There is equipment for checking storage batteries, dry batteries and material of that character.

IN FOUR DIVISIONS.

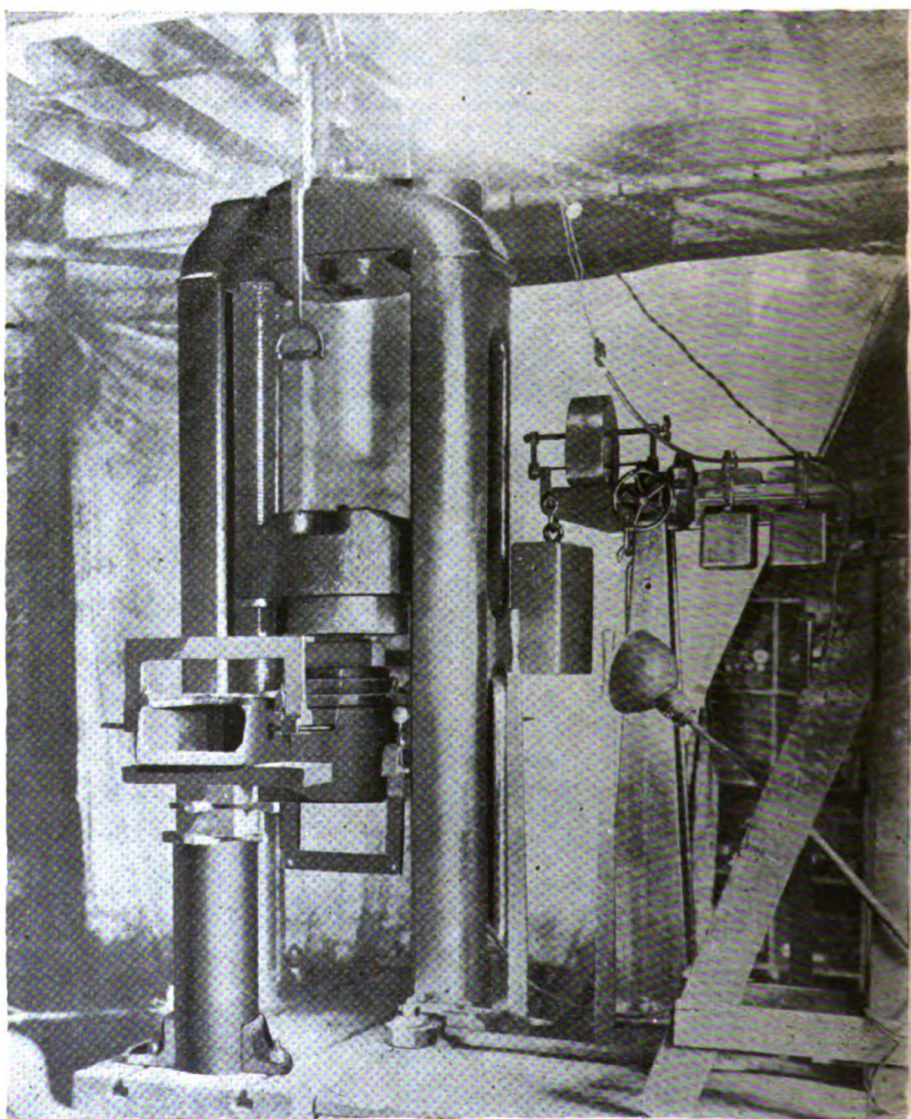
The chemical department is divided into four laboratories.

The first laboratory covers the field of the analysis and testing of paints, oils and varnishes.

The second laboratory contains the equipment for coal analysis, this equipment being mainly a "bomb" calorimeter for determining the heat units in coal, and the grinding machinery constituting a jaw crusher, a disc pulverizer and a small ball mill.

Among the biggest items of expense on a railroad is that of fuel. It requires constant attention to get from coal its maximum of heat efficiency. To the average householder, the number of heat units in a pound of coal is of comparative little importance. He is satisfied if he keeps his house warm in winter at reasonable cost. He boasts of the fact that he has been able to maintain a temperature of 68 degrees during the coldest weather with a certain number of tons of coal. Yet from the standpoint of a railroad, the average house-heating plant is a most inefficient institution. Were a railroad compelled to use such a wasteful method of burning coal as is applied to the heating of a house, it soon would be forced into receivers' hands.

quality, but as to combustion as well. The Rock Island Lines burn about 10,000 tons of coal a day. A lack of heating power in a pound of coal, therefore, is an important factor in the course of a year



Physical testing machine, capable of a "pull" of 200,000 pounds to square inch, and one of the largest of its kind in use by any railroad.

Inquiry Into Wheel-Burnt Rails Gives Valuable Data

MORE than ordinary comment has been made on the report of W. P. Borland, chief of the bureau of safety of the Interstate Commerce Commission, on an investigation into "snow burnt" rails and their relation to an accident which occurred on the St. Louis & San Francisco railroad near Keighley, Kas., on December 26, 1918. The crew of a freight train which passed over the point where the accident occurred (a derailment of a passenger train, due to broken rails) stated, according to the report, that they became stalled at that point two days previous and that their locomotive slipped more or less in an effort to get through. It was their opinion that this slipping may have burned the rails, which later investigation proved to be the case. The report says in part:

"Little or no doubt concerning the responsibility for this derailment attaches to the wheel-burnt condition of these rails, although direct evidence thereupon was not furnished by their fragments. Influences both weakening and strengthening in their tendencies are recognized in wheel-burnt rails. It is a matter of importance to acquire data which shall illustrate the phases through which the steel passes, and specifically explain the manner in which rupture is reached in cases of this kind.

"Large numbers of wheel-burnt rails are in service. Hardly a station is without such rails in its vicinity. They are found near signals, water towers, in yards, or wherever trains usually stop and start. The condition of such rails can be judged of only by their external appearance. Characteristic features may

guide in forming judgment concerning their relative safety, but their identification as such has not been brought to a conclusion. The present report will be considered as a progress report upon this important subject.

"The suggestion that wheel-burnt rails indiscriminately be removed from the track as a menace to safety would not appear justifiable in view of the inadequacy of the data upon their condition and the large number of such rails which are carrying present equipment without rupture. They are due to a condition so common that avoidance of their formation would likewise appear an impracticable demand.

"The rails which failed in the present derailment had been exposed to a very common occurrence, namely, they had been severely wheel burnt. Their failure is attributed to this cause. Rails are rendered very brittle along the tops of their heads by such injury and fail without display of toughness.

"At first sight it seems a very simple matter to account for the rupture of rails under these circumstances, but such is not the case. The engineer-physicist points out features which have a strengthening influence, in this respect, that they cause internal strains of compression next the running surface of the rail and thereby increase the range of stress which the top of the head must undergo before fracture by tension is feasible. On the other hand, the quenching of steels from high temperatures frequently results in hardening cracks, which in a rail would be a serious condition.

"Measured stresses on rails in the track as a rule do not show the preva-

lence of high fiber stresses in the tops of the heads, due to bending stresses alone. Tensile fractures in the head, therefore, appear to leave some factors still to be accounted for.

"Wheel-burnt rails are numbered by the thousands. The majority perform satisfactory service without rupture. The means of distinguishing between safe and unsafe rails of this type unfortunately has not been made known, nor does the present report purport to solve the question. It invites attention to relevant features, while further investigative work on the same subject is in progress having to do with another derailment."

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Kilpatrick Heads Texas Claim Agents' Association

A. H. Kilpatrick, claim agent, Little Rock, Ark., for Rock Island lines in Arkansas, Louisiana and Tennessee, was chosen president of the Railway Claim Agents' Association of Texas, at the annual convention of that Association held in Galveston, Tex., July 9th and 10th. The Texas Association members are from the states of Texas, Arkansas, Louisiana and Oklahoma. Mr. Kilpatrick has been in the railway claim work for the past thirty years on the Rock Island Lines and was no doubt the oldest in point of claim experience in attendance at the convention. O. F. Ellington, general claim agent of the Texas and Pacific was elected first vice-president; D. A. Bush, of the Austin State Railway, second vice-president and Verne Perryman, of the Southern Pacific was re-elected secretary and treasurer.

The function of this Association is the exchange of ideas with reference to handling personal injury, fire, stock and miscellaneous claims as well as the prevention of accidents.



Executive and office force of the Purchasing and Stores Department of the Rock Island. Seated, from right to left: F. D. Reed, vice-president and general purchasing agent; M. R. Owen, assistant general purchasing agent; E. F. Lofvander, chief clerk; E. J. Erzleben, assistant chief clerk.

Selling of Palace Car of Past Recalls Its History

[Reprinted from the Rock Island (Ill.)
Daily Argus.]

FOR many years a life of vast activity and travel, from the hot plains of Texas to the quiet cornfields of Iowa, from the Western Rockies to the Eastern metropolises and back again to home in the Middle West.

Then in dull contrast to the gypsy life of wandering, a long period of solitary confinement in a close shut building, with hardly a visitor intruding on the gloom.

And now again the light of day, and restoration to the world of people.

But these three paragraphs briefly recount, not the pathetic history of an erring mortal, but only the story of a private palace railway coach, which is unappreciative of the fact that, in spite of some of the decrepitudes of age, it has been recognized for its true worth and brought back from oblivion, to play a useful part in a realm of adventure and activity.

PRIVATE CABLE COACH.

Recently the one-time private coach of the late R. R. Cable, former director of railroads, was taken out from the shed in the rear of the Ben T. Cable residence and transferred to the management of the new owners, John A. Russell and J. J. Russell, Jr.

On the death of Mr. Cable, his private coach became the property of his son and daughter, Ben T. Cable of Rock Island, and Mrs. G. A. Castleman of St. Louis. Although other negotiations had previously been made with the owners, one of these being by the Daniel Hayes company, land promoters, some years back, it was not until a few days ago that a deal was successfully concluded by the Russell brothers, and the car was first removed from its hiding place since 1893.

Not long ago the coach was dragged from the shed by wreckers and placed on the tracks of the Rock Island Lines. That night an engine drew it to Moline, where it is now in process of being renovated, in preparation for the owners and occupants, the brother-owners of the carnival and their wives.

COST \$40,000.

The amount involved in the purchase of the car would not be named by those concerned, but it is said that the coach cost the original owner \$40,000, and that the country was scoured for the best of materials and finest of equipment for its outfitting.

Two mammoth trees were brought from California for the solid mahogany woodwork of the interior, which is inlaid with graceful designs. All but the dining room, which is finished with white oak to match its furniture, is built with this highly polished solid wood.

The upholstery and tapestries are of the finest material in rich colorings. No detail was neglected in planning for the comfort and convenience of the car's occupants. For there is a fireplace; there are long lounges and easy armchairs; there are built-in sideboards, dressing tables and card tables, and other accoutrements which belong to a luxurious abode.

The car has an observation platform, lounging rooms and staterooms, one of

these containing a bath, a dining room, kitchen, and many a closet and wardrobe with built-in shelves.

EVEN KITCHEN UTENSILS.

With it go the equipment and furnishings of all the compartments; the finest mattresses on the beds, and Navajo blankets, more than a dozen of which the owner brought from New Mexico; a complete set of dishes, each plate in its holder, each cup on its stand, that any slight jarring of the car cannot shake them loose; and in the kitchen, the pots and pans still hanging where the last cook placed them, somewhat rusted after ten years of idleness.

A closet of linen of a quality which could not be equaled on the market today, and a chest of table silver, tarnished with age, but its quality unimpaired by time, was included in the equipment of the car.

Joliet, Illinois, Gets Big Forest of Arden for Park

JOLIET, ILL., is to have a public park which will rival any to be found in the country in point of size and beauty. The Forest of Arden, a tract of 327 acres, to be known as Pilcher Park, has been donated to the city of Joliet by the Robert Pilcher family. The new park parallels the Rock Island lines.

The tract, under the terms of the donation, is to be maintained in its natural state. The area was originally laid out in 1894 as an arboretum at a cost of \$80,000. John R. Hobbs, owner of the property, intervening between the city of Joliet and the Forest of Arden, added to the Pilcher gift a tract of land on which a connecting boulevard between the new park and Highland Park will be laid out.

Eighteen months ago Robert Pilcher retained Col. Fred A. Bennett to act as his agent in purchasing the tract with the idea of giving it to Joliet as a public park. Col. Bennett entered into negotiations with Harry M. Higinbotham, who inherited the property from his father, but before an understanding could be reached Mr. Higinbotham died, and the land went to his heirs, all minors.

Col. Bennett resumed negotiations after Mr. Higinbotham's death with the executors of the estate, Harry A. Blair, guardian of Mr. Higinbotham's three children, Chauncey B. Borland and Emil C. Wetten, all of Chicago.

REACHES AN AGREEMENT.

No agreement was reached until July 7, when at a conference between Mr. Pilcher, his attorney, and the executors, Col. Bennett laid \$55,000 on the table and asked the executors their decision. They accepted the proposition and the deed of the property was made out to Mr. Pilcher, who in turn deeded it over to the city of Joliet.

In a letter to the city council which accompanied the deed, Mr. Pilcher stated that the motive which prompted the gift was the love of his family for Joliet and

The car was named the "Aztec" by its original owner, the significance of the name being not only its Indian association, but the fact that the Cables spent many months in Arizona and Texas, the names of which are combined in the appellation of the car.

IS 72 FEET LONG.

When it was completed, it was a masterpiece, a demonstration of the art of the builder, who crowded thousands of dollars' worth of luxury into a narrow space 72 feet long. It was one of the first palace Pullmans to be built by the company.

After being cleaned and dusted, the carpets will be laid, a few repairs made, and, with scarcely a change, the car, complete in all particulars, will be ready for its new owners, Mr. and Mrs. John A. Russell, Mr. and Mrs. J. J. Russell, Jr., and—oh, yes—"Muggs."

Muggs, the pet Airedale of "Jim" Russell, must not be forgotten. He counts as a whole person, for, according to the father of the Russell brothers, J. J. Russell, Sr., former member of the legislature and well known attorney of Muscatine, where the Russell boys "grew up,"

its people and the desire to see it become a leader in other ways beside that of being an industrial center only.

The gift to the city of Joliet of the Forest of Arden by Mr. Pilcher makes possible the realization of a hope that has stirred Joliet people more than two score years.

Mayor William C. Barber of Joliet, in accepting the park in behalf of the city, named a commission to administer the affairs of the park consisting of Ray Pilcher, Fred Bennett, George Woodruff, William C. Barber and Frank X. Friedrich.

CONDITIONS ARE NAMED.

Among the conditions named by the Pilcher family connected with their gift to the Joliet public, is that there shall be no merchandizing in the park except restaurants and eating stands sufficient for the convenience of the public, with the city council acting as arbiter of food prices. Other conditions attached to the gift are:

That the premises shall be used for public purposes only.

That the premises be open and free, not only to the people of Joliet but all others.

That the phrase "park purposes" shall be construed to include camping parties, drilling and quartering of troops therein, the sailing of boats and any other reasonable use that the city council or the park board may from time to time deem proper, however, never releasing the control of the city of Joliet or the park district which may be created over said premises or seriously impairing the public use of same.

That as far as practicable said premises shall remain in its present and natural state, limiting the improvements to such roads and bridges and such ornamentations as do not impair the natural beauty of the same.

Ten Years Ago

(Notes from Rock Island Magazine of September 1910)

Among employees pensioned were Engineer John Murphy, Flagman Michael Leach, Engineer J. C. Jackson, Conductor E. F. Gage, Flagman Charles F. Klingler, Freight Handler Daniel J. Keough, Flagman Michael Payne, Flagman Patrick Nolan.

Rock Island employees petition Interstate Commerce Commission to grant petition of railroads for increased rates in order that wage scales may be maintained.

Rock Island passenger train made record run of 100 miles in 105 minutes from Kansas City to McFarland, Kansas.

L. Joseph, fireman, Missouri division, awarded ten merits for assisting in loading rail at St. Joseph to make repairs to track damaged by fire.

Cotton shipments was the subject discussed at the annual meeting of traffic officials of the Southwestern district and the Texas lines of the Rock Island System at Oklahoma City, August 6.

"The Old Town," with Montgomery and Stone as stars, pleased large audiences at the Studebaker.

The Rock Island provided special train for Oklahoma Agricultural College in which to hold Farmers' Institute meetings in "Better Wheat" campaign.

Bureau of Railway Economics opened in Washington in charge of Logan G. McPherson.

John Sebastian, third vice-president, Rock Island, returned August 4 from railway congress at Berne, Switzerland.

William B. Hart was appointed claim adjuster with headquarters in Topeka.

Mrs. Ruth McCrosky was appointed agent at Griffithville, Ark., vice C. J. Buckner, granted leave of absence.

C. C. Powell was appointed storekeeper at Hulbert, Arkansas.

Yardmaster S. A. Smart of Fairbury returned to work after vacation at Hot Springs, Ark.

Union depot at Limon, Colorado, destroyed by fire.

The new engines of the 800 class were placed in service between Goodland and Limon.

Engineer John Letts was given a welcome back to the Louisiana division after a 90-days' leave of absence.

Annual excursion and picnic was given to Rock Island employees of Peoria.



Father Advises Son

"I see that you are advanced to be an engineer and I hope you will have good luck, which I think you will, but keep your head and mind your work and watch out for yourself and your fireman and be on the safe side all the time and see that you play Safety First in all things."

That is the advice given by a father to his son who recently was promoted on the Rock Island Lines to a passenger run on the Kansas division. It is one of the best examples of condensed good advice to a railway engineer which has come to this magazine for months and is reproduced here at the request of the son and engineer in question.



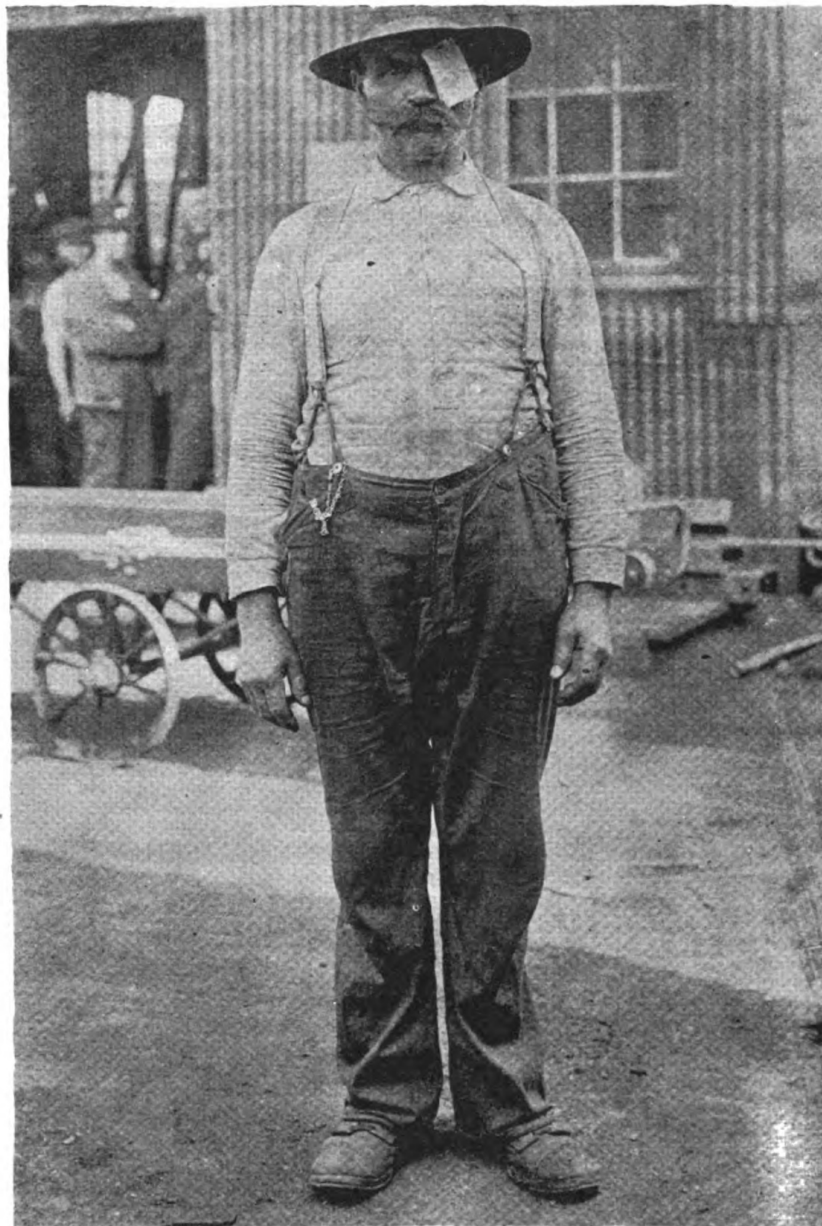
Marshal Foch of France is planning to visit the United States next April.

A Costly Lesson

John Dobia, steel car repairer, employed by the Pere Marquette at Wyoming, had been provided with a pair of goggles and urged to wear them when chipping metal. He put them in his vest pocket and hung the vest up; when he got ready to cut off a rivet, didn't want to take the time and trouble to get the goggles and put them on. So he took a chance—and got caught. A piece of steel struck him in the eye. Result—lost sight of one eye.

John realizes his costly mistake and has consented to our use of his photograph and name in this magazine in order that you, his fellow employees, may profit by his example.

IT'S UP TO YOU. GOGGLES OR GLASS EYES.



JOHN DOBIA.

For the protection of employees whose duties require cutting and chipping of metal, the very best goggles on the market, made especially for this purpose, have been provided.

They are furnished without expense to you. But they give no protection whatever when you keep them in your pocket as John Dobia did.

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UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

H. C. L. Unknown When Rock Island Was Built into Iowa

From Recollections of E. H. Talbot

HIRAM PRICE, who was one of Iowa's modest pioneers, contributed many amusing stories of early Iowa experiences illustrating the difficulties that had to be met and overcome in the long and tedious campaign of development. Among them I recall these:

The "high cost of living" had not struck Davenport, his home town, when in 1844 wheat brought only 35 to 40 cents a bushel, corn 10 cents a bushel and potatoes 5 to 12½ cents a bushel; pork brought \$1.50 to \$2 per hundred pounds, and quails 37½ cents a dozen, payment being generally made in trade. Mr. Price himself once bought 500 bushels of "very fine" potatoes at 12½ cents a bushel and shipped them to St. Louis by river, where they were sold for a little less than the freight and other charges. The "speculation" proved so disappointing that he gave the remaining 375 bushels to a man on condition that he would remove them at his own expense.

In 1853 Mr. Price was sent to Council Bluffs to urge upon the people of that enterprising community the need of railway connection with the east. Some idea of the local enthusiasm with which he was greeted may be formed from the remarks of a leading citizen who closed the meeting after Mr. Price had finished his appeal in behalf of the contemplated railway, with these prophetic words:

"My friends, I have listened to this man's railroad speech, and while I am free to confess that I have grave doubts as to the practicability of the project; yet it may be wise to give it a fair trial; and, possibly, some day we may see the locomotive coming across these prairies, head and tail up, like a bed bug."

But ignorance was not alone in opposing Iowa's first railroad. Its handmaid, superstition, was also in evidence as an opponent of the proposed innovation. Here are two of many illustrations of this fact: At one of the public meetings held on the proposed line of railway between Davenport and Iowa City, for the purpose of boosting the enterprise, a "settler" settled the whole matter in these words: "Since the Lord made the world

without railways He should not be interfered with."

On another occasion a school board refused to permit a schoolhouse to be used for the discussion of a proposed railway, submitting its decision in these words and in writing:

"You are welcome to use the schoolhouse to debate all proper questions, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the word of God about them. If God has designed that His intelligent creatures should travel at the frightful speed of fifteen miles an hour by steam, He would clearly have foretold it through His holy prophets. It is a device of Satan to lead immortal souls down to hell."

But prejudice, superstition and stu-

pidity combined lost the fight against progress, and by the end of 1855 there were sixty-seven miles of railway in operation in Iowa. The first train of the Rock Island Railroad pulled into Iowa City on New Year's day, 1856, into Des Moines in August, 1866, and into Council Bluffs in February, 1867. It was my privilege to witness the triumphal entry of the first train into Iowa City that New Year's day. It was a great day for the people of the town and the country round about, and they made the most of it.

Encamped near the railway station at the time was Jim Lane's army of gallant defenders of Kansas against the determined attempt of the south to extend the institution of slavery over her rich prairies. The noted commander and anti-slavery oracle was the most animated picture of alertness and intense patriotic ardor I had ever seen.

In those days, and so long as Iowa City continued to be the terminus of the new railway, it was the outfitting point for hordes of Mormon emigrants bound for the "promised land" beyond the Rockies.

Revenues from Rail Rate Increase Goes Into Service

FIGURES prepared by railway officials show that practically all of the revenue to be obtained from the increase in freight and passenger rates, effective August 26, will go to meet the increases in wages and for the purchase of needed improvements to bring the roads up to a more efficient service for the public. Simultaneously with the increase in rail rates, granted by the Interstate Commerce Commission, will go an increase in steamship rates as well as express charges.

The increase in rail rates average about 30 per cent in freight, 20 per cent in passenger and as high as 50 per cent in Pullman fares. The express rate increase is about 13 per cent.

The surcharge for space occupied in sleeping and parlor cars, under the increased passenger rates, effective August 26, is equivalent to 50 per cent of the sleeping or parlor car space. For in-

stance, where the sleeping car berth rate was \$2.50, the additional charge is \$1.25 for one or more passengers occupying such accommodations.

No extra charge is made under the new rates to holders of annual, term or trip passes but a rate of one-half of the surcharge is made for holders of employees' reduced rate transportation.

All tickets—one way, round trip or tourist, sold under the old rates, are honored where trip was commenced prior to August 26.

War tax is collected, in addition to and based on the new fares.

Storage charges are increased 20 per cent. Transportation for corpses increased 20 per cent. Parcels and express (packages and marketing) are increased 20 per cent.

Summer tourist and all-year tourist fares are increased 20 per cent.

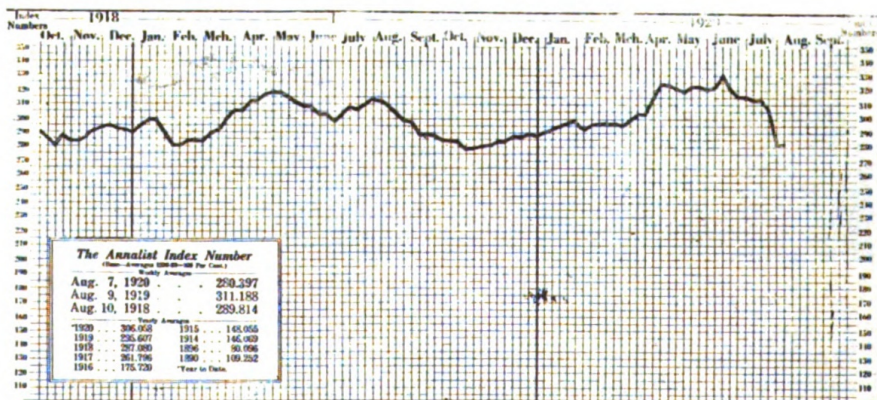
Steamship lines operating on the Atlantic coast, great lakes and Gulf of Mexico increase their all-water rates from 20 per cent to 40 per cent on freight and from 20 per cent to 33½ per cent on traffic passage as a result of a decision by the shipping board. One day's notice is required to make the new water rate effective, but a number of lines filed schedules carrying the authorized increases in time to put them into effect.

Hearings on petitions of carriers for higher rates on intrastate traffic, where state commissions have refused to approve the increases sought, have been authorized by the Interstate Commerce Commission, which under the transportation act has jurisdiction over intrastate rates.

The first hearing of this kind begins Sept. 8 in Chicago, when the request of Illinois railroads for intrastate rate increases equivalent to the interstate advances will be taken up. The Illinois state commission refused to authorize the increases sought by the roads.

The United States is now the oldest government in the world.

The Curve of the Food Cost of Living



What the Saving of Five Cents a Day Will Mean

Suppose that the 2,000,000 men in the railroad service, from the water boy on the extra gang to the highest executive, could save five cents a day, by greater and more intelligent effort, by greater care of plant, materials and fuel, by the elimination of waste, and the adoption of improved methods, the total saving would be \$30,000,000 for a 300-work-day year. This is enough to buy 400 heavy locomotives, or 10,000 freight cars. Suppose only an average of one hour a day could be saved by shippers in loading and unloading the 2,400,000 freight cars; this time, for a 300-work-day year, would be 720,000,000 car hours, or 30,000,000 car days or 100,000 cars per year added to the available supply of the country without the investment of new capital.

Now it is necessary for all good citizens, whether in or out of railroad service, to obey the new transportation law in spirit and letter and to work and save day in and day out, until the wastage of the war is made good and the transportation system brought back more nearly in keeping with the needs of the country.

Nature has been very good to this country in nearly every way, and if man will only do his part, work, save and not expect perfection in every walk of life, our progress in the next thirty years will be more wonderful than in the last thirty. An effective and adequate transportation machine is necessary for that progress and it can only be obtained by the hardest kind of work and economy. —Howard Elliott, formerly chairman of the rate committee of the Association of Railway Executives.

Government Gets Heavy Taxes From Rate Increase

Officials of the Bureau of Internal Revenue in Washington estimate that taxes aggregating \$100,000,000 additional will accrue to the federal government as the result of the advance in transportation rates granted to the railroads by the Interstate Commerce Commission and effective August 26-27. Of this increase, \$38,550,000 will come in additional taxes on freight, \$18,700,000 on passenger traffic and \$3,500,000 on Pullman charges, paid by the public. Additional income and corporation taxes are expected to make up the remaining estimated increase.

Transportation taxes for the fiscal year ending June 30 aggregate approximately \$231,000,000. This sum was made up from the 3 per cent tax on freight charges amounting to \$125,000,000, the 8 per cent tax on passenger tickets supplying \$100,000,000, and the 8 per cent tax on Pullman charges producing \$6,500,000.

A great business man, when asked the secret of his success, replied that he attributed it to one thing: all his life he had made it a point, whenever he saw anything new—a motor truck, an advertisement, an idea, no matter what—to pause long enough to ask himself three questions:

What is it? What does it do? How can I use it?

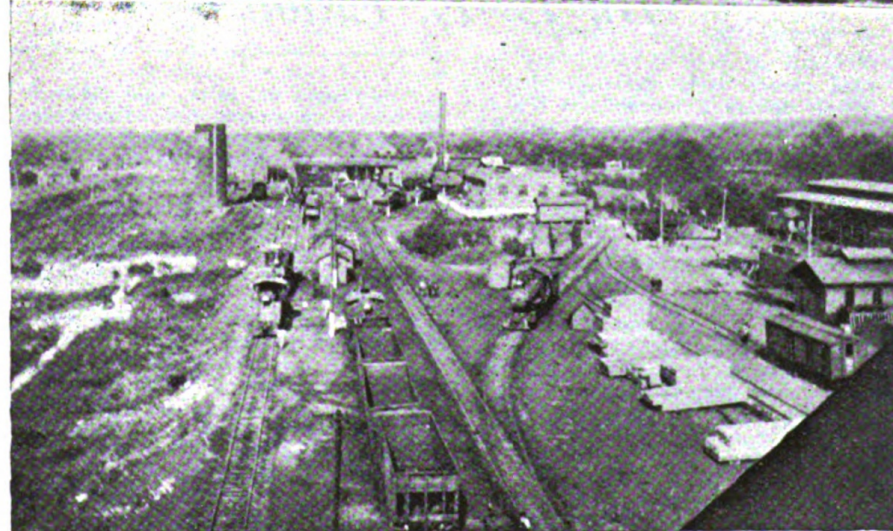
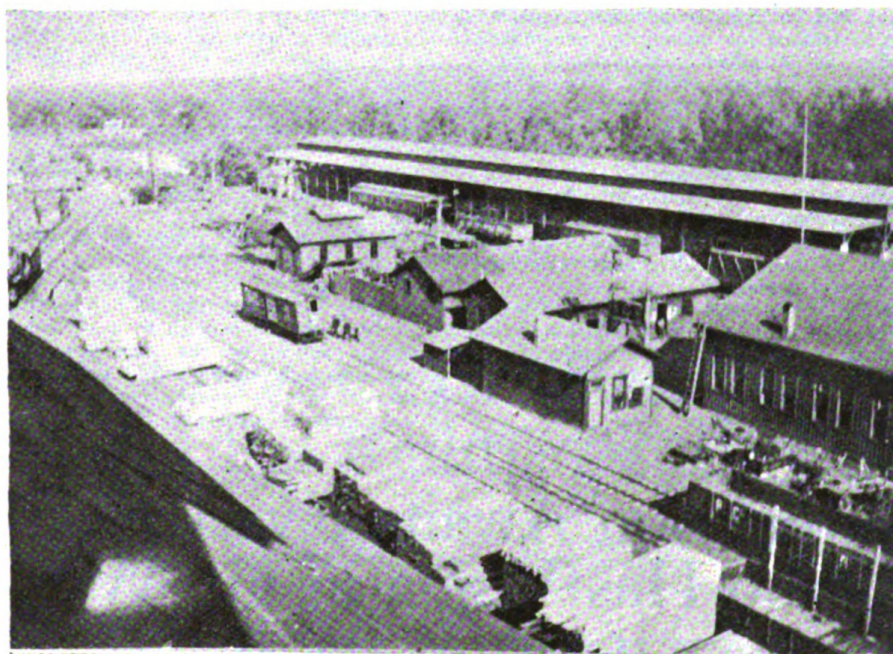
Rock Island Lines in Arkansas Show Efficiency

ARKANSAS is coming rapidly to the front as a producing state, although comparatively little is really known of her immense resources by people of the Eastern states. Nevertheless, Arkansas has been known as far back as 1541 when DeSoto crossed the Mississippi near the present site of Memphis and penetrated to the northern part of the state. Lest it is forgotten, it should be stated that Arkansas ranks first in the production of ash, cottonwood, red gum; third in the production of hickory and oak; fifth in the production of yellow pine in the United States. This state produces 83 per cent of the bauxite (out of which aluminum is made) in the United States; and 34 per cent of the bauxite of the world. Eighteen of our counties have valuable deposits of semi-anthracite coal, and the smokeless coal now used in the United States Navy is mined in Arkansas. We have in two

of our counties approximately ten million apple trees which places us first in the production of apples. We have at Highland the largest peach orchard in the world. Stretching from Little Rock to Memphis on the great prairie we produced last year the third largest rice crop in the United States, and had the largest acreage yield in the United States—fifty-four bushels to the acre. Our last General Assembly authorized the building of 4,500 miles of hard surface roads within this state and it is reasonable to believe that laterals to these main highways will soon be constructed in every part of the state.

We produced in this state last year 7,310,000 bushels of rice; 35,100,000 bushels of corn; 3,048,000 bushels of wheat; 11,271,000 bushels of oats; 2,400,000 bushels of Irish potatoes; 3,420,000 bushels of sweet potatoes and 540,000

(Continued on page 47.)



Above: View of Rock Island car-building department from Little Rock, Ark., showing part of car sheds and office. Below: View of engine yard, showing roundhouse and storeroom in distance.

Parental Teamwork

First Agree How To Train Your Child

By H. Addington Bruce

(Copyright)

WHEN two or more persons are called upon to work to achieve the same end everybody knows that the closer they work together the better the results obtained. And, manifestly, the more important the end in view the greater the need for teamwork.

Now, there can scarcely be a more important end than the successful upbringing of a child by its parents. Yet how often do we find parental teamwork sadly lacking? And with what deplorable consequences!

When lack of teamwork is extreme even the health of the child may be severely affected.

In one typical instance recently a little girl was brought to a famous specialist to be treated for uncommon nervousness. She was described as abnormally moody, irritable and timid, afflicted with night terrors, and bursting into tears at the slightest provocation or without provocation at all.

The specialist searched in vain for physical causes of nervousness. But as he became better acquainted with the little patient's parents he realized that there were in the family life abundant causes for nervousness.

Themselves irritable, impulsive people, the parents differed in their ideas of child training. One was overindulgent, the other oversevere. Orders given to the child by one parent would be countermanded by the other.

Thus the poor little girl never knew

what to do. And whatever she did was pretty sure to be wrong from the viewpoint of one or the other parent. Reproaches and nagging alternated with kisses and caresses.

Small wonder the child was emotionally unstable, nervously overwrought. Small wonder the specialist frankly told her parents that he could do nothing for her unless they would either send her away to boarding school or agree to carry out wholeheartedly his recommendations for her saner rearing.

"We must remember," says the specialist, Beverley R. Tucker, "that it is socially and hygienically wrong to allow a child to be either too sympathetic, or too cruel, too demonstrative or too reserved, overphlegmatic or overanxious, overcredulous or oversuspicious or emotional to any extreme."

"We should also bear in mind that the child is an imitative creature in whose presence we should hold weaknesses in check if we expect to have proper influence. Good advice must be backed by good example."

And the example needs to be set by both parents.

It will not do for the father to leave everything to the mother, as happens frequently. It is not enough to avoid inharmonious action by the parents. There must always be co-operative action, real teamwork, if the goal of efficient child development is with any certainty to be reached.

you must know the road. It does not fall to many railroad men to know the railroad business from the cross-tie to the general office, but you can know your part of it so well that when positions ahead of you are available, you will be the logical person to be promoted.

Sacrifice is necessary to promotion. The person who watches the clock, and demands his "pound of flesh," refusing to sacrifice time, convenience, or anything else to the organization with which he or she is identified, seldom earns a promotion.

Sacrifice, as in a game of baseball, often advances the other fellow and retires the player at bat.

Loneliness is an attribute of promotion. The people who earn promotion are few and far between. Like all lead-



Mr. E. E. Elliott

Promotion Awaits Everyone Who Has Vision in His Work

By E. E. Elliott

I AM one of you. I began my railroad career as a messenger boy at fifteen dollars a month and boarded myself. The first year I saved fifty dollars of my salary. This has nothing to do with this story, and is only mentioned to establish a mutual tie.

The man or woman who earns promotion usually gets it. If you don't get promoted, the chances are you have not earned it.

The biggest problem in the world today is how to earn promotion. For many years a sign hung in my office which read: "THERE'S ROOM AT THE TOP BUT IT'S SLIPPERY." This is only another way of saying that there is a promotion awaiting every person who earns it.

Vision earns promotion. See things about your work that others do not or will not see, and you have a vision. Put that vision into execution, and you will start toward a promotion.

Decision strengthens vision. Dream, then do a deed. Vision alone

I started out in the railroad business to earn promotion. I was successively messenger, clerk, stenographer, traveling representative, on up to assistant to the highest officer in our organization, and could have been there yet if I had so elected. I have a very great regard for railroad employes, for I see hundreds and thousands of them as I travel about in this country and Canada. They are the salt of the earth. There are no more inefficient workers among railroad workers than any other class, regardless of criticism of the railroads.—E. E. Elliott.

makes one visionary. Davy Crockett said, "Firse be sure you are right, then go ahead."

Knowledge is necessary to vision and decision. You must see, and decide, and

ers, they are the ones who keep ahead of the procession. They have no encouragement. All they have is the weary road. They do not have very much company along the way.

If you see and decide, and know the road, make the sacrifice, keep ahead, and can stand the loneliness necessary to win promotion, you will soon become one of the indispensable persons in your organization.

✱ ✱

World's Richest Man

A little while ago there was a Kansas blacksmith who made the world pause and listen to him. He said he was the richest man in the world! When men laughed, he showed them his ringing smithy, pointed to his cozy home in a garden, called to his rosy, romping children, and folded his own brawny arms.

He was right! For this blacksmith possessed happiness. And happiness lies, not in the possession of any quantity of great things, but in that satisfaction which comes of having lived and worked and sacrificed and builded, according to the measure of a man's knowledge, with little things unselfishly for others.

Rock Island Magazine for September, 1920.

Our Monthly Quiz

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

1. What is the longest fresh-water lake in the world?
2. What provision of the federal constitution cannot be repealed by an amendment unless all the states agree to it?
3. Who was Sarasate?
4. Distinguish between the classical Pantheon and the classical Parthenon?
5. What nation is the longest in proportion to its width?
6. Name an important language which consists entirely of monosyllables.
7. What is the difference between a gourmand and a gourmet?
8. How much more is a knot than a mile?
9. What is the original of the expression "to chronicle small beer"?
10. What is the capital of Bolivia?
11. When and by whom was mention first made of the existence of petroleum in America?
12. Who was "Ten Cent Jimmy"?
13. Of what important Irish city is Queenstown the seaport?
14. What are the two plurals of the word phalanx?
15. In what year did the Russian Soviet government make peace with Germany?
16. Where is San Sebastian where a meeting of the council of the League of Nations has been called?
17. Who wrote the first article expressing proper appreciation of Lincoln's Gettysburg speech?
18. What was the real name of Bill Nye?
19. What is the taffrail of a ship?
20. Which one of the thirteen original colonies was the last to be settled?
21. Where is Saghalin island?
22. What state does Senator Wadsworth represent?
23. Who is the author of the verses beginning "The breaking waves dashed high on a stern and rock-bound coast"?
24. What relation was Queen Victoria to William Hohenzollern?
25. Who was Antoine Barye?
26. Who founded the first botanical garden in America?
27. Where was it located?
28. For what achievement in medicine was Pasteur especially noted?
29. Name an America's cup defender which sailed in two series of races against British challengers.
30. What two states originally ceded territory to form the District of Columbia?

Watch, a Compass

If you are lost in woods or fields or stream you can find your way out if you have a watch, just as easily as if you carried a compass. By pointing the hour hand of your watch toward the sun, the south may be found exactly half way between the hour and the numeral 12 on the dial. For example: Suppose that it is 4 o'clock. Point the hand indicating 4 to the sun and 2 on the dial points south. If it is 8 o'clock, point the hand indicating 8 to the sun and the numeral 10 on the watch points to the south.

Masters Among Men

Those With Initiative, In Demand

By Orison Swett Marden

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"WHAT is your biggest problem in hiring efficient help?" I recently asked a man who employs thousands of people every year.

"Well," he answered, "I have the most trouble in getting an employee to do the right thing in the right way without being told. It is harder work to get some of them to do a thing right than it is to do it myself. When you have to tell a man what to do and then watch him to see that he does it right, it becomes a very expensive proposition. It doesn't pay to take the time of a \$10,000 man to watch a \$10 clerk. I'm willing to pay the price to any man who can do good work right along without being watched, who has some ideas of his own and will act on his own initiative."

If procrastination and vacillation run in your blood, if you are always waiting for somebody to start things, to begin things for you, if you feel paralyzed by the responsibility of deciding things, beginning things of your own accord, just make up your mind that if you ever are to amount to anything in the world you must strangle this habit. The only way to do this is to

form the counterhabit of starting out every morning with the grim resolution not to allow yourself, during the day, to waver, or wait for somebody to start things and show you the way. Resolve that you are going to be a pusher, a leader; that you are going to take the initiative, start things yourself and put them through without advice.

The man who would succeed in any marked way must have initiative; he must be self-reliant, inventive, original. There is always a place for such a man. The man who dares to think his own thoughts and originate his own method, who is not afraid to be himself, and is not a copy of some one else, quickly gets recognition.

It has been said that the world reserves its big prizes for but one thing—initiative. Initiative opens the door to the place above us. Those who wait for fate, or luck, or opportunity to lead the way never get far, but the man with initiative fares forth and arrives. I know of no one thing outside of honesty that plays such a prominent part in one's success in life as vigorous initiative.

For a Better Understanding of the Railroad Situation

DURING the war, railroad facilities were strained to the utmost. Normal maintenance of track and equipment was impossible. Only 40% of the usual new freight equipment was purchased. A very small percentage of the usual new motive power was placed in service and no new passenger cars were ordered.

After the armistice, the railroads, thus handicapped, faced the task of catching up with the business growth of the country. Financial conditions could not have been more unfavorable. By the time they had measured up their requirements for efficient and satisfactory service, interest rates had advanced 50%. There had been tremendous increases in the cost of all materials—locomotives 170%—freight and passenger cars 200%—track materials 110%—coal 80%—wages similarly advanced. And the increase in rates since the beginning of war activities had been negligible in comparison.

As a result, passenger service has been inadequate; freight shipments have been delayed. There has been congestion everywhere. Food, clothing, fuel, building and raw materials have been tied up, and consumers have paid higher prices for all commodities. Industry has been threatened by sluggish movements. The

feeding of the American people has been a serious problem.

Adjustments are, therefore, inevitable, and even after they are made, considerable time must elapse before a marked improvement can be expected. In the meantime you can do much to help the situation. The railroads mean a lot to you and deserve your support. Remember that the value of your business, your farm, your home, depends more upon the railroads than upon anything else. Investigate their securities as investments for your surplus earnings, bearing in mind that the increase in values has affected not only the things the railroads need, but the vast properties which they own. They are worth far more today than ever before. Their difficulties are but temporary. Take them into consideration and accept cheerfully the best service that can be given you for the present. And if you are a shipper, load promptly and to capacity.

Two added tons per car in 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 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To left—Wm. Arthur and John Otis Young, Jr., sons of J. O. Young, Kansas City, Mo. Above, left—Harry Upton, son of Yardmaster Upton of Blue Island, Ill. Right—Child of Mrs. A. F. Healey, Jr., Muscatine, Ia.



Above: Left—Evelyn Hill, Silvis, Ill. Center—W. R. Williams, Jr., Dalhart, Tex. Right—Joan Elizabeth O'Malley, Hamilton Park, Ill.
Below: Left—Marvin and Melvin Madden, Kansas City, Mo. Left, center—Paul and Richard and Eugene and Raymond Mikkelsen, Princeton, Mo. Right, center—Martin and Myrtle Fagan, El Reno, Okla. To Right—Bernard Willard Coan.



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To Succeed—Boss Yourself

By B. C. Forbes

TO QUALIFY as a boss, begin by learning how to boss yourself. High priced men require little supervision.

The laborer has a gang boss or a foreman over him; over the foreman is a superintendent; over the superintendent is a general manager; over the manager is the president.

The president gets the highest pay because he attends to his own bossing; the laborer gets the least because he most needs guidance, direction, bossing.

You do not have to be a boss over others in order to start learning how to become a boss. Take yourself in hand.

Be your own boss.

Supervise, criticise your own work.

Be your own timekeeper.

Analyze your own progress.

Think up new ideas for yourself.

Try to devise a better method of handling or systematizing your duties.

Study hard how to become an "efficiency engineer" concerning your own job.

It is usually not very hard to satisfy others with your work.

The hardest person to satisfy ought to be yourself.

Whenever I do a piece of work which, through some untoward circumstance, hasn't absorbed a due amount of my vitality, I feel guilty when it is criticised, and, worse still, ashamed if it be praised. In most instances I put all there is in me into what I do.

A writer visited my office the other day as I was preparing to write a full-length magazine article, a sketch of the wonderful career of a business generalissimo who has risen since the war began. I was surrounded with books, with pamphlets, with scrapbooks, with piles of clippings, with page upon page of shorthand notes epitomizing the material I proposed to incorporate, some of the lines in black ink, some in red. He was dumbfounded. "My lor!" he ejaculated, "when I read your stuff I always figured you just sat down and wrote it off the bat without any trouble at all." I explained that I gladly read a whole volume if I could get from it one pertinent fact or one helpful sentence I could use in producing an article of this nature.

In other words, I try to be my own severest boss.

There's genuine fun in such discipline.

If you haven't yet learned to adopt the "I'll boss you, old fellow," attitude towards yourself, you haven't begun to know the full joy of work and effort and aspiration.

Harvey D. Gibson, elected president of the Liberty National Bank of New York at a phenomenally early age, once told me that for years every night when he went home from work he chided himself for having accomplished so little and felt like kicking himself when, on reflection, he bethought how he might have done a certain thing in a somewhat better way. He was bossing himself with a vengeance.

Some successful men have a fixed rule to review mentally every night their day's whole activities with a view to studying whether there could not have been improvement in their handling of themselves. This equips them the better to

meet similar situations which may arise in the future. They sit in judgment on themselves. In other words, they boss themselves.

Do you?

If your main concern simply to please the boss?

Or do you go further and strive to please yourself, try to live up to what something inside you tells you you ought to strive after?

The great sculptor would not slight by as much as one chisel stroke the back of the figure though it was to be set into a wall. "The angels can see it," he quietly replied to those who remonstrated with him for what they regarded as wasted labor.

You can see the parts which no foreman or chief clerk or manager or president can see.

You know when you injure, be it ever so mildly, your own top-notch efficiency by some unwise act of your own—too late hours, it may be; or overeating at night, or one of a hundred forms of dissipation which no one but you yourself can detect or appraise.

There are a thousand faults which the boss cannot put his finger on—unless you have constituted yourself your own boss.

No boss can boss you half so efficiently as you can boss yourself.

You can begin where he leaves off—and still find much to find fault with, much to check up, much to eradicate.

You may succeed in conveying to your boss the impression that you have carried his message straight to Garcia, and yet know in your inner consciousness that you loitered lamentably and culpably on the way.

There's no real joy in "putting something over," in pulling the wool over somebody's eyes.

The real joy is in satisfying yourself

Promotion

Every man who is doing anything worth while will work all the better for having pride in his work. No member of the personnel of a railroad, for instance, is unimportant. If a section laborer skimps his work, soldiers consistently, the road suffers. The man who tamps ties or trims ballast is doing an indispensable work. If he does it well and conscientiously, the road benefits, if he does not, it suffers.

Every railroad employe, from track laborer up, should have impressed on him the fact that his work is important, and that the tools and other material he uses all cost money. He should know how to use his material in such a way as to eliminate waste and breakage. Above all, he should be made to feel that whether he remains a section hand or climbs the ladder of promotion, rests entirely with him; that the road is looking for merit and ability, and that if he shows that he has these qualities he is bound to go ahead.—Exchange

that you have done a good, honest, full-measured job—it was Robert Louis Stevenson who said: "I have known happiness—I have done good work." That is not slush. It's the eternal, unchangeable and not-to-be-changed truth.

Learn it. Act on it. Let it sink into every fibre of your being. Make it part of you, as much a part as the blood that is pumped by your heart through every vein of your body.

You cannot know the full stature of manhood, the true meaning of liberty, until you have learned to sit in judgment upon yourself and your daily work.

The consciousness that you are a boss, that you are the master of yourself, that you have laid down rules which you see to it that you live up to—this consciousness, hard to express in words, is the pearl beyond price.

The towering national figure who commands an industrial army of a hundred thousand men may not, at heart, be as much of a boss, a master, a supervisor, a director, a commander-in-chief as you know that you are.

You have become lord of yourself.

Lording it over others cannot yield happiness matching that.

I venture to assert that any young man who takes himself rigidly in hand and learns how to boss himself will, in a period much briefer than he had ever imagined possible, be singled out by his boss for more responsible duties.

The employer or manager who interests himself in his workers sooner or later—and usually sooner rather than later—senses the man or woman who needs no watching, who is his or her own most exacting taskmaster.

Start by becoming your own taskmaster.

You have then placed yourself in line to be made master of others.

Boss yourself, and you will need no other bossing.

This little poem, "Be a Self Starter," by Arthur G. Skeeles, embodies the right idea:

Be a self-starter! Don't wait for the boss!

Roll up your sleeves now, and dig in! The time you spend waiting will all be a loss;

You were made for a winner! Begin!

Be a self-starter! Let other men wait Until the boss tells them to go; But you be the worker who sets his own gait.

If you wait on the crowd, you'll be slow.

Don't wait for the boss! Be the man in the lead!

The followers land on the shelves. In shop and in office, the men that we need

Are fellows who think for themselves.

Habit is the approximation of the animal system to the organic. It is a confession of failure in the highest function of being, which involves a perpetual determination in full view of all existing circumstances.

WHAT THE WORLD IS DOING

LIFE insurance companies throughout the country wrote new policies amounting to \$8,700,000 during the year 1919. This shows a gain of \$2,878,000,000 over 1918.

Isham Randolph, widely known as a civil engineer, died at his home in Chicago on August 2 of pneumonia at the age of 72 years.

The International Harvester Company has announced one of the most compre-

for the last forty-five years, retired from service on August 20 with a federal annuity. He had been in the federal service for 65 years.

Japan recently launched a new \$40,000,000 super-dreadnaught, Mutsu, the most expensive fighting ship in the world. The Mutsu is 33,800 tons displacement, carries eight 16-inch rifles and was christened by the Empress of Japan.

The directors of the American Chamber of Commerce of the Philippine Islands have passed a resolution declaring that the present status of the islands is unsatisfactory and that a form of territorial government, under the sovereignty of the United States, is desirable.

Congress will be asked to pass a law in conformity with this declaration.

Railway trains are being used in Russia to spread the Bolshevik propaganda. Posters are being used extensively also in railway stations, setting forth the advantages of the new regime.

The proposed new state capital for Nebraska to be built at Lincoln is to have a skyscraper tower instead of the usual dome. The tower will be used for the library and for filing state documents.

The Chinese Merchants Association, the membership of which comprises a large part of the Chinese population in this country, is about to begin the construction of hotels, theaters and restaurants in the United States and China, as well as the development of big business enterprises in the flowery kingdom in-



A mother and her two sons. Which one has been Americanized? (Underwood & Underwood photo.)

hensive profit-sharing plans so far promulgated. Under the plan, the employees will get 60 per cent of the profits after 7 per cent has been paid on the invested capital.

The French Government has formally recognized General Baron Peter Wrangel as head of the de facto government of South Russia.

Two all-metal airplanes which left New York July 29, landed at Oakland, California on August 8, with first letters carried across the continent by air.

More than 500 soldiers from Camp Funston were called in during the Denver street car strike during August.

Czechoslovaks of New York City have established a church solely for children, with a children's choir and orchestra, and child ushers.

Three hundred Boy Scouts from nearly every state in the Union have been having "the time of their lives" on a trip through Europe and attended the big Olympic games at Antwerp.

Plans are under way to construct the greatest docks in the world along the Hudson river at Weehawken by the Cunard Terminal Corporation, capitalized at \$40,000,000.

Henry J. Wylie, who has served continuously in the Quartermaster's Department of the United States Marine Corps



Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN
A young boy answering the call of the wild ducks and geese. The duck season opens in Illinois and adjoining states, September 18. Oh, Boy!

volution the expenditure of millions of dollars. The association has secured valuable concessions in China, including transportation, mines, oil, telegraph, telephone and other privileges, using for this purpose the money which they have made in America in opening and developing the interior of that country.

Sir Thomas Lipton announced in New York at the close of the international



Royal Meeker, editor-in-chief of the *Monthly Bulletin of League of Nations labor office.* (Underwood & Underwood Photo).

yacht races in which the American yacht Resolute won by 19 minutes and 45 seconds, that he would not contest next year but would enter another Shamrock in 1922.

Invitations have been mailed to 150 leading engineering and technical societies in the United States to become charter members of the Federated American Engineering Societies which will be formally organized this fall.

John H. Needham, foreign representative in London of the Irving National Bank of New York, predicts that the increase in railroad freight and passenger rates in Great Britain will be greater than those in the United States.

Two of Germany's most formidable battleships, the Helgoland and the Westfalen, and twelve destroyers, allocated to Great Britain, have been delivered. The German battleship, Regensburg, was allotted to France and one ship to the United States.

The world record for "looping the loop" by women in an airplane was made at Mineola, Long Island on August 14 by Miss Louise Brownell, 20 years old, of Cincinnati, who flipped her machine over eighty-seven times.

Walter Winans, painter, sculptor and horse fancier, and one of the most prominent Americans living in London, died while driving one of his horses in a race in London on August 12.

One of the most impressive burial ceremonies held at Arlington National Cemetery in years was that of the late

A RECORD OF CURRENT EVENTS

Major General William Crawford Gorgas, former surgeon general of the United States Army, which occurred on August 16, following his death in London, England.

Sir James Eric Drummond, secretary general of the League of Nations, has purchased the National Hotel at Geneva, for the League of Nations. The staffs of the members of the League will be housed in the hotel. The site of the League's headquarters in Geneva has not yet been chosen.

A party of Swedish geologists are in the United States to begin an extensive study of the geologic signs of prehistoric plant and animal life in this country. The study will occupy six months and will take the party as far West as the Rocky Mountains. The expedition is headed by Baron Gerard de Geer of the University of Stockholm.

The new War Council, created by Congress at its last session, was formally organized in Washington on August 13 with Secretary of War Baker as its head and General Pershing, Major General March, and Assistant Secretary Williams as members. The Council is a part of the reorganized General Staff.

The state legislature of Tennessee ratified the equal suffrage constitutional amendment on August 17, the thirty-sixth state to ratify, thus giving women of the United States the right to vote for President this year.

More than 5,000 immigrants are arriving daily at Ellis Island, according to New York dispatches.

Miss Mary Cunningham, daughter of a Springfield, Mass., railroad engineer, has been selected by a committee of art editors, professional photographers and

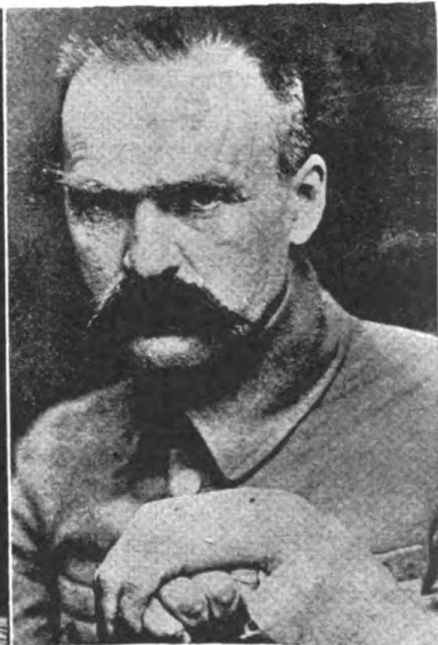
theatrical men as the most beautiful candidate for position as "Rose Girl" in a forthcoming New York musical production.

Northern Kansas this year harvested the biggest wheat crop in years and the



Charles Ponzi, whose scheme to make millions in international reply coupons, came to grief. (Underwood & Underwood photo.)

corn crop promises to be a record. Nine counties in Kansas, including Sherman county, are known nationally as the "bread basket of the world," and are entered by the Rock Island Lines.



Left—General Haller, who commanded the north arm of Polish army in recent fighting with Russian bolsheviki. Right—General Pilsudski, president of the Republic of Poland. (Underwood & Underwood photo.)

Meritorious Service

J. R. McPARTLAND, conductor, and A. C. Thompson, engineer, Cedar Rapids, commended for prompt action in putting out fire on bridge.

Fred Biller, agent, Beaufort, Mo., commended for taking care of hot-box found on car, thus preventing damage.

C. B. Tappmeyer, brakeman, Eldon, Mo., commended for notifying train crew of broken flange on car, preventing possible serious accident.

J. F. Phillips, brakeman, Eldon, Mo., commended for firing engine when fireman was taken sick.

Joe M. Carroll, section laborer, Owensville, Mo., commended for reporting broken flange on car and preventing accident.

E. W. Lynch, agent, Sherman, Iowa, commended for voluntarily motoring to Iowa Falls and having broken part of pump repaired.

Thomas H. Gill, commended for thorough report of accident at Washburn, Iowa.

The following have been given meritorious mention for services rendered on the Missouri division:

Brakeman O. O. Barnes, and Conductor J. O. Stitt awarded ten merits each on account of efforts made to get car with hot box to terminal, to prevent delay to fruit train.

Conductor Gus Winters, and Brakeman Ray Pence awarded ten merits each on account of interest displayed in voluntarily firing engine when fireman was taken ill, thus preventing delay to important train.

Brakeman O. K. Stauber awarded ten merits on account of interest shown in firing engine when fireman was injured, thus preventing delay to fruit train.

Switchmen W. C. Glasgow and O. T. Humphries, Jacob Baayen awarded ten merits each for assistance rendered in transferring cattle from car with defective floor to another car at Eldon, when foreman of stock pens was absent.

Crew of switch engine 284: W. L. Pence, R. D. Miller, Bert Bearden, switchmen; Engineer A. L. Winton, Fireman W. H. Gilkerson; as well as Engineer W. Longnecker, Fireman W. J. McDonald, Switchmen Nat Keith, N. A. Smith, Joseph Hayes awarded 10 merits each on account of extinguishing fire in Trenton yards.

Switchman H. N. Boyer awarded ten merits on account of collecting from time to time, in Trenton yards, small particles of, and turning over to Car Department, 58 pounds of babbitt metal.

Switchman W. N. Brownson awarded ten merits on account of reporting discovery of bent axle on car thereby preventing accident.

George Turlitt, engineer, Cedar Rapids, awarded ten merits for assisting inexperienced fireman, thus avoiding serious delay to train.

C. M. Glider, conductor, and C. B. McGrath and A. F. Foster, brakemen, Manly, Iowa, awarded ten merits each for voluntarily rebrassing a rush car and avoiding necessity of setting it out short of terminal.

C. A. Vikum, conductor, Waterloo, Iowa, awarded ten merits for discovering equalizer on engine truck dragging.

Warren Elarton, brakeman, Manly,

Iowa, awarded ten merits for volunteering to pass coal on account of no coal at Traer, thus avoiding delay.

A. G. Hornish, engineer, Pratt, Kansas, commended for method of handling engine after bell crank was broken.

E. L. Duncan, brakeman, Cedar Rapids, commended for stopping train and getting steer up in cattle car before animal was killed.

I. E. Storey, conductor, Cedar Rapids, thirty demerit marks cancelled on account of interest displayed when he took train out of Muscatine without either brakeman and handled merchandise and other work the same as if he had full crew.

A. E. Connors, conductor; Dennis C. Keating, brakeman; Al McLenden, porter; Luther Moss engineer; Wm. Chilton, fireman, Oklahoma division, commended for stopping train and extinguishing fire on bridge.

W. B. Herbert, operator, Enterprise, Iowa, commended for repairing broken telephone wire until lineman could attend to trouble.

J. Morrison, conductor, Estherville, Iowa, commended for aiding late passengers to catch train.

J. C. Neilsen, agent, Mokena, Ill., commended for discovering hot box on train passing his station.

Wm. Kennelly and C. W. Bucklieu, brakemen, Illinois division, commended for removing car door from bridge.

A. G. Spence, conductor; Fred Shannon, engineer; C. B. Fisher, brakeman, and O. B. Renshaw, Nebraska division, commended for voluntarily firing engine after regular fireman had been taken sick.

II. L. Kelling, conductor, and Walter Williams, brakeman, Shawnee, Okla., commended for assisting in firing of engine.

Wm. Grady and J. G. Sutherland, conductors, Kansas division, commended for prompt assistance in pulling car of burn-

ing automobiles to a point where fire could be extinguished.

C. A. Rumbley, engineer, Manly, Iowa, awarded ten merits for vigilance displayed in observing brake-beam down on engine passing his train.

R. V. Nasrec, conductor, Cedar Rapids, Iowa, commended for voluntarily repairing angle cock on car.

D. R. Smith, fireman, and Ed Thalmueler, engineer, Arkansas division, commended for repairing an automobile damaged in shipment.

E. Liddle, conductor, and J. E. Fitzgerald, brakeman, Ellsworth, Minn., commended for aiding passenger to take Rock Island line to Kansas City.

W. E. Dunlap, conductor; Wm. Miller, engineer; Matt T. Dalby, fireman; W. T. Stokely and R. R. Nicholas, brakemen, St. Louis division, commended for extinguishing fire on bridge.

T. J. Rogers, conductor, St. Louis division, commended for interest displayed in getting cattle shipment for Rock Island.

A. G. Anthony, brakeman, St. Louis division, commended for aiding in firing engine.

J. W. Curley, brakeman, Pratt, Kas., commended for discovery of broken rail and holding trains to prevent accident.

C. R. Olinger, engineer, and C. Henderson, fireman, Pratt, Kas., commended for making repairs to engine, enabling the train to reach terminal with perishables.

L. H. Peterson, brakeman, Pratt, Kas., commended for discovering broken wheel on car.

W. M. Dunn, brakeman, Dalhart, Tex., commended for voluntarily firing engine when regular fireman was taken ill.

W. H. Campbell, brakeman, Manly, Ia., awarded ten merit marks for prompt and intelligent action in clearing away burning debris from under bridge.

Brakeman Hunt, Engineer E. D. Donovan and Engineer P. F. Scholtes, Dakota division, commended for aid in engine derailment, altho off duty at the time.

A. G. Hornish, engineer, Pratt, Kansas, commended for avoiding engine failure by replacing grate in socket.

Herbert Taylor, fireman, Kansas division, commended for prompt action in responding to call, thus avoiding delay to first-class train.

R. L. Mars, signal maintainer, Kansas division, commended for detecting brake-beam down on passing train.

L. H. Davenport, brakeman, Kansas division, commended for assistance in extinguishing fire in car.

C. C. Casidy, operator, Kansas division, commended for securing passenger business for Rock Island.

Ben Ray, brakeman, Oklahoma division, commended for aiding in firing of engine when fireman was taken ill.

Thomas S. Davis, brakeman, Des Moines Valley division, awarded ten merits for volunteering to fire engine, when regular fireman was taken ill.

J. W. Miller, brakeman, Des Moines Valley division, awarded ten merits for keeping water in boiler of derailed engine until a watchman could be obtained.

Jess F. Savacool, brakeman, Des Moines Valley division, awarded ten merits for discovering broken arch bar on car.

Lineman C. C. Brewer, Haileyville, Okla., commended for discovery of fire on bridge and getting help to extinguish flames.

O. D. Lewis, Manly, Iowa, commended for watchfulness in discovering car of wheat with broken column bolt and taking action to prevent accident.

Take Notice!

Undoubtedly, in your work in your department of the Rock Island some unusual thing has been called to your attention—some incident or occurrence—that has set you to thinking along lines in which you were never before interested. It may have been a unique invention. Perhaps, some phenomenon in connection with your work you could not explain. Maybe, an unusual event out on the road. You talked about it at the office, at the roundhouse or the shops and at home and everybody was interested. Why not tell your Magazine about it? If it interested you, it will interest other employees. If there are photographs possible, send them and we will pay you one dollar each for those used. All photos will be returned. The next time you hear any of your fellow employees discussing these things, tell them to tell the Rock Island Magazine about it.

George W. Smith, Manly, Iowa, commended for watchfulness in discovering car of wheat with broken column bolt and taking action to prevent accident.

Bedtime Stories

By Thornton W. Burgess

Peter Rabbit Keeps Still

(Copyright 1920)

*When you don't know just what to do,
why, then keep still;
It may not save you, but you'll find the
chances are it will.*

—Peter Rabbit.

PETER RABBIT had been sitting still a long time. He had sat without moving ever since he had hidden there among the rushes after seeing Hooty the Owl. He was sure that Hooty hadn't seen him at all. He knew that Hooty had been intent on catching Jerry Muskrat. He knew that Jerry hadn't been caught because he had heard the



Peter kept right on sitting still. He didn't dare do anything else.

splash Jerry had made when he dived into the water when he, Peter, had thumped that warning. He felt sure that Hooty had gone elsewhere to hunt.

But, just the same, he kept perfectly still for a long time. It was the wisest thing to do. Peter knows that safety first is the law of life for him as well as for all the little people of the Green Forest and the Green Meadows. He doesn't mind sitting still. It is the easiest thing in the world for a lazy person to sit still, and you know Peter is inclined to be lazy. So he was quite content to sit still. But all the time he kept those long ears of his busy catching every little sound and trying to discover if any of them meant danger.

But though he heard many little sounds, the Little Night Breezes stealing through the rushes, the gurgling laughter of the Laughing Brook, the deep voice of Grandfather Frog, the humming of tiny insects, not one so much as hinted of danger. At last he made up his mind that it would be quite safe to move. He would go back to see if Jerry Muskrat had returned to work on that little landing he had been building when Hooty had appeared.

He was just about to hop out of his hiding place when suddenly there was a loud splash. Peter understood it perfectly. He knew that Jerry Muskrat had made it and that it meant danger. It was Jerry's warning signal. Peter just

kept right on sitting still. He didn't dare do anything else.

What could this new danger be? Perhaps Hooty the Owl had returned, but somehow Peter doubted that. Peter strained his ears for some little sound that might warn him where and what this danger might be. Then from far away in the Green Forest he heard the hunting call of Hooty. That settled the matter so far as Hooty the Owl was concerned; Jerry Muskrat had discovered some other danger.

"I know from the sound that Jerry was out in the Smiling Pool," thought Peter. "I don't know of anything he would be afraid of out there. It must be that he saw something on land and meant that warning for me. Now, what can that danger be? And where is it? What shall I do? Which way shall I run?"

The more he thought about it the more it seemed to Peter that he must, he simply must get away from there. There wasn't a shadow of doubt in his mind that an enemy was very near.

It was dreadful. That is just what it was—dreadful. If only he could run! But, not knowing just where that enemy was, he might run right into him. Peter didn't know what to do. He didn't know what to do, and so he did nothing. That

is, he didn't move. He sat right where he was and didn't move so much as a hair. He even tried to hold his breath. And all the time, though he couldn't see or hear anything at all suspicious, he felt danger drawing nearer and nearer.

* *

The Lesson

I saw him switching railroad cars, the chief, in raiment spick and span, Returning, after years of ease, unto the place where he began Waving his hand to start or stop, walking on top of moving loads, Being a switchman for the time to break the tie-up of the roads.

A month ago behind his desk he sat and ordered men about, His was the guiding hand and his the mind which settled every doubt, And those who did his bidding then remembered not or never knew That that which he commanded them, time was he also used to do.

I saw him switching railroad cars, the chief in raiment, spick and span, Here is a lesson then, thought I, that should be good for every man, When all these differences heal, and each returns unto his place, Workmen and chief should closer be and meet each other face to face.

The strife shall not have been in vain, if only men shall understand, That he who is the chief can do these things which he must now command, And knowing how to toil and all the cares which those who work must face, He who is chief must stand at times, back in the other fellow's place.

—Anonymous.

Sees Added Efficiency and New Morale From Wage Raise

By John J. Esch

Co-Author of Esch-Cummins Rail Law

THE acceptance by the Commission of the findings of the Railroad Labor Board permitting an increase of over \$600,000,000 for wages and salaries of railroad officials and employees and ordering an increase in freight and passenger and other rates to meet it, ought to bring peace to the labor situation and lead to greater efficiency and a better morale.

The fact that the decision of the Commission was unanimous and that three State Commissioners who sat with the Commission concurred therein will strengthen its force and effect and hasten the action of the several State Commissions in ordering corresponding increases.

What amount of revenue the advance of 40 per cent in the East, 25 per cent in the South, 35 per cent in the West and 25 per cent in the Pacific mountain territory allowed by the Commission will produce is not exactly determinable. Flat increases without regard to peculiar conditions of production and transportation may as to some commodities lessen traf-

fic, hence the revenue derived therefrom.

However, under past and present demands shippers are more concerned with service than with the rate. With good crops in sight and heavy demands the immediate future justifies the hope that traffic will continue to move notwithstanding the increase in rates.

The effect of the advances allowed by the Commission on the cost of living is important. Its effect, however, is generally exaggerated.

There was no such effect resulting from the 15 per cent advance authorized by the Commission in 1917. That there will be an increase in the cost of living can not be doubted, but the Department of Justice, under existing law, ought to protect the people, especially in view of the fact that the exact increase in freight charges per unit of any commodity is readily ascertainable and is a matter of record. Profiteers should not be permitted to capitalize increases in freight rates to exact a cent more than the increase.

Of Interest To Women

THE fleeting weeks of summer show styles that are alive with color, and particularly popular are the yellow and orchid tones, also lovely shades of blue and pink.

Ribbons have been frequently used for sashes, girdles, bands and for gathered, shirred or plaited trimmings, so that ribbon becomes a useful as well as decorative part of a garment.

For general wear one could not make a better choice than a frock or suit of taffeta, which is a material suited equally well to matron and maid.

The length of skirts is always interesting and from present indications the skirts of the well dressed woman, will not be more than 9 inches from the ground, and maybe less.

As for sleeves, it seems assured that for the present at least, elbows will be exposed, though this may be followed by three-quarter length flowing sleeves, and close-fitting ones in wrist length.

American women seem to prefer French effects because they are jaunty and youthful and not so difficult to make, hence the many kimono effects.

Velveteen is being exploited as an excellent material for smart tailored suits. One in Eton Style in a pretty shade of brown is worn with a blouse of striped satin and chiffon.

For tailored suits and separate skirts, striped chevots and tweeds are attractive, and they seem to be preferred to the plaided materials.

Plaited effects will probably be carried into the coming season.

Capes are with us again in one shape and other.

Satins and two-toned taffetas are fine for this time of the year. The new models show large collars.

A suit of cheviot has a plain skirt topped by a belted jacket that has a waist coat of duvetyn trimmed with braid.

A suit of crepe charmeuse is trimmed with plaitings of taffeta on collar and cuffs.

A frock of French etamine has panel insets of plaided taffeta to match the sleeves and yoke.

A dress of beige taffeta is trimmed with bands of organdy in a darker shade.

A blouse of organdie has a vestee and sleeve puffs of embroidered organdie, with self collar and cuffs.

A blouse of silk jersey has revers, shaped belt and bindings of satin.

A blouse of embroidered handkerchief linen is soft and pretty with collar and cuffs of embroidered net.

A gown of ring dot foulard is combined with chiffon cloth and is decorated with a lingerie collar and cuffs of chiffon.

Braid embroidery makes a smart trimming for a suit of suede cloth.

Duvetyn and satin combine very effectively for a dress or suit.

Soutache braid and floss embroidery were used to trim a skirt of blue satin.

Blue figured flowered foulard and plain taffeta combine to make a pretty frock.

A dress of pongee is attractive with worsted embroidery.

Embroidered Swiss combined with filet lace will make a dainty frock for "party" or "best" wear.

Just the smartest dress may be made of

blue taffeta with a double tier skirt of accordin plaiting that is bordered with maize color grosgrain ribbon.

The basque waist of maize color taffeta shows plaitings of blue.

Linen frocks in chemise style are smart with a collar of filet lace.

A very attractive sports coat is made

of gray wool velours and is finished with machine stitching in red.

On a dress of French blue linen try silver gray for trimming.

Green taffeta and pongee in a natural shade will combine well.

Printed and plain navy blue taffeta make a very pleasing combination.

Gray heather mixture was employed to make a smart street suit. It is trimmed with French blue suede.

Beige and blue is a popular combination in satin foulard. Soft gray satin was used for a dress trimmed with blue velvet.

Pink crepe de chine trimmed with ecru (Continued on page 55.)



Orders for any of the patterns shown on this page should be sent to the ROCK ISLAND MAGAZINE, La Salle Station, Chicago, with remittance in cash or stamps. Send 15c in silver or stamps for our up-to-date Fall and Winter 1920-1921 catalogue, containing over 500 designs of ladies', misses' and children's patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the most useful simple stitches) all available to the home dressmaker. Original from UNIVERSITY OF ILLINOIS AT ROCK ISLAND MAGAZINE for September, 1920.

Beauty Hints

By *Lucrezia Bori*

The Famous Spanish Prima Dona

MUCH is written about the value of systematic exercise as a "toner-up" of the system and a beautifier of the body. However, despite the fact that it enables women to retain their supple, youthful lines, and gives them a graceful carriage, comparatively few avail themselves of its aid. When they leave school with its routine of lessons and drills they turn their attention to other realms, not realizing the importance of keeping up their daily exercises.

Now these require but a few minutes each day. Once you acquire the habit you will find that it is just as natural for you to spend a few minutes exercising as to give your hair a good brushing. And as you form the habit of exercising you will at the same time be doing much to improve your figure and your health as well.

To get the full benefit of these exercises you must know how to breathe correctly. There are many different ways of deep breathing, but the best way is the natural way. Stand at your ease and breathe as long and as deeply as possible. Put your hands upon your hips. Then raise your shoulders just a trifle and lean your head slightly back. Fill your lungs with air. Don't arch your chest nor draw in your abdomen. Hold the air steadily in your lungs for a moment, and then exhale it smoothly and deeply. When doing this lower your chin and shoulders.

Now you are ready for the exercise. Place your hands upon your hips. Bend your body from the waist as far down as possible. At the same time curve your back. Then raise your body and bend it well over backward. Now bend forward and downward again, and keep up these movements several times. Don't attempt, however, to do this more than twenty times.

A SPLENDID EXERCISE.

Be sure to inhale while you rise and exhale when you bend down. Of course, it will depend on your breathing as to the quickness with which you can do this exercise.

The next step is to give yourself a good rubbing. With feet fairly wide apart place your hands upon your insteps. Rub upward, along your shins, the front of your thighs, your abdomen and breast. And as you gradually rub upward, rise slowly, bend backward and inhale.

Now, after your hands have passed over your collar bone, slip them below your armpits and start the downward rubbing. This you must continue until you have rubbed your back and legs and have reached your ankles. At the same time bend downward and exhale.

Once you accomplish this complete cycle start all over again. Practice slowly and steadily until, as you have accustomed yourself to the bending and rubbing, you can do this twenty times without the slightest weariness.

TRY THIS NEXT.

Another splendid exercise which will greatly help in beautifying your body is

done in the following manner. Stand beside the top of your bed or any other rather heavy piece of furniture. As you inhale, swing one arm—which must be held very straight—slowly around, sending it up backward and down forward. Do this until your hand touches the object near which you are standing. Press it downward as you exhale.

At the same time place your other hand as far up your back as possible. After you have completed exhaling change the position of your hands. You must turn your trunk somewhat toward the side, opposite that of the hand, which is pressing downward—that is, to the left if your right hand is pressing, and to the right when your left hand is pressing. Practice this exercise until you can do eight turns to each side.

When your hand is placed on your back start a downward rubbing move-

ment. This you will find quite strengthening for the waist. Combined with the former exercise it will improve the beauty of your form.

HOW YOU MAY IMPROVE YOUR "WALK" IN REAL BEAUTY WAYS.

Every woman should walk well, and yet a large percentage of women have an imperfect carriage. One of the surest contributors toward defective carriage is the constant wearing of high heels. Happily the walking shoe and Oxford with low heels and well arched soles have come into fashion. Women are slow, however, to adopt them for general wear and many still cling to French heels for every day use.

Outdoor sports, such as golf, have taught women the value of "walking" heels. French heels may be all right for parties and for evening wear, but you should realize that your body cannot have proper poise or adequate exercise in exaggerated heels worn constantly.

KEEP ON.

Continuing this motion your body will turn so that your left hand points in the direction that your toes are pointing, while your right hand points as your left did when you started. Continue this circling motion very slowly until you get used to it, then you may increase the action.

You should go through this exercise about ten revolutions at a time.

Kitchen Economies

By *Isobel Brands*

Of the Applecroft Experiment Station

DRIED vegetables and fruits, used in greater quantities since the rising price of sugar made canning an expensive matter, have proved that they retain their native flavor as well as the canned article. They have but one disadvantage—that unlike the canned article they cannot be served at once from the jar, but require extra cooking or overnight soaking.

This, however, is a minor inconvenience when you remember how much more dried food can be packed away in comparatively small space than the canned goods. It is true that rows of well-filled shelves are a delight to the eye of the thrifty housewife who takes advantage of summer abundance to lay aside for the winter.

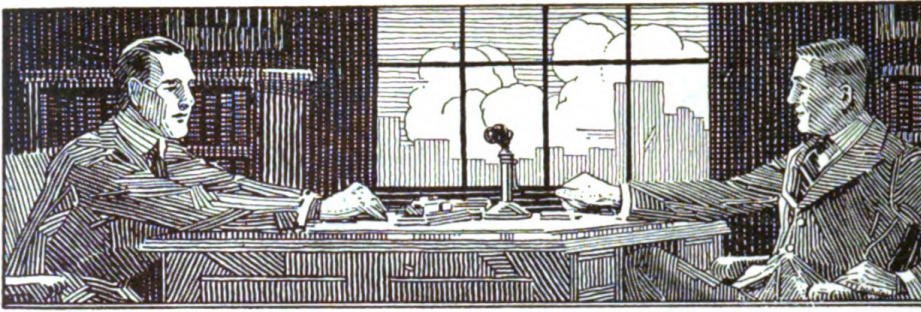
But what can the flat dweller do? In the average city flat there is scarcely enough space for current food supplies.

But you can pack away enough dried food for the winter's needs of a small family on one or two shelves. It does not pay to dry lima beans or in fact any of the bean family. These are such staple articles that they can be bought cheaply enough to make it unnecessary to do the drying at home. But berries, apricots, peaches, pears and other small fruits should be dried if there is not space or equipment for canning. Dried tomatoes also are a great convenience, taking up less space than the cans, and yielding much more pulp and flavor at a smaller price.

The Italians have long had dried tomatoes, but the article is still more of a rarity with American families. Their method is to stew fresh tomatoes very slowly without any water being added whatever. This is done until most of the water content of the vegetables has evaporated and only the pulp remains in the saucepan. This must be stirred frequently, of course, to prevent burning, and should simmer over a slow flame very gently. Finally, the pulp is squeezed through a colander, the liquid being used for soup making or other immediate purposes.

The pulp is spread out on boards and left to dry in the sunshine. When perfectly dry these strips of tomato are packed tightly in jars or crocks and sealed. Thus they keep indefinitely, and one or two tablespoonfuls will season as richly as a small can of tomatoes.

For drying berries, be careful to use only the good, ripe ones. Spread three layers on a baking tin and place on back of the stove or leave in a slow oven until the scalding point is reached. Then leave in warm place to let the moisture evaporate slowly. This may take from 36 to 48 hours. Then replace all the berries in a hot oven to come to boiling point. This is simply done to sterilize completely. Pack tightly in small pails or tins and cover the top of the can with several thicknesses of newspaper before clamping on the lid. It should, of course, be tightly sealed.



As It Was Told to Me

Extensive plans are under way for the expansion of the Terminal Railroad facilities in St. Louis.

The Santa Fe is planning to spend \$18,000,000 for new equipment, a large share of which will be placed on its Texas lines.

W. R. Owen, assistant general purchasing agent for the Rock Island, accompanied by his family, is spending his vacation in the Minnesota woods.

It is estimated that the Pennsylvania railroad will expend about \$20,000,000 in improvements and betterments in and around the city of Detroit, Mich.

R. F. Clark has been appointed general agent for the Grand Trunk railway, with headquarters in Chicago. He assumed the duties of his new office last week.

Twenty-two "harvest specials," bearing thousands of workers for eastern Canada to help harvest the crops there, were operated by the Canadian National Railways during August.

H. C. McGregor, manager of the consolidated ticket office at El Paso, Texas, has been appointed division passenger agent for the El Paso & Southwestern System, with headquarters at El Paso.

Samuel C. Scotten, a director of the Burlington railroad, died at the Mercy Hospital in Chicago on August 6. He was elected a director of the road in 1914 to succeed former President Darius Miller.

W. D. Beck, superintendent of the eastern division of the western lines of the Chicago & Northwestern railroad, with headquarters at Norfolk, Neb., has been promoted to superintendent of car service, with offices at Chicago.

G. E. Patterson, superintendent of the Illinois division of the Illinois Central railroad, with headquarters at Champaign, Ill., has been appointed acting general superintendent with headquarters in Chicago, succeeding J. J. Pelley, who has been appointed chairman of the Chicago Terminal Car Service Commission.

The percentages of increase that should apply to freight rates within Illinois territory, between points in Illinois territory and points in the eastern group, and between points in Illinois territory and points in the western group are contained in a supplemental report issued

August 14 by the Interstate Commerce Commission.

It costs \$25 to ride a half hour over Manhattan and New York Bay on the Aero Limited.

C. P. Grenfell has been appointed assistant trainmaster of the Rio Grande division of the Santa Fe with headquarters at Hurley, New Mexico.

Expansion of the service of the Milwaukee, Chicago & Michigan City steamer line, including three new steel ships, building of big terminal at Milwaukee and the extension of service of the New

The Young Lady Across the Way

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The young lady across the way says some people think there's no sentiment in business, but she notices a good many of the stenographers finally marry their employers.

York Central and Monon routes, is announced from Milwaukee.

The Telegraph and Telephone Division of the American Railroad Association will be held at Fort Garry Hotel, Winnipeg, Manitoba, September 22, 23 and 24.

President Charles H. Markham of the Illinois Central has asked sixty-five thousand shippers of that road to make constructive criticism of the I. C.'s service and facilities.

P. Berney has been appointed inspector of stores in the office of District Storekeeper C. H. Schneider of the Rock Island Lines at Horton, Kansas, succeeding E. J. Lawler, assigned to other duties.

During the week of Aug. 1 on the railroads of the United States and Canada there were 132,370 cars less than the demand, compared with a shortage of about 125,000 cars the previous week. Increase in the grain movement was said to be the cause.

The railroads were authorized on August 6 by the Interstate Commerce Commission to enforce the new freight and passenger rates until November 1, 1920, without observing the long and short haul clause of the Interstate Commerce Act.

The United States Civil Service Commission will hold examinations on September 22 and October 20, to add scores of freight and passenger rate clerks to the forces of the Interstate Commerce Commission in connection with the general increase in freight and passenger rates.

The country has never known passenger traffic as heavy as at present, Chicago railroad men state. All roads entering Chicago are enjoying big business, as much as they can handle. The present volume is at least 33 1/3 per cent greater than for the corresponding season last year.

Projects providing for the building of 29,319 miles of highways at an estimated cost of \$384,900,000, had been approved by the Secretary of Agriculture in Washington up to June 30. Federal funds aggregating \$266,750,000 have been apportioned among 48 states to assist in good roads construction.

Henry F. Bell, formerly assistant to the manager of inland traffic of the war industries board and assistant to the assistant director, division of traffic of the railroad administration during federal control, has been appointed foreign freight traffic manager of the Erie railroad, with headquarters at New York.

J. F. Gavin, assistant to the vice-president of the American Short Line Railroad Association, has resigned to accept the position of traffic manager of the Alabama, Tennessee & Northern, with headquarters at Mobile, Ala., and he has been succeeded by I. T. Hanson as assistant to the vice-president of the American Short Line Railroad Association.

E. R. Gorman, assistant superintendent of the Eastern division of the Chicago, St. Paul, Minneapolis & Omaha, with headquarters at Eau Claire, Wis., has been appointed superintendent of the Rock Island Magazine for September, 1920.



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16 inches tall. Every inch selected, softest, pliable, tough, storm-proof, solid, dark chrome tan leather. The best wearing leather in the world and at the same time is pliable and easy on the feet. Full oak tanned, double soles. Solid leather heels. Bellows tongue, same superb quality tan leather. Full vamp runs all the way under toe cap. Leather counters. Leather insoles. Back seams reinforced. Two straps and buckles. Positively the best shoe in the world for work or hunting.

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

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

been appointed acting superintendent of motive power and machinery, with headquarters at St. Paul, Minn. Mr. Gorman succeeds J. O. Enochson, who has been relieved on account of ill health, and A. J. Strouts succeeds Mr. Gorman.

A ruling has been made by the Interstate Commerce Commission that loading and unloading of live stock in carload shipments at the Chicago stockyards is not the duty of the shipper. This reverses a former finding of the commission.

The Illinois Public Utilities Commission, on August 10, denied the application of the carriers for passenger fare increases to 3.6 cents per mile, and declared the state law of July, 1907, fixing 2 cents as the legal rate, will still be applicable after September 1. Application was also denied for a 40 per cent increase in freight rates, but a temporary increase of 33 1/3 per cent was allowed on condition that the roads improve their service.

A report is current that the New York Central Railroad Company is considering the purchase of the Chicago River & Indiana Railroad Company, a subsidiary of the Chicago Junction Railway and Stockyards Company, and through lease in perpetuity will hereafter operate some 250 miles of track in the central manufacturing district of Illinois.

The Canadian railways increase freight and passenger rates 20 and 40 per cent, and sleeping and parlor car fares 50 per cent, to and from the United States simultaneously with the American roads' increased rate schedule.

Good progress is being made by the Fort Worth & Denver City railroad in replacing the 75-pound steel rails upon that part of its line between Wichita Falls and Amarillo, Texas, with 90-pound rails. The cost of this improvement will be approximately \$325,000. It is a part of improvements that are to cost a total of \$2,200,000 now being made to the system between Fort Worth and Denver.

William H. Colby, the oldest chief clerk in the employ of the New York Central railroad, died recently at his home in Buffalo, of heart failure, aged 69 years. He was chief clerk of the New York Central car shops at East Buffalo, and had been in the employ of the New York Central for 53 years.

Official announcement is made from the general office of the Baltimore & Ohio railroad that \$20,000,000 will be spent in buying new equipment and in bringing old equipment up to date. Approximately 2,700 cars are now being rebuilt and all cars worth repair will be put in condition, all others being scrapped. Ten million dollars will be used for this purpose and about the same amount will be expended for new equipment. The money is secured through a loan from the new Warfield corporation, the National Railroad Securities Corporation.

Owing to the pilgrimage of many persons to see Senator Harding, the Republican presidential nominee, the Erie railroad has inaugurated a new sleeping car



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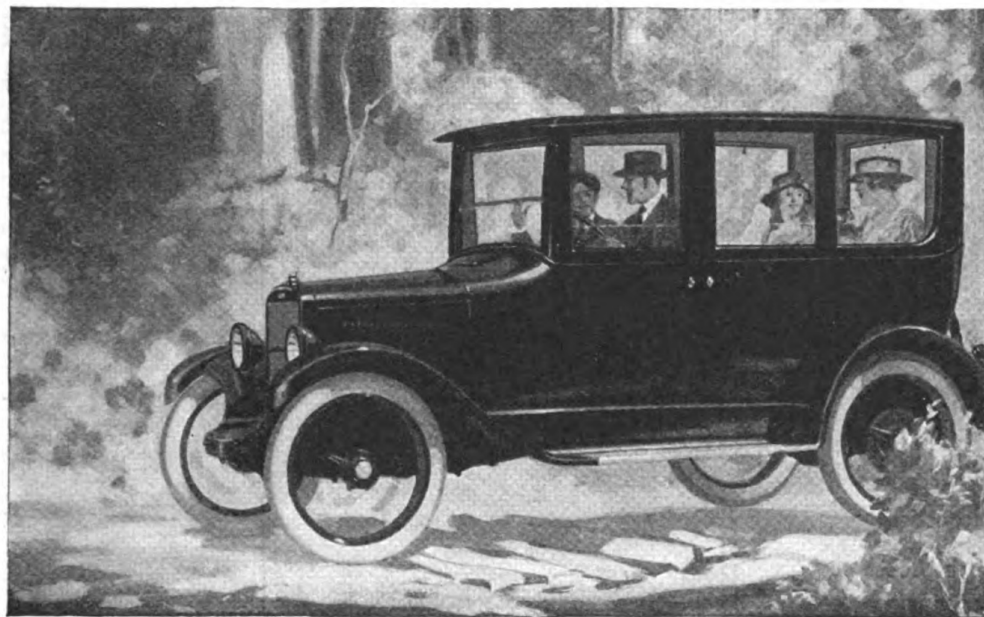
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service between Chicago and Marion, Ohio, the home of Senator Harding.

The Interstate Commerce Commission is expected momentarily to issue an order increasing the rates of the American Railway Express company to bring revenue to pay the increased wage scale.

R. T. Read of the safety department of the E. I. du Pont de Nemours & Co., has been made permanent secretary of the Delaware local, National Safety Council.

Harry J. Bell, formerly supervisor of safety for the Northwestern Region of the U. S. Railroad Administration, has been appointed secretary of the Chicago local of the National Safety Council and the Chicago Association of Commerce.

The 1921 annual meeting of the B. P. O. E. will be held at Los Angeles, Calif.

Charles C. Dana has been appointed general freight agent on the Atchison, Topeka & Santa Fe, with headquarters at Chicago.

A. W. Galbreath has been appointed valuation engineer of the Missouri, Kansas & Texas, with headquarters at Parsons, Kan. The position of chairman of the valuation committee has been abolished.

Ira M. Butler, assistant general live-stock agent of the St. Louis-San Francisco, died of apoplexy at his home in Springfield, Mo., on July 25.

W. B. Storey, president of the Atchison, Topeka & Santa Fe railroad, has been elected a director of the Continental & Commercial National Bank, Chicago, to fill the vacancy on the board created by the death of E. P. Ripley.

J. E. Buckingham, general baggage, mail and express agent of the Chicago, Burlington & Quincy railroad, with headquarters at Chicago, Ill., has been appointed assistant general freight and passenger agent of the Colorado & Southern railway, with headquarters at Denver.

Dan W. Roberts, division storekeeper of the Union Pacific railroad, with headquarters at Kansas City, Mo., has been appointed general storekeeper of the Pere Marquette railway, with headquarters at Detroit, Michigan.

The Chicago, Rock Island & Pacific railroad has awarded a contract for the building of a three-story, reinforced concrete and brick office on 63rd street, Chicago, to cost about \$100,000.

The Missouri Pacific railroad will erect a \$1,125,000 passenger station at Little Rock, Ark., to replace the burned structure. The new station will be 3 stories and basement, 120-foot tower. It will be stone trim with concrete and tile floors and steel and concrete platforms.

Express Pay Raised

More than 77,000 employees of the American Railway Express company were affected by the wage increases announced by the United States Railway Labor Board in Chicago on August 10. The award amounts to \$30,556,445 and represents a flat increase of 16 cents an hour for all classes of employees.



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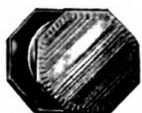
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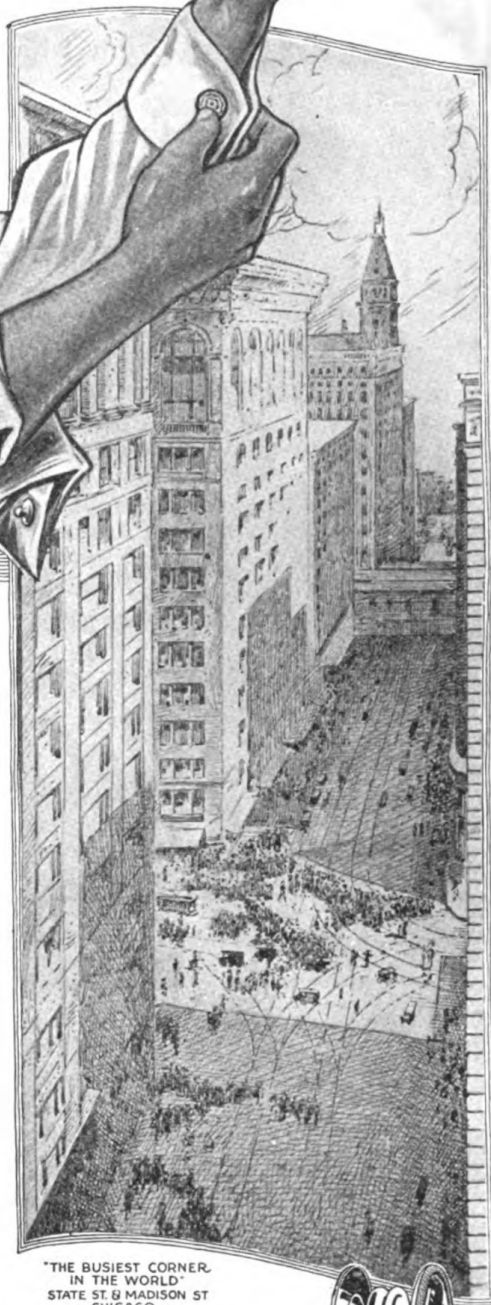
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Answers to Our Monthly Quiz

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

1. Lake Tanganyika in tropical Africa is the longest fresh-water lake in the world.
2. "No state, without its consent, can be deprived of its equal suffrage in the Senate." This, therefore, is the one provision of the constitution which cannot be repealed by the action of three-fourths of the states either in convention or as represented by their legislatures.
3. Pablo Sarasate was one of the most celebrated of modern violinists. He was born in Spain in 1844. He died in 1908.
4. The Pantheon is a famous ancient building in Rome, originally consecrated to the divine ancestors of the Julian family in 27 B. C. The Parthenon is the celebrated ruins of the official temple of Pallas in Athens. It was begun about 450 B. C.
5. Chile is the longest country in the world in proportion to its width.
6. The Chinese language consists entirely of monosyllables.
7. A gourmand is a gluttonous person, fond of eating. A gourmet is a connoisseur of table delicacies, especially of wine.
8. A knot is 6,080 feet. A mile is 5,280 feet.
9. The expression "to chronicle small beer" means to discuss insignificant and futile trifles. It is found in Iago's "suckle fools and chronicle small beer" in Shakespeare's "Othello."
10. La Paz is the capital of Bolivia.
11. A letter written by the Franciscan missionary, Joseph de la Roche d'Allion, about 1635, refers to petroleum springs found in the region of what is now southwestern New York or northwestern Pennsylvania.
12. "Ten-Cent Jimmy" was a designation applied to President James Buchanan.
13. Queenstown is the seaport for Cork, Ireland.
14. The plurals of the word phalanx are phalanxes and phalanges.
15. The Russian Soviet government declared war with the Central Powers at an end on February 11, 1918.
16. San Sebastian is on the extreme western part of the north coast of Spain.
17. Josiah G. Holland in the Springfield Republican is accredited as the first writer to express in print due appreciation of Lincoln's Gettysburg speech.
18. Edgar Wilson Nye was the real name of Bill Nye, the humorist.
19. The taffrail is the rail around the stern of a vessel; upper part of the stern.
20. Georgia was the last one of the thirteen original colonies to be settled.
21. Saghalin is an island in the sea of Okhotsk, east of Siberia, divided between Russia and Japan. The *Rock Island Magazine* for September, 1920.

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Immediate Results

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

It doesn't make a particle of difference whether you've been a user of tobacco for a single month or 50 years, or how much you use, or in what form you use it. Whether you smoke cigars, cigarettes, pipe, chew plug or fine cut or use snuff—**Tobacco Redeemer** will positively remove all craving for tobacco in any form in from 48 to 72 hours. Your tobacco craving will begin to decrease after the very first dose—there's no long waiting for results.

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

Not a Substitute

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

Results Absolutely Guaranteed

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

Let Us Send You Convincing Proof

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

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



Free Book Coupon

NEWELL PHARMACAL CO.,

Dept 601

St. Louis, Mo.

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

Name.....

Street and No.....

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

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

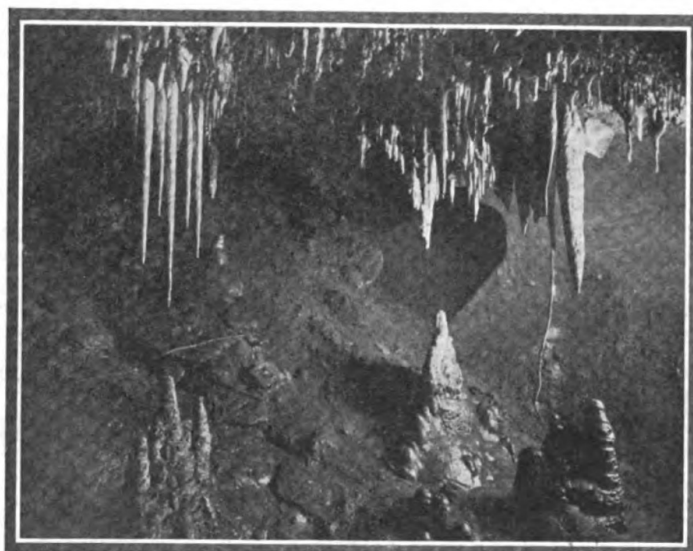
*Laughter, Youth,
Exotic, Refreshing
DIVERSIONS
Everyday.*

*Just across the
line from San Diego*

Baron Long
MANAGING DIRECTOR

The Wonderful Cave of the Winds

In Which Colorado's Most Unique and Inspiring Natural Wonder of America



Our Carriage Road is the "Famous Temple Drive" which is Free to the Public
 OPEN NIGHTS OPEN SUNDAYS OPEN EVERY DAY IN THE YEAR
 MANITOU, COLORADO

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.

latter country has recently occupied the Russian section.

22. Senator Wadsworth is from New York state.
23. Felicia Hemans is the author of the poem beginning "The breaking waves dashed high on a stern and rock-bound coast."
24. Queen Victoria was the grandmother of William Hohenzollern.
25. Antoine Barye was a famous French sculptor. He died in 1875.
26. John Bartram founded the first botanical garden in America in 1772.
27. It was located in Kingsessing, now included in Philadelphia.
28. One of the great discoveries of Pasteur was the inoculation treatment for hydrophobia.
29. The Columbia successfully defended the America's cup in two series of international yacht races.
30. Virginia and Maryland originally ceded territory to form the District of Columbia. The Virginia section was subsequently receded to the state.

Lantern Causes Explosion

A car inspector climbed on an empty tank car to tighten the loose dome cover. Contrary to the caution on the "Inflammable" placard to "Keep Lights and Fires Away," he carried his lighted lantern with him. Consequently the inflammable vapor, coming in contact with the lantern, was ignited. The force of the ignition blew him 15 feet to the ground, and his head, face, and arm were burned.

This tank was evidently forwarded by the consignee in violation of paragraphs 1903 (c) and 1912 (b) of the regulations. These rules require outlet valve caps and dome covers to be securely placed in proper position on placarded empty tank cars when offered for movement. The rules should have been enforced at the originating point by the car inspector who first passed the car.

This accident is also one of many which confirms the wisdom of paragraph 1957, which reads:

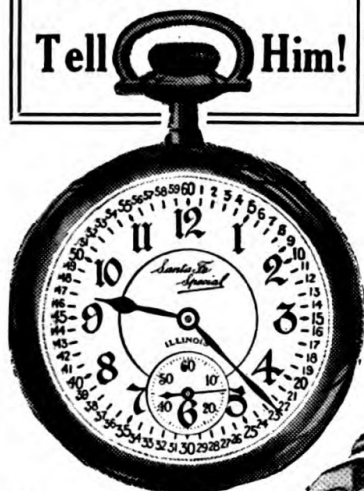
"An empty or partially empty tank car, with or without placards, is very liable to contain explosive gases, and lights must not be brought near it."

Remember that electric flashlights or electric hand lanterns are the only safe lights to use when it is necessary to examine tank cars at night.—Bureau of Explosives.

Ball Team Likes Service

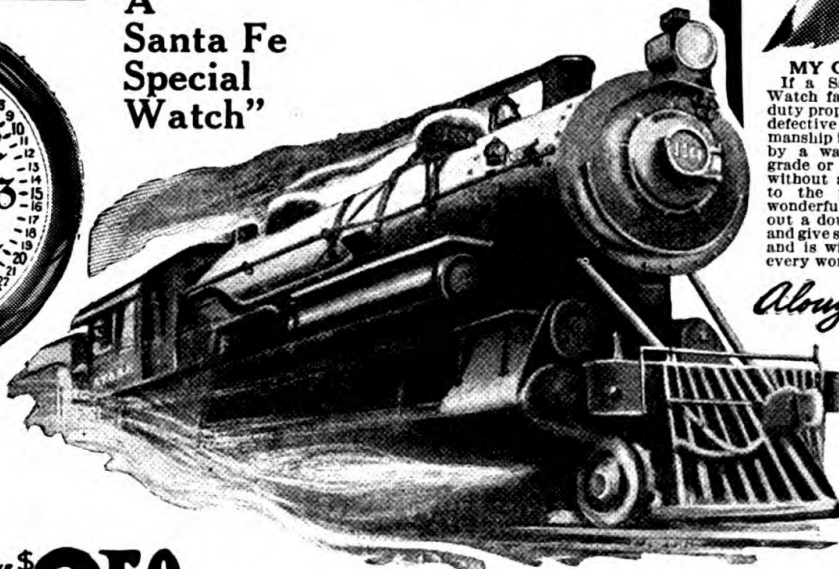
The baseball game played on August 15 at Dearborn, Mo., between the DeKalb and the Dearborn baseball teams attracted attention all along the St. Joseph - Rushville - Edgerton-Dearborn-Leavenworth-Cameron line, due to the interest taken largely by Agent R. F. Freeman of DeKalb. By special arrangement, Rock Island train No. 1047 was held at Dearborn in order to care for the crowds which visited the game and extra equipment was necessary to accommodate the passengers. A letter of thanks to General Agent J. J. Goodrich of St. Joseph was sent by the DeKalb baseball team for the Rock Island accommodations.

Do Not Ask
Your Neighbor
the Time—
Tell Him!



Own a Dependable Watch

"A
Santa Fe
Special
Watch"



The Best
Watch Made
for
Every Trade

The ILLINOIS' Famous \$
Santa Fe Special
And BUNN Special
Adjusted to Six Positions
21 JEWEL RAILROAD
WATCHES **3 50**
A MONTH

In the intense heat of engine service, with the shock and vibration of the train, with varying climatic conditions encountered around the world, the Famous "Santa Fe Special" Watch has proved absolutely dependable to the last degree.

**Standard Railroad Accuracy
Marvelous Beauty Unsurpassed
Life-long Dependability**

—all are combined in the highest degree in the famous "Santa Fe Special" Watch.

The Standard Railroad Watch that is GUARANTEED TO LAST A LIFETIME AND GIVE SATISFACTORY SERVICE. SAVE ONE-THIRD TO ONE-HALF OF YOUR MONEY by purchasing one of these famous "Santa Fe Special" Watches at our Rock Bottom price. MOST LIBERAL OFFER EVER MADE.

Our "Direct-to-you" low wholesale terms and *Extra Special Distribution Plan* is fully explained in the new Santa Fe Special Watch Book in full colors which shows the newest case designs and tells the facts you should know before buying a watch. 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.

THE SANTA FE WATCH CO.

9110 THOMAS BUILDING

TOPEKA, KANSAS

A letter, post card or this coupon will bring my
Free Watch Book.

Santa Fe Watch Co., 9110 Thomas Building, Topeka, Kansas

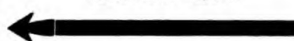
Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

Name

Address

State

WHY DON'T
YOU
CLIP and MAIL
COUPON



TODAY?



MY GUARANTEE

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

Alvin C. Thomas

President,
Santa Fe Watch
Company.



HON. CHAMP CLARK,
House of Representatives,
Washington, D. C.

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

Champ Clark.

Stifel's Indigo Cloth

Standard for over 75 years



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

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

Before you buy

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

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



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

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

SALES OFFICES

NEW YORK.....280 Church St.	BALTIMORE.....Coca Cola Bldg.
PHILADELPHIA...1833 Chestnut St.	ST. LOUIS.....684 Star Bldg.
BOSTON.....31 Bedford St.	ST. PAUL.....238 Endicott Bldg.
CHICAGO.....223 W. Jackson Blvd.	TORONTO.....14 Manchester Bldg.
SAN FRANCISCO, Postal Telegraph Bldg.	WINNIPEG.....400 Hammond Bldg.
ST. JOSEPH, MO., Nulton Bank Bldg.	MONTREAL.....Room 508 Read Bldg.
	VANCOUVER.....586 Marcelline Bldg.

CHAS. R. LONG, Jr. COMPANY

(INCORPORATED)

Manufacturers of

Paints for Locomotives, Cars, Stations and Bridges

USE LOVICO PROCESS SINGLE-COAT FREIGHT CAR PAINT

LOUISVILLE

CHICAGO

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

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Beacom Honored by Club

T. H. Beacom, vice-president and general manager of the Rock Island Lines, was the guest of honor at a banquet tendered by the Lions' Club of Burlington, Colorado, on August 12 during his recent visit west. While at Burlington, Mr. Beacom was the guest of Louis Vogt at the latter's home. Mr. Beacom and Mr. Vogt were old schoolmates and worked together as brakemen on the I. & D. division of the Chicago, Milwaukee & St. Paul railroad in 1886.

Commenting on the gathering in honor of Mr. Beacom, the *Burlington Call* said: "In his remarks before the Lions' Club, Mr. Beacom told of the great need of co-operation at the present time between the shippers and the railroads and gave it as his opinion that more locomotives and better terminal facilities would work wonders in solving the present traffic problems confronting the railroads. In answer to a request for a new depot the speaker replied that at the present time he was quite sure there would be a greater expenditure for equipment than for depots and assured the club that the people always paid for the large and handsome structures placed in certain towns by the railroads. Mr. Beacom is an earnest and convincing speaker and was roundly applauded by the members of the club."

* *

Don't Race With Train

There are four very simple rules which if followed by automobile drivers will practically eliminate accidents at grade crossings, says the National Safety Council. They are:

NEVER race with a train for a crossing.

NEVER attempt to cross without first making sure that it can be safely done.

OBEY warning signals given by bells, gongs, and watchmen.

STOP when crossing gates are lowered for passing trains.

On one of the large trunk lines 500 crossing gates, lowered to protect the public from passing trains, were run into and broken by automobiles in one year. Out of 89,072 observation tests made on 34 different crossings where tracks varied between one and fifteen and the number of trains passing per hour between one and one hundred, 16,000 involved automobiles and it was observed that in less than one-sixth of one per cent of this number did the motorist stop and look both directions before crossing.

One railroad reports during a six months' period, 199 grade crossing accidents involving automobiles. Of this number, 95, or 47 per cent were caused directly by automobile drivers trying to cross immediately in front of an approaching train. Of the remainder, 54, or 27 per cent, resulted from automobiles running into and hitting trains instead of being hit by trains.

* *

To fly from France to New York in ten hours is the latest and most ambitious dream of French airmen and inventors. They declare that it will be done within the next few years by means of two new inventions, which enable an airman to fly at a height of 40,000 feet, where, owing to the reduced air pressure, a speed of 400 kilometers (282.6 miles) an hour can be maintained.

Rock Island Magazine for September, 1920.

Rock Island Emblems



Actual size of buttons.

SEND FOR ONE TO-DAY.

It means something to be a part of this great American railroad system, whether you're section man or officer.

Send for a Button or Bob and travel all over the world and see how folks "take off their hats" to a "Rock Islander."

FOBS

Fine Russia Leather, (5 1/2 inches long,) without emblem 35c
Add price of emblem desired to price of fob. Any priced emblem may be worn on the fob.

BUTTONS

Screw back will be sent unless pin back is specified.

Plated 50c
Rolled Gold \$1.00
Solid Gold \$1.50

Sent postpaid on receipt of post. office or express money order. Address

Rock Island Magazine
La Salle St. Station CHICAGO

PILES DON'T BE CUT

Until You Try This Wonderful Treatment
My internal method

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

If you have piles in any form write for a **FREE** sample of **Page's Pile Tablets** and you will bless the day that you read this. Write today. E. R. Page, 367 Page Building, Marshall, Mich.

Ro-San Rolling Bath Tub with Heater

Full size white enamel tub, nickel-plated 12-gal. tank. Closes up in space 3 ft. square. On castors—roll it anywhere. Heater attachment for kerosene, gasolene or gas. Water heats quickly, waste drains through hose attached to temporary or permanent outlet. Simple. Guaranteed. Write for catalog and price.

Rowe Sanitary Mfg. Co.

916 Rowe Bldg.
Detroit, Mich.

Ask about
Ro-San Indoor
Closets and Wash-
stands. No
Plumbing Required.

30 DAYS TRIAL

Don't Endure PILES



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

N. D. POWERS, Dept. 636 Battle Creek, Mich.

Earn \$25 weekly, spare time, writing for newspapers, magazines. Experience unnecessary. Copyright book free. Press Syndicate, 587, St. Louis, Mo. (17)

INVENTIONS.

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

The "Conscience" Fund

The Rock Island "conscience fund" has received another addition to the amount of \$9.53, this from a man living in Cincinnati. Superintendent A. E. Correll of Eldon, Mo., recently received a request from a resident of the Ohio city stating that he had "beat the company out of a ride from Kansas City to St. Louis and wanted to make restitution." When the amount of the fare was given, the Cincinnati promptly forwarded an express order to cover the same. The ride was "stolen," the man said in 1919.

The following letter, signed "Yours for souls," accompanied by twenty-five cents in stamps, has been received by R. C. Hyde, master mechanic of the Rock Island at Valley Junction, Iowa, which tells its own story:

"I am sending you twenty-five cents to pay for an empty box and a block of wood I took from the yard about ten years ago. Hoping and praying that this will go to the proper place it belongs. May the Lord bless your soul and save you for Jesus' sake."

Swat the Rat

According to conservative estimates made by the United States Health Service on the basis of numerous surveys, there is at least one rat for every person in the United States. This estimate coincides with that for Great Britain and Ireland and with authoritative figures for Denmark, France and Germany. The annual upkeep per rodent was computed by the same authorities at \$1.80 in Great Britain, \$1.20 in Denmark, and \$1 in France. The depredations of rats in the United States probably exceeds the estimate for Great Britain. One-half a cent a day is considered conservative, but even on this computation it costs the United States \$180,000,000 a year to support its rat population. This does not include mice.

The United States Public Health Service has published a new bulletin entitled "The Rat: Arguments for Its Elimination and Methods for Its Destruction." Copies may be obtained by addressing the United States Public Health Service, Washington, D. C.

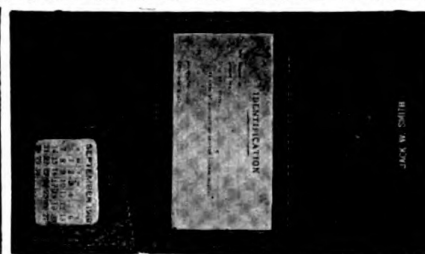
Trees

By Joyce Kilmer (Who also lies in France)

I think that I shall never see
A poem lovely as a tree;
A tree whose hungry mouth is pressed
Against the earth's sweet flowing breast;
A tree that looks at God all day
And lifts her leafy arms to pray;
A tree that may in summer wear
A nest of robins in her hair;
Upon whose bosom snow has lain,
Who intimately lives with rain.
Poems are made by fools like me,
But only God can make a tree.

Miss Grace Cummings, secretary to Vice-President and Passenger Traffic Manager L. M. Allen, recently learned of a shipment of approximately fifteen cars of freight from the state of Ohio to Phoenix, Ariz. By exerting a little influence through a friendly channel, these fifteen cars were routed via the Rock Island—El Paso route—from Chicago to El Paso. If every employee would exert himself in this way it would mean a great deal to Rock Island Lines in a year's time.

YOUR NAME IN GOLD FREE



On the New 1920 Model "LIMITED"

\$1.00 POSTPAID For this WONDERFUL BARGAIN in a combination BILL-FOLD, PASS and CARD CASE made of GENUINE BLACK LEATHER. Has 7 useful compartments, as follows: Secret pocket at back for currency; large, full size pocket for coins; window for your pass; pocket with 12 monthly calendars; Postage Stamp pocket and 2 card pockets. Measures, folded, 3 1/4 x 4 1/4 ins. Only \$1.00 postpaid with your name in gold free.



BELT \$2.00 Made of genuine cowhide leather. Is strongly made and will wear extra years. All sizes furnished. Your name in gold free and only \$2.00 postpaid. Be sure to give Waist Measure.

THE "FLIER" 7 WINDOW PASS CASE Made of a fine grade of leather and will show 7 passes. Has extra pocket for cards; also secret pocket at back for currency.

\$3.00 Post Paid A Big Bargain at \$3.00 Postpaid with your name in gold free.

Extra lines of gold stamping on any article 30c per line. Lodge Emblems stamped in gold 45c extra. Satisfaction guaranteed. Postage stamps accepted.

INTER-AMERICAN SUPPLY CO. Not Inc.
Dept. R-2 5834 W. Huron St., CHICAGO, ILL.

REAL WORKERS

insist on

TOWER'S FISH BRAND COATS OR SLICKERS

for
Rainy Day Wear

Two styles of medium length coats especially adapted for railroad men. No. B421 fitted with Reft z edges that stop the water from running in at the front, and No. B411 fitted with Brass Clasps and Storm-lap.



Dealers Everywhere

A.J. TOWER CO.

Established 1836

BOSTON, MASS.

1220

GROCERIES

Sugar—Flour—Soaps—Etc., for approximately half of what you now pay.

Who pays your Grocer's rent—who pays for Clerk's time while he is talking to you or waiting for sales? Who pays for 100 other items of unnecessary expense? **BE WISE**—Buy direct from us. We save you retailers' and middlemen profits, because our volume of business is greater than 1000 ordinary grocery stores with less friction, less useless expense, loss, shrinkage, waste that occurs in one retail store alone.

Send for our **FREE "Get Acquainted" Catalogue**

Allied Grocers 166 W. Adams Street, Chicago Dept. 75

UNIVERSITY OF ILLINOIS AT

URBANA-CHAMPAIGN

CHAS. S. COLEMAN
President

H. D. COLEMAN
Sec'y.-Treas.

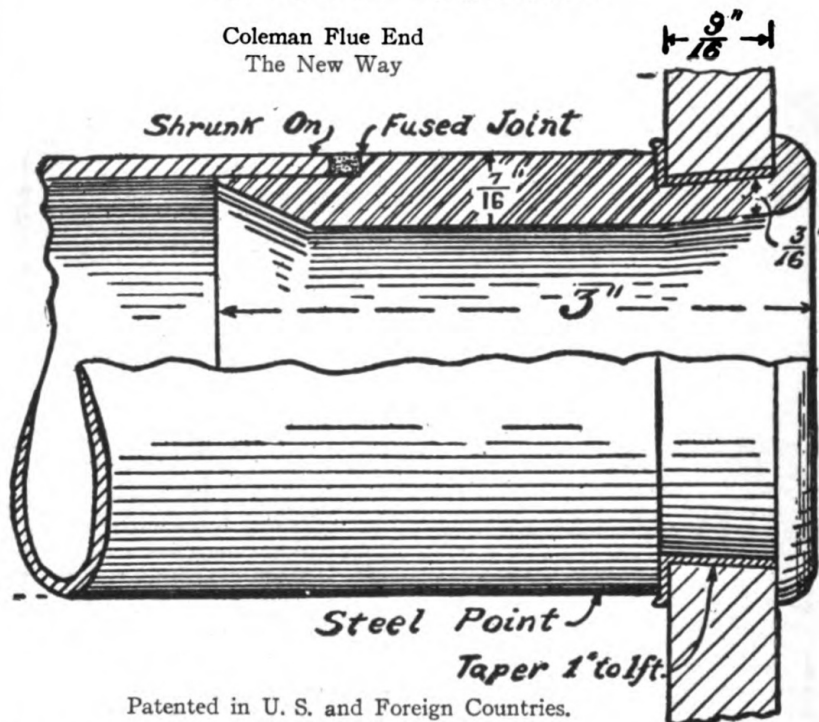
Coleman Boiler Appliance Company

of Delaware (Inc.)

MANUFACTURERS OF
COLEMAN'S NO LEAK SAFE TUBE END

THE PERFECT FLUE
NO LEAKS SAVES FUEL

Coleman Flue End
The New Way



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

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

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

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

THE COLEMAN BOILER APPLIANCE COMPANY
(OF DELAWARE Inc.)

406 Grosse Building, Los Angeles, Calif.

Branch Offices: WILMINGTON, DEL.

THE INTER-STATE NATIONAL BANK Kansas City, Mo.

THE INTER-STATE CATTLE LOAN COMPANY

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

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

Careful Service and Absolute Safety.

Publish Unique Synopsis

The Railway Accounting Officers' Association, 1116 Woodward building, Washington, D. C., have published a 1920 Synopsis, edited by E. R. Woodson, secretary, which is described as the first book of its kind ever published.

It is a comprehensive but carefully selected synopsis of decisions and recommendations relating to freight, passenger and disbursement accounting made by the Railway Accounting Officers' Association from 1888 to 1920. It describes the methods used by American railroads in accounting with each other for freight and passenger revenues and disbursements. No attempt has been made to go into the general theories of accounting. The freight section gives the rules and describes the practices in regard to accounting for freight between different roads and is illustrated by the forms in general use. Starting with the waybill, it describes the preparation of the bill, methods of making corrections, abstract and division statements, manner of settlement, etc.

While most of the recommendations of the Railway Accounting Officers' Association are not mandatory, nevertheless, they are standard practice and are as essential to understand as if they were mandatory. It may be recalled that over-charge claim rules of the association are now mandatory and these, of course, are included in the synopsis.

✱ ✱

Mrs. Seldon Praised

The name of Mrs. W. J. Seldon, R. F. D. No. 4, Peoria, Ill., has been added to the list of Rock Island heroines who have voluntarily performed valuable service for the railroad. Mrs. Seldon, who lives near the Rock Island lines, discovered a fire on a bridge four miles east of Peoria about noon one day recently and without waiting to call help, rushed to the bridge and for a half hour carried water from the water barrels nearby and succeeded in extinguishing the flames, which had gained some headway. This act of Mrs. Seldon brought the commendation of Superintendent C. L. Ruppert, who addressed a personal letter to her praising her for her prompt action, without which serious damage and delay of trains might have resulted.

✱ ✱

Mikesell Buys New Plant

Mikesell Brothers Company of Chicago, manufacturers of asbestos and rubber products, has acquired the asbestos textile works and rubber plant at Wabash, Indiana, formerly belonging to the Perfection Tire & Rubber Company and will operate these works in the future. The company contemplates adding new equipment and facilities to make the plant a perfect unit. The company has branch offices in the larger cities of the United States. H. S. Mikesell, president of the company, formerly was connected with the Rock Island Lines as assistant manager, Mining Department.

✱ ✱

There is enough in the world to complain about and find fault with, if you have the disposition. You often travel on a hard and uneven road, but with a cheerful spirit you may walk therein with great comfort, and come to the end of your journey in peace.

Rock Island Magazine for September, 1920.

The Red God's Call

"I'm tired of the rustle and bustle,
I'm sick of the racket and din,
I want to cut loose from the bustle,
Get out where the hills begin.
I long to get up in the open,
'Mongst the cedar and tall tamarack;
I want to make camp on a lake shore;
In an old tumble-down lumber shack.
I'm tired of the pomp and the grandeur,
I'm sick of the falseness and bluff;
I want to get up where the country
Is virgin and wooded and rough.
I long to awake in the morning,
And pull on an old flannel shirt,
And corduroy pants that are mended
And moccasins covered with dirt.
I care not a cuss where the place is,
Nor how far away it may be,
So long as it's up in the open
Where I can unleash and be free.
Where the odor of cedar and hemlock
Will greet me when'er I awake,
And the moon casts its shadows at night-
fall
Of the pine on the wind rippled lake.
Just give me my pipe and tobacco,
Some flour and bacon, and then
Turn me foot-loose in the forest,
Far from the pathways of men."

Dr. Norton Is Honored

Dr. Blanche Norton, a native of Eldon, Mo., and until eight years ago a teacher in the public schools there, has been honored by King Alexander of Greece with the decoration of the order of King George I. She distinguished herself at Kerrassunde, Anatolia, by treating the trachomatous eyes of the Greek orphans, from whom she contracted the disease. She is the first woman to receive the order.

After leaving Eldon, Miss Norton entered Cornell university, from which school she was graduated with high honors in medicine. She then entered active practice with her brother-in-law, Dr. A. E. Fendrick of New York.

Her last letter, received a month ago by her father, Frank Norton, a Rock Island conductor, told of the complete cure of her eye trouble. Dr. Norton is 40 years of age.

Putting aside all of the prejudices of the past, all of the hostility to the railroads engendered by unwise railroad managers, the nation must recognize that it is the people who are suffering more than the railroads. Unless our railroads are saved and expanded the aggregate loss to the people will be far greater than the total loss to stockholders would be if every dollar of investment in railroad property was wiped out. With these facts driven home to every farmer and merchant and manufacturer, every professional man and every day laborer and mechanic, there should come a new spirit of appreciation of railroads before there can be a rebirth of railroad expansion in keeping with the country's needs.—*Manufacturers' Record.*

"How much of the time does the rolling stock roll?" asks the Lakewood Engineering company of Cleveland, in a circular issued to its manufacturing concerns. The firm urges all to save an hour per day in loading and unloading cars which will help to reduce the cost of living by increasing transportation facilities.



The BROADMOOR HOTEL COLORADO SPRINGS

Summer Rates at the Broadmoor Hotel are lower than rates in the hotels of New York, Atlantic City, Florida, California and other places.

THIS FACT IS A PLEASANT SURPRISE TO HUNDREDS OF VISITORS

Summer Rates are in force to September 15, as follows:
American Plan (Includes All Meals), one Person, \$9 to \$18 Per Day

Two Persons, Twin Beds, \$9 to \$15 Per Day Each

Regular Dinner, \$2.50. The Broadmoor Dining Service and Food Are Unequaled Anywhere in America

The Meals a la carte cost less than in many places where the words "Service" and "Quality" are not even considered.

THE BROADMOOR'S FALL AND WINTER RATES, COMMENCING SEPTEMBER 15, ARE LOWER THAN THE SUMMER RATES FOR REASONS THAT ARE OBVIOUS TO ALL

THE SERVICE, FOOD, COURTESY AND QUALITY ARE UNRIVALED THE YEAR AROUND AT THE BROADMOOR

The BROADMOOR
at Colorado Springs



PETTIBONE MULLIKEN Co.
725 MARQUETTE BUILDING

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Don't Send a Penny

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



Silk Shirt Bargain

Fine Tusah silk in novelty self stripe, solid colors—light blue, pink or lavender. Very classy, the latest idea. Cut full, well made. New French cuffs. Trimmed with pearl buttons. Size 14 to 17 inch neckband. (Order 1-2 size smaller than collar you wear and also state color wanted. Order No. CX447. Send no money now. Pay only \$3.98 for shirt on arrival. Then compare with shirts at \$7 and \$8, and make your own decision. If not satisfied, send it back and we will refund your money without question or argument.

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PARK TAILORING COMPANY
Dept 306

ARKANSAS DIVISION.

Little Rock Notes.

By Listener.

On July 21st, in the evening just about dusk, Bill Germer, Road Foreman of Equipment, Arkansas division, reached the zenith of his resourcefulness, according to a story now being repeated and enlarged upon as is the custom in such cases.

It seems that on the night above mentioned Bill was a member of an automobile party bound for Baucum, an Arkansas bathing resort near Little Rock where the mermaids mingle with the Bull Frogs in a so-called lake covered with green scum, but considered cooling and refreshing. The pace setter in the procession passing through North Little Rock was a careful person and drove slowly down Broadway in that town, remembering a ten spot he had parted with at a time when he was younger and less sophisticated, and Bill, chafing under this delay, being a man of action stepped on the gas, slipped around and in behind another car whose driver was suffering with the same malady and who had also broken into a gallop. Well, they sailed smoothly until a wee popping sound was heard to emanate from a side road and enter the track, which wee popping sound grew stronger and louder until it reached the side of big Bill and then all was quiet. A passerby listening to the conversation heard something to this effect:

"What is your name? Don't you know how to observe the law? What is your number? Where do you live?" etc., and then from Bill in gruff basso: "Man, you don't know what a mess you



have made of my plans. I am a deputy sheriff, here is my badge, that fellow going at breakneck speed down the road ahead of me is a bootlegger to my personal knowledge and now I have lost him and probably will never have another such opportunity."

Whereupon, the polite motor cop begged pardon and excused himself and disappeared like all motor cops should when they come in contact with master minds and ultra resourceful gentlemen of the caliber of Bill.

No one knows where Bill got the commission as Deputy Sheriff nor can anyone swear that what he showed the motor cop was a commission, but some reliable citizens vouch for this story, namely Chester Johnson, chief clerk and attorney in the law department; B. B. Shaw, division engineer, Little Rock, and O. W. Hawthorne, chief clerk to the Master Mechanic, Little Rock, Ark.

COLORADO DIVISION.

Goodland Items.

By G. L. Zellers.

Rock Island employees not only have a record in these parts in the shops, roundhouse and offices, but on the diamond as well.

Two of the best baseball games of the season were played on the local diamond recently. The Fairbury, Neb., team played the local team and drew a large crowd. The first game was a battle from start to finish, with Goodland coming out victorious in the tenth inning. Wm. Harrington pitched for the Goodland team in this game and his pitching was a puzzle to the heavy-hitting Fairbury team. Harrington scored the first run for Goodland in the second inning when he smashed a long drive over the right field fence for a Babe Ruth. McPartland did the twirling for the visitors and struck out sixteen Goodland batters. He is a brother of M. P. McPartland, former master mechanic of the Colorado division and resident of Goodland. At the beginning of the ninth inning the score stood 5 to 2 in favor of the Fairbury team. The Goodland team then struck a batting rally, scored three runs and tied the score. Fairbury scored another run in the ninth. Goodland in their half of this inning managed to get two men on the bases and after two men had been retired Clark drove a long hit to deep center field, scoring the runners ahead of him and winning the game. Ferguson of Fairbury, walked off with the batting honors of the day, having two home runs over the right field fence to his credit.

Fairbury won the second game by a 4 to 2 score. This game proved equally as interesting as the game of the day previous. Goodland scored two runs in the first inning. Oscar Ray, who was pitching for Goodland, played a remarkable game of baseball and for seven innings held the Fairbury team scoreless. His weakening in the eighth and ninth inning, coupled with two

errors by his team mates, enabled Fairbury to score four times. Bledsoe, for Fairbury, also pitched a brilliant game and the local team was unable to connect with his delivery after the first inning.

The Goodland players and the people attending the games regard the Fairbury team as the fastest seen on the local diamond this year and are loud in praise of their clean style of playing. Practically all the men are Rock Island railroad employees at the Fairbury shops. The games were arranged by Night Roundhouse Foreman Davis Funk, who formerly held a similar position at Fairbury.

On July 14th, large numbers of I. W. W. congregated at Colby, Kansas, ostensibly as laborers for the harvest fields, but in reality were disturbers, gamblers and I. W. W. organizers. Mr. Dimmitt, special agent, through his good efforts was able to compel these lawless men to purchase tickets and leave town, and on the night of July 17th ticket sales to these I. W. W.'s at Colby were \$2,100, and on July 26th ticket sales were \$1,097. Mr. Dimmitt by his active efforts was able to scatter this mob of lawless gamblers and I. W. W. organizers and thus avoid further disturbances and permit honest laborers to obtain work in the harvest fields.

Operator Mullenhour has been transferred from Brewster to Arriba.

R. B. Lytton is the new car distributor in the chief dispatcher's office.

Boilermaker George Braun was a Topeka visitor for several days recently.

Machinist Pearl Rannels has started working in the roundhouse.

General Foreman J. H. Mullinix has left for his annual vacation of several weeks.

Car Foreman John Chambers is enjoying a vacation of several weeks in New York state.

Robert Otto has returned to work after an absence of several weeks on account of illness.

Locomotive Fireman George Horton and family have returned from an auto trip to the mountains.

Dispatcher McLean was called to Hutchinson recently on account of the illness of his mother.

Roundhouse Foreman Ed Olson has returned to work after enjoying a vacation of several weeks.

Agent Moore of Brewster, accompanied by his wife, has gone on a vacation trip for a month or two.

Carl Parsons of Topeka, a former truck repairer at this place, visited relatives in Goodland.

Conductor McBrinn has resumed work after spending a month's vacation in and around Colorado Springs.

Storekeeper George Sanders and family were in Eldon, Mo., recently where they visited relatives.

One of the questions now asked by Traveling Engineer French to men seeking positions as firemen is: "Are you a ball player?"

During the month of July eight head of cattle were killed by locomotives while trespassing on the Colorado division right of way.

Reports from the Norton hospital advise that Jack Wonderling and Fred Vytias are getting along nicely.

Locomotive Painter George Nelson made a trip to the Norton hospital recently to have an examination made of a recent injury sustained while playing baseball.

Ira J. Manion, trainmaster of the Great Northern Railway at Crookston, Minn., visited his brother, George Manion and family.

Guy Gingles of Speed, Kansas, was a recent shop visitor. He is en route to the mountains for a vacation and while in Goodland was the guest of his cousin, Jesse Gingles.

Passenger and freight earnings for Goodland station amounted to \$30,544.44 for the month of July, an increase of \$7,126.36 over July, 1919. Eighty-six carloads of freight were received during the month, compared with 49 loads same month last year.

Wm. Mills, who met with a motorcycle accident recently, has left for his home at Kensington, Kansas. Mr. Mills was injured worse than was at first thought and the physicians predict that it will be several months before he will be able to return to work.

Dispatcher J. W. Nolan has returned from his western trip.

Machinist Helper Jesse Gingles and wife were Denver visitors recently.

Boilermaker J. Paul Blaine visited relatives in Arkansas.

Pipefitter N. E. Austin has returned to work after an absence of several months.

The rip-track employees have commenced working nine hours a day instead of eight.

Locomotive Fireman V. O. Tucker has returned to work after a 30 days' leave of absence.

Boilermaker Helper Less Anderson injured his back recently while playing baseball at the ball park.

Coal Chute Foreman Elmer Johnson and family visited relatives at Norton recently.

Blacksmith Helper John Hoffman and family spent several days visiting relatives in Denver.

Carpenter Dennis Thomas has gone to Indiana, Pa., where he will spend several weeks visiting relatives.

General manager, dropped off at Norton on his way to Denver recently.

Boilermaker Helper Robert Feaster has re-

Rock Island Magazine for September, 1920.

turned to work after a three weeks' vacation spent in Missouri and Iowa.

Machinist Ed Newton seriously burned his foot when hot metal from an electric welder accidentally fell on it.

Blacksmith Helper Harry Newhouse spent several days recently visiting friends and relatives in Denver and Cheyenne.

Front End Painter William Mills was seriously injured recently in a motorcycle accident while returning from a trip to St. Francis.

Dispatcher Price and family are on a three weeks' vacation trip which will take them to Pacific Coast points.

Mrs. N. Rice was in the city en route to Brewster where she will relieve the second trick operator, Mrs. C. A. Moore, for a sixty-day vacation.

The wrecking outfit was called to Arriba a few days ago to reload a tractor which had been knocked off a flat car while the local was switching, due to a mix up in signals.

Pipefitter Wm. Vollick has sold his residence on Grand avenue to E. H. Rice, a brakeman on this division. Mr. Rice is a brother-in-law to Claude E. Farley, a former general foreman at Goodland. Painter Foreman George B. Nelson met with a painful accident at the ball park when he was hit on the end of his right thumb by a ball. Mr. Nelson went to the Norton hospital and had an X-ray examination taken and it was found that he had broken his thumb at three different places.

Boilermaker Joe L. Smith and wife, who has held the position of stenographer to the master mechanic for several years, left for Kentucky where they will spend a month visiting relatives of Mr. Smith. It is the first time that Mr. Smith has visited his old home in the Blue Grass state for many years.

DAKOTA DIVISION. Estherville News. By Mabel Wartchow.

Clifford Hatch (agent at Maple Hill) and wife have a son. Mr. Hatch's many friends in the superintendent's office extend congratulations.

Mrs. Godfrey, wife of Machinist Godfrey, spent a week visiting friends in Cedar Rapids recently. Agnes Knight is assisting in the accounting department for a month.

Florence Dauber of the accounting department spent a few days at the lake.

Dispatcher Broms and family are spending their vacation at Alexander, Minnesota, and Mitchell, South Dakota.

L. L. Smith, storekeeper, and family enjoyed their vacation at the lakes.

E. E. Lively, traveling auditor, and family have a cottage at the lake for the summer.

J. T. Scott, special officer, was called to Nebraska on business for a week.

Master Carpenter Kirk expects to move his family to Estherville this month, having purchased a home in the east part of town.

Roadmaster Loftus, Sibley, Iowa, is having some more bad luck. One of his boys has typhoid fever and is quite ill.

Chief Dispatcher Callender and family are spending their vacation at Clarion, Iowa, with Mr. Callender's parents.

Trainmaster Martin has returned to the Dakota division after several months in Chicago.

Conductor M. B. Miller and wife expect to take an extended trip through the West during August.

H. P. Steinman, yard clerk, Estherville, spent several days of his vacation at the lake.

Mabel Wartchow, superintendent's secretary, will spend her vacation traveling through the West, taking a trip through Yellowstone Park.

R. W. Harter spent several days visiting in Minneapolis. Mrs. Harter and son returned with him to Estherville.

The hot water wash out system has been authorized for the Estherville shop, which will be a very much needed and appreciated addition.

Eighty-pound rails are being laid on the Sioux Falls line, and it is hoped that more will be received.

Roadmaster Buseman has invented a gravel loader of which he is very proud. He says he has not perfected it yet but will show us one of these days. We hope this will be more of a success than his "ice boat motor car" and less dangerous to operate. We admire George's spirit as he is always doing something for the good of the service.

Lineman Carl Johnson was quite severely injured in an accident at Sioux Falls, South Dakota, recently when two motor cars collided.

Special Officer J. T. Scott entertained his family and his father at the lake Sunday, August 8th. They returned to West Liberty the 9th.

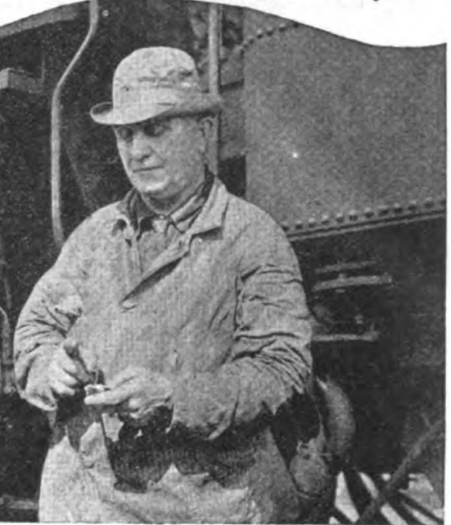
Brakeman Henry Fritz has returned to his run out of Cedar Rapids on 419 after being in the hospital at Iowa City for three weeks.

The Dakota Division Safety First and Prevent Claims meetings were held at Estherville August 11th, the first meeting held for three months. Out-of-town members present were A. F. Pilcher, General Agent, Sioux Falls, South Dakota; C. W. Beck, Agent, Emmetsburg, Iowa; G. H. Buseman, Roadmaster, Pipestone, Minnesota; J. T. Loftus, Roadmaster, Sibley, Iowa; J. Colles, Roadmaster, Dows, Iowa, and H. H. Gray, Transportation Inspector, Sibley, Iowa. Mr. Stillwell, Safety Supervisor, Des Moines, was in attendance at the Safety First meeting and will have charge of the work on the Dakota division in the future.

The Dakota Division believes in having nothing but the best. Our timekeeping department has a good reputation at all times for good work but they excelled all past records and sent in payrolls for July that were absolutely errorless. Mr. Hermann's letter of commendation was fully appreciated by everyone concerned.

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EL PASO DIVISION

Dalhart, Texas

By M. H. W.

Assistant Timekeeper J. Perry Johnson came to work the other morning with a smile on his face like a wave on a pond and a pocketful of cigars, the occasion being an eight-pound girl at his house. Perry already admits that she is the most beautiful young lady in this neck of the woods.

Miss Grace Manyhouse has returned from a rather prolonged visit to various points in Arkansas, mostly Little Rock. If we remember correctly, a certain assistant accountant transferred to that point some time ago.

Assistant Accountant John Stalcup was nominated for county treasurer in the Democratic primaries held July 24th, which means we lose John about December.

Storekeeper A. L. Haynes has relieved A. Schott, who was here temporarily in the place of Mr. Haynes, who has been ill.

After losing a 10-inning game to the Blues July 25th, the Rock Island Reds came back with a whoop and defeated the Gray Sluggers 14-1 on August 1st and the Blues 17-1 August 3d, getting a total of 37 hits to their opponents' eight in two games. The Reds are leading the city leagues by a game and a half, but should win the pennant easily if they can continue to pound the old apple.

As weeks wear on, we are inclined to believe that Boiler Foreman Charlie Siler was spoofing about that fishing trip.

W. P. Ridling is taking his vacation and one can hear the sweet young voice of Dick Brown, who is acting as night ringmaster, most any time after 7 p. m. raving pro and con.

A. P. Butler, shop accountant at Trenton, paid us a visit on the 3d and 4th, and though he was quite busy looking for some long-lost records, we were glad to have him with us, if only for a short time.

Question: Who heads the Hall of Fame list and where is said list?

Notwithstanding the H. C. L. and the fatherly advice offered by many, Timekeeper A. L. Clyburne walked bravely up to the altar and took unto himself a wife. Congratulations, Jack.

Our far-famed roundhouse clerk, Helen Roleson, is leaving us for quite an extended vacation to Arkansas and then to California.

John A. Stalcup wishes to thank the employees at this point for the support rendered him at the Democratic primaries July 24th.

Miss Anna Polly, division engineer's stenographer, left the first of August on her vacation. Miss Marlam Ward of Tucumcari taking her place.

W. A. Brown, A. F. E. clerk, has accepted a position as traveling A. F. E. accountant. W. N. Carlton takes Mr. Brown's place.

H. W. Clutter, ticket agent, is spending his vacation in Pennsylvania and other eastern states.

Ralph Judson, division special officer, was a visitor in Dalhart the 17th.

Rock Island baseball team goes to Tucumcari, Sunday, August 22d, to play the fast Tucumcari team, but we are all confident that the Dalhart team will return with one more victory to its credit.

F. Harrison, A. F. E. clerk, and H. Huneke were enjoying themselves the other evening with an automobile ride. Understand that some of the property owners of Dalhart are figuring on filing a claim.

Henry Drumgoole and Miss Della Richey were united in marriage Sunday, August 8th. The force extends its congratulations.

Brakeman D. W. Lee, star pitcher for the Gray Sluggers, is now away on his vacation. We understand now why the Gray Sluggers have not been winning any ball games.

Conductor C. Lawrence has been off duty for the past month on account of sickness, and at this writing is still unable to be at work. Hope to have him with us again in the near future.

Anyone having any chickens or cows for sale please see Mr. Armstrong, as we understand he has started a chicken and cattle ranch.

Ernest Baird, formerly timekeeper in the superintendent's office, made us a visit August 6th.

E. H. Gibney, trainmaster's clerk, made a speedy visit to Liberal, Kans., the first of the month.

M. L. Ellis, night chief dispatcher, is spending his vacation in Colorado Springs. Understand he has promised to bring back a mess of fish for everyone in the dispatcher's office.

Miss Maxine Turner spent the week end August 14th with her parents at Pratt, Kans.

Miss Mabel House, who has been visiting Mr. and Mrs. H. W. Cutter of Dalhart for the past few weeks, left August 18th for her home in El Paso.

Ben Latham, who has been employed at the freight house the last few months, left August 22d for Dalhart, Tex., where he will attend school the coming year.

Miss Marlam Ward spent the week end July 31st with her parents at Tucumcari.

The Dalhart swimming pool was completed and opened for operation August 5th. Would suggest that if the "movies" are in need of any bathing beauties they come to Dalhart, for we sure have them.

Liberal, Kansas, Notes.

By G. Reese Plugg and Lewbry Kater.

J. D. McLeod and family returned recently from Brookfield, Mo., where they spent a pleasant 15 days' vacation with relatives.

Chas. Burr, D. D. Daniels, Fred Voith and Harold Moore took a trip to Arkalon recently for the purpose of securing a few representatives of the funny tribe. Evidently someone gave them a

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"bum steer," for their efforts were rewarded by getting only a leather back turtle, which managed to escape. However, with the aid of some ham and crackers, together with the old reliable "lunch fruit" (American Cheese) they managed to have a good time.

Johnny Black's road trip a while back caused him to be the recipient of much "persiflage" concerning same. However, Johnny can congratulate himself that he "put it over" in better shape than Louie did.

C. G. Howard filled the position of acting foreman during the absence of J. D. McLeod recently. McFarlin's Boy Scouts have been reinforced recently to the extent of four or five new members. For a while things looked as if "Mc" was going to be forced to handle a shovel and broom himself.

We heard recently that Scott has apprenticed one of his sons to the layer-out of pastry at the "beanery" and that he will shortly be proficient in the gentle art of making doughnuts. We will not be held responsible for repeating this rumor, but we have been wondering if Scott intends to sample some of his son's first attempts.

On the 28th of last month the turn table was operated on by the bridge and building gang, under the supervision of B. H. McNamara, master carpenter. For several months the table has been causing grief to the hostler helpers, and at times it has been all they could do to keep from delaying engines, on account of the stubbornness of the table in moving. On the date mentioned above, all engines were worked outside, and this caused many of the boys to relate past experiences where they had "built 'em" in the cornfield.

J. B. Cunningham returned recently from a visit to relatives in Tennessee.

Miss Cecelia Shellhart of Woodward, Okla., who has been a guest of Miss Louise Boyle (round house clerk) during the past few weeks left on the 12th for her home. She made many friends while here, and it was with regret that we saw her depart. She expects to return at some future date.

Miss Louise Boyle made a trip recently to Wichita to purchase a typewriter for the office. Modifying that old saying "What is home with out a mother?" Louise was thinking, "What is work without a typewriter?"

G. Reese Plugg, whose name appears at the head of this column, has discovered a means of keeping one's overalls clean, even while doing the greasiest kind of work—leave them in your locker! Mr. Lewbry Kater, however, does not agree with Mr. Plugg in this and many hot arguments have ensued. It is hoped that the two gentlemen will not dissolve partnership over the disagreement, for they have been associated together in railroad circles for many years.

J. A. Stammers, storekeeper, took a trip to Aurora, Mo., recently, we hear, for the purpose of indulging in an old time fishing trip. We haven't heard yet, how the aforesaid trip turned out.

Due to a recent "bumping" on the fireman's board, many changes have occurred in the line-up of the local board. Mark Rice and Hardie Thomas left our midst a short time ago. They had many friends among the shop boys who hated to see them go.

W. L. Taylor, "rio track" foreman, is taking his vacation, and Inspector Wait is filling his position in the meantime.

Frank Grey and family are on a vacation, spending their time in Burlingame, Kan. Mr. Grey's health was not very good lately and this no doubt caused the vacation to be taken at this time.

Henry Jack and wife returned recently from a trip to Burlingame, Kansas, where they visited with relatives.

The 2,500 class engines that were in our midst during the cantelope rush have all gone, and needless to say the majority of the local shopmen were glad to see them go. As far as the hostlers and helpers are concerned, we venture a guess that they are giving daily thanks for the departure of the "Mik's."

A. G. Pakenbush has displaced O. P. Quillen as local roadmaster.

Due to the excitement attending the coming in of a gas well on the outskirts of town, there has been much activity among the shop boys in the way of buying and selling oil leases. Bert Tucker, who has a farm of 160 acres in the vicinity of the well, has leased 80 acres of it for a handsome sum. Those of the boys who have farms are in the way of making a tidy bit from them, should the oil boom here assume real paying proportions.

ILLINOIS DIVISION.

Silvis Notes.

By C. O. Anderson.

Machinist Willis Allin of the tool room and Lawrence Dawes, drill press man, of the carpenter shop, sailed for England the middle of July for a 60-day visit with relatives and friends.

Section Foreman Rolle Bredt of the store department and his little clerk, Miss Florence White, were married the latter part of June and received a fine send off when starting on their honeymoon. Congratulations, Mr. and Mrs. Bredt.

Silvis Shops and Store Department are well represented at Campbell's Island this summer, many of the employees having taken advantage of the numerous cottages and the fine bathing beach and Inn.

Jack Farrow employed as section helper at store department, the son of C. Farrow, engine inspector in the roundhouse, was accidentally killed July 19th, by a C. & P. & Q. freight train on 19th street, East Moline. His body was sent to Germania,

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Iowa, for burial. Sympathy is extended to his family.

Pipe Fitter Walter Gustafson has just returned from a trip across the waters, visiting England and the Scandinavian countries. Walter says no place like the good U. S. A.

Machinist Helper Frank Ellingsworth of the roundhouse is off duty account of sickness. Hope to see Frank back on the job soon.

Draftsman J. E. Brown, better known as "Buster," left the early part of August for Pasadena, California, to join his family who had preceded him there to spend their vacation with Mr. Brown's parents.

Scrap Inspector Ralph Lake is spending about 60 days at San Diego and Southern California in hopes of restoring his health. Mr. Lake has been sick for several months and we hope this trip will be of great benefit to him.

T. Dodson in charge of the pattern office spent a week of his vacation at home this summer and reports he likes to paint.

The assistant mechanical engineer's office claim they have SOME fishermen, Eddie, Harold and Dahl.

We noticed in the June issue of the Rock Island Magazine that James McCaully of the Kansas City Terminal was in Chicago recently. Why didn't you stop off at Silvis, Jimmie?

Rod and Link Foreman Fred W. Beckstrom spent his vacation with the Moline "Song Birds" on their tour to Boston, Mass., Fred being a member of the Svea Male Chorus, and reports a fine time.

Bollermaker Henry Schubert was called to Schenectady, N. Y., August 11th, on account of the serious illness of his brother-in-law.

Our Shop Superintendent, S. W. Mullinix, and family are spending their vacation at White River Junction, Vermont and High Gate Springs, Vermont, having a cottage at the latter place.

Carpenter Foreman Jacob Christian and wife spent their vacation at Detroit, Mich., and Fort Wayne, Ind., visiting relatives and friends.

Machinist Matthew Gillispie of the roundhouse



reports he is the "Dad" of another baby boy at his home in Silvis. Congratulations, Matt.

Sympathy is extended to Willard W. Suman, timekeeper of the superintendent's office, on account of his father's death August 14, of heart trouble while at work at Deere & Co. Plow Works, Moline.

Draftsman L. Millendorf reports a very interesting trip to Niagara Falls, Albany, New York and Springfield, Massachusetts, during his vacation.

Miss Pearson, of the assistant mechanical engineer's office, is back at her desk after being off duty account of sickness.

Electrician R. J. Morphy is spending his vacation at Niagara Falls and Syracuse, N. Y.

Draftsman Herb Cutter of the assistant mechanical engineer's office, passed around the cigars August second, the occasion being a fine baby boy born at his home August first. Congratulations, Herb.

Friends of Frank B. Manning, bollermaker at the Silvis shops, were sorry to hear of his sudden death, being drowned Sunday, August eighth, in the Mississippi river opposite Fortleth Street, Moline. It seems the gasoline engine of his launch failed to work and in trying to start it the boat drifted over the dam, throwing him overboard. The body was found two days later about three miles down the river. Mr. Manning's brother came to Moline to have the body shipped to Liberty, Nebr. for burial.

Personal Record Clerk Ernest M. Brown claims he is living the life of a hermit at his cottage at Campbell's Island this summer. Brown is too popular for that. He reports catfish on his every day menu.

Boller Shop Leadman Joseph B. Hankla and family are spending their vacation touring points of interest along the Pacific coast and the Gulf of Mexico.

John H. Edwards, formerly electrical foreman at Silvis for several years and now connected with a coal mining concern at Huntington, W. Va., paid Silvis a visit August 3rd.

G. A. Carlson, shop order clerk of the superintendent's office, and O. W. Olson, assistant superintendent's clerk, are spending their vacation at Colorado Springs, taking in points of interest in that vicinity.

Draftsman R. E. Hug and wife spent July 25th in Chicago visiting Mr. Hug's brother and reports that his cousin from Madison, Wis. also dropped in, making their visit very pleasant.

Friends of Louis Glesenhagen, employed as crane director of Silvis shops, are sorry to hear of his death. He died at Moline hospital, August 8th of paralysis. Louis was well known as a railroad man, having been employed as a locomotive freeman on the East Iowa Division some years ago. Sympathy is extended his wife.

Blacksmith Shop Clerk Ed. Mangelsdorf has returned from his vacation spent at Little Rock and Hot Springs, Ark. He is accused of entering the matrimonial field, which he denies.

Miss Ade Morgan of the assistant mechanical engineer's office, is spending her vacation at Boulder and Denver, Colo.

Herb, Aimoff, shop draftsman, has returned from his vacation at Lake Umbagog, N. H. He reports a fine time.

to work after being confined to his home on account of illness.

Machinist John C. Milbaugh, of the round house, and wife are spending their vacation at Detroit, Mich.

Planger Wm. DeWitt and wife are spending their vacation at Duluth, Minn., going by way of the Great Lakes to Houghton and Lake Linden, Mich.

Draftsman F. L. Fugate has returned from his vacation to Salt Lake City, Colorado Springs, Denver and the Yellowstone National Park and reports a fine time.

Our Chief Clerk, Chris Miller, and family spent part of their vacation at Hillsdale, Mich.

Miss Georgia Cone, our comptometer operator, spent August 15th with relatives at Clinton, Ia.

The first ball game of the season, although rather late, was played July 31st on the Silvis diamond by a team from Mr. Mullinix's office and the storehouse. The result of this game was 21 to 7 in favor of the store team. The outstanding feature of the game was a home run drive by Steve Mueller in the last of ninth. Eye witnesses say that Steve made the round in 15 seconds. This was too much for the shop foreman, who immediately challenged the winners. But the best they could do was 26 to 8. The result of these two games stirred up the mechanical department and they sent the B. R. E. regulars against the store department on August 14th. And at last the store boys were defeated by 12 to 9, although Faust and Goranson of the store house pulled a triple play in the fourth. No more games have been scheduled up to the time of going to press, but understand several are on the string.

IOWA DIVISION.

Council Bluffs.

By L. C. Lamb

The Council Bluffs end of the column has been badly crippled owing to the heavy work and an almost new force.

Ralph Smith, the "brains" of the column, resigned May 15th and entered the services of the Monarch Manufacturing Co. The Monarch is one of Council Bluffs' growing industries and we predict rapid advancement for Ralph.

Those on vacation this year: Pete Iverson, bill clerk; Leona Anderson, expense clerk; Owen Fogarty, loss and damage. Pete was in Denver. Leona took in the sights around St. Louis. Owen will spend a few days in the "sticks," then going to Iowa City to see "Schindy" & Co. Joe Walt and Miss Anna Eagon, an instructor at the Iowa School for the Deaf filled the vacancies. Joe and Anna are good fellows and we would like to keep them with us.

C. W. Marrow and "Jim" Devaney, general yard master and night yard master, were in town a few days. Cliff and Jim are in Chicago helping clear up the big "jam."

Kinley Swanson, our "he-nographer," resigned June 12th and is now with the International Harvester Co. We miss Swanson's mournful voice as he lamented over the "hard times," settled the labor disputes and gave us wise counsel. Good luck, "Swans."

J. G. McLean, general chairman of the Brotherhood of Railway Clerks, was in town between trains getting acquainted with the boys.

As usual, the local force is up to the dot with courtesy and service to the patrons, and we can tell you that it makes a fellow feel pretty good to hear somebody tell about the Rock Island service. But it is no more than right. It's our road and when our road does good business and is prosperous it is a certain amount of pride to know that we helped.

Sometime, when you are down to Manawa, take a stroll on the beach. Look straight ahead and you will see a noble-looking creature pacing up



and down, keeping an eye over the water. When you get a little closer you can make out the letters "Life Guard." Right then is the time to polish up your glasses for you are about to get a real surprise, for who will the hero be? MIKE MADSEN! Selah!

Are you helping to stop the claims?

Chris Paulson, car foreman, visited with relatives in Chicago, being gone for about 10 days.

John Kennedy from the division freight agent's office in Omaha, spent his vacation in Denver.

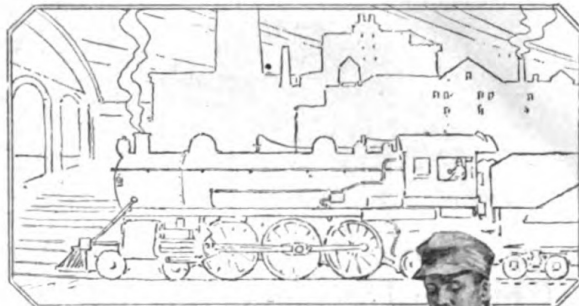
We may be a trifle late with this news, but we presume that Jack's friends wonder what has happened to him. Effective April 1st, Traveling Inspector Hoefler was appointed Chief Inspector for the western weighing Bureau at Council Bluffs, vice W. T. Spanswick. Jack was recently elected secretary of the local freight agents association.

James Zebornick, our receiving clerk, and family spent two weeks in Cleveland, Ohio, visiting relatives.

Gordon Allensworth, formerly with the Western Weighing and Inspection Bureau, is on the switching desk, the job made vacant by Ralph Smith. Gordon is a railroad man of no mean

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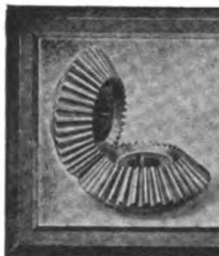
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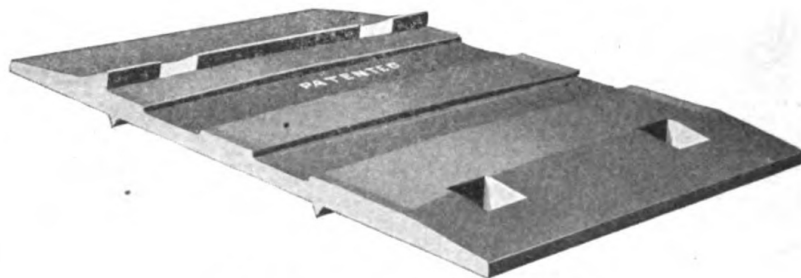
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ability and is considered a valuable addition to the force.

Bill Ambros attended a picnic at Lake Manawa recently, but for further information would suggest seeing Chief Clerk Morris.

Frank Ryan, interchange clerk, was off a few days on account of sickness.

Walter Sullivan is our new stenographer and claim clerk. Walter is a new man at the railroad game but by the way he is taking hold we think he will be an A No. 1 man.

Chief Clerk Morris, while whittling out a ruler or something for his motor boat, had the misfortune to let his knife slip cutting himself just opposite the kitchen.

Fred Zimmerman is doing his own cooking and washing his socks while his wife is spending a few days in Denver.

Earl Haar is again night messenger boy. Harold Barnett decided he would learn the railroad game and hearing that all of the big men in the game started from the bottom, thought he would do the same. As a result, he is our new transfer clerk. If he doesn't fall into matrimony he will be all right.

Be a Rooster—Boost the Rock Island—Boost the Iowa division and do so by being represented in your division column.

Atlantic, Iowa.

By A. W. Anderson.

Three weeks ago last Sunday some of the boys from the freight house went to Lewis to spend the day. Along about 7 P. M. a dark cloud rose up from the northwest—a little lightning and thunder along with it. Everybody made a wild rush for their cars to make it home before the rain overtook them. But lo, the worst trouble of it was that one of the boys had a "six" headed for Atlantic. A small car started out just ahead of him. He tells the story that he was going 40 miles per hour and couldn't pass Henry, consequently the rain caught him. Therefore, a good soaking, lots of mud on shoes and clothes. Probably Carl Phares could tell a little more about this.

W. O. Anker, car inspector, figures on a trip up in Minnesota returning about August 10. He figures on making this trip in his car. There are four cars all going together on this trip but Anker's car is the only small one in the bunch, the other three cars are large cars. But if Anker's car is as good as the one that kept ahead of Carl Phares the day he came home from Lewis, we don't believe Anker should worry very much about the other boys running away from him. Here is hoping the old car holds together till he gets back.

Gene Ramsey, car man at Atlantic, has been making quite a few improvements around his place this year. We always knew Gene was a pretty good car man but we did not think he was as good a painter as he turned out to be when he painted his house.

If any of the boys are looking for their next winter's supply of potatoes it would be well to get in touch with Operator Lorenzon at Atlantic, as he has quite a patch of potatoes this year.

Has anybody found out anything about the race that was pulled off July 18th, the day of the Rock Island Employees' Picnic at Atlantic? I believe Jesse Lawson might throw some light on this.

Operator Taylor, and Car Inspector Anker went out on a little fishing trip the other night. Nobody is able to find out just what they caught. Anker says "mum's the word" with him but Taylor "fesses up" that they caught two fish and they were not over 3 inches long. We think Taylor told the truth.

The Rock Island boys at Atlantic feel pretty proud over their baseball team this year. They have played two games so far and came out after both games with their colors flying. John Pieken, the old center fielder for the old Rock Island team, here years ago, came out this year with an arm on him like a prize fighter and says, "Boys, let me do the twirling." The gang all looked at one another and laughed but the manager finally consented to let him try out. John has turned out to be a whirlwind. All the boys seem to be full of pep this year. And for batting, Babe Ruth has nothing on the boys here this year. Was talking to the manager the other day and told him probably some other Rock Island teams would like to take them on. He said: "Come on, boys, there isn't any of them too fast for us this year."

Fred Anderson, coach cleaner at Atlantic, is spending two weeks out at Colorado Springs. Said he wanted to get away from the hot weather. Better come back, Fred, and wait till it gets hot as Foreman Anker said he was still wearing his winter clothes.

Our day baggageman, Cy Anderson, is figuring on a trip out in Washington. Cy better think twice as that is quite a distance for a single man to figure on making. Some of the boys figure that Cy will bring a partner back with him. Here's hoping.

The boys here are polishing up their guns figuring on getting a little wild game this fall. Here's hoping that if there are any wild animals shot around here they are brought in and shown, as this idea of shooting at wild animals and then taking a pair of scissors and cutting some hair off an old cow's back and saying they came close to getting a wild fox or something, isn't swallowed by all the boys.

While watching the ball game the Rock Island boys were playing the other evening we noticed that Dave Hansen playing left field. We don't quite figure out how it happened that the Man-ager played him that night but later found out that David asked to let him play on the team that evening as he wanted to show the boys up.

Rock Island Magazine for September, 1920.

A little more practice and he no doubt would make a fair ball player. David means well but his feet are too slow.

KANSAS CITY TERMINAL.

By J. B. Woodward.

Miss Irene Twyman, stenographer to the chief clerk, started on her vacation a few days ago. She has wanted to go somewhere, sometime, somehow, and live close to Mather Nature for a spell, so she departed for the West and will visit Yellowstone Park and other places of interest while away. Have a good time, "Bill," but make it short, for remember you are a very busy woman.

What will you do with your raise and back pay? Better put some of it away in the old family sock, for it may be a hard winter, brother.

A man, even if he is a clerk, can run for an office and be elected, if he is "right." Well, our friend Wm. E. Rentfro, who is a clerk and working with us every day, was nominated during the primaries in Kansas and we bet he also will be elected in November. Go to it, old horse, make good and they will give you something still better next time.

Robert Nye, alias "Bob," is on his vacation. Bob has had to take said vacation in instalments, but be that as it may, it is a rest and that helps some. We understand he will spend said vacation hunting,—house hunting. Meanwhile, "Porter" is plowing alone.

Our little friend and co-worker, Tierney, clerk in the cashier's office, has been sick, but returned to work a few days ago, looking real "pert."

Mrs. Con. Frazier, comptometer operator on the "pro" desk for several years, has left the service, severing her connections almost a week ago. We will miss her smiling face and trust she will not forget the old bunch, but will visit us often.

Our own Ernie Vlette intends to become a "speed demon" and has purchased himself a large juicy car. At present he is only on speaking terms with said buss but by constant companionship he hopes to become real "chummy" with it and then, speed merchants, watch for a new record in scientific driving.

Did you go to the clerks' picnic Thursday at Electric Park, or were you one of the very few who stayed away? It sure was keen, cut prices on all concessions and dancing free for clerks. Everyone was "stepping high and pretty" and all went home tired, but happy.

Walter Bonham, check clerk in the warehouse, met with an accident Monday, August 8. While working around the overpile a shipment consisting of a boiler head fell, crushing his leg. He was taken away in the ambulance. We hope Friend Bonham will not be laid up very long as he is well liked and will be missed by those who know him. We heartily sympathize with him and regret the accident.

John Woodward, chief clerk, attended the picnic with his children and appeared to be having as much fun out of it as the youngsters and they were sure out for fun.

Someone is always taking the joy out of life. Now just because Friend Abell, storekeeper, is out of indelible pencils and pen holders, everybody and the other fellow seems to want them. We would suggest that Friend Abell make a phonograph record, answering such questions as "Give me an indelible pencil," "When will you get some?" "Where can I find one?" "I simply must have one," "What will I do without one?" These questions seem to be the prevailing ones regarding indelible pencils and pen holders and Abell has answered said questions so often that it has become a habit with him from constant practice. But you cannot kill a good man, he just grins and does it over and over again.

Hugh Wright, who formerly worked on the bill desk at the local outbound freight office, informed us that the stork left him a fine girl baby a few days ago. It must have been just what he wanted, judging from the amount of enthusiasm shown by "papa Wright." Mother and the little lady are doing nicely. At present the young lady cannot be disturbed but will make her debut in the near future.

Did you notice our little fat settling clerk, Lee Whitmeyer, when he ambled upstairs a few days ago all doiled up in unionalls? Lee had been checking some freight that day so that accounts for the make-up. Note: Give a look at Lee's new pipe.

Emil Downing left with his family August 14 on his vacation for Trinidad, Colorado. He expects to visit relatives and friends on the trip. Go to it "Monk" have a good time with the wife and kiddlets for you have earned it and a rest will do you good.

Miss Lillian Rich, per diem clerk, "just natchurly snuck off" several days ago. Bet she is on her vacation, too; but, she was mysterious about it. Of course, this is only guess-work and she may show up again soon.

Miss Botts, the little lady who works the comptometer on the bill desk, has returned from her vacation and looks all fresh and pretty. Gee, the worst part of these vacations is coming back to work. 'Tis hard,—so 'tis.

Hugh, the janitor, just returned from his vacation and from what he says he must have had one large time. During his absence, Ben, alias "Tea-Bone," did the honors as chief waste basket inspector.

Mrs. Doran, clerk on the posting desk, left for Los Angeles, Calif., Aug. 15th, where she will



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spend her vacation visiting her husband's mother, who lives there.
"Mutt Yowell," clerk on the switchboard desk, "fessed up" August 15th that he was the proud father of a big baby girl. Oh you Papa Yowell! Bet he will have her speaking French before Christmas and she may come down to the office and give us the "once over" by the first of the year.

MINNESOTA DIVISION.

It is with extreme sorrow and regret that we chronicle the death of Mrs. H. W. Walter, wife of Chief Dispatcher Walter, on August 7th. The entire division extends sympathy to Mr. Walter.

A. J. Johnston, formerly of the accounting department in the Superintendent's office, has accepted a position with one of the traveling A. F. E. crews, at present located at Des Moines.

Dispatcher E. J. Dunn is the happy and proud father of a young daughter, Miss Dunn is the third young lady to be added to our dispatching force within the past two months.

Glen Hatfield, assistant accountant, has taken a position in the General Superintendent's Office at Des Moines. N. S. Johnston has accepted the position left vacant by this change.

W. J. Kelley is the new assistant shop time-keeper.

Price Clerk Albert Snyder is spending his vacation in Minneapolis, making the trip by auto.

The many friends of General Foreman O. J. Wulff were shocked to hear of his untimely death which occurred at Albert Lea, August 14th. We wish to extend our sympathy to Mr. Wulff's family.

Clarence Gruver is the new rodman in the engineering department.

Mrs. Dunsmore, yard clerk, has returned from her vacation which was spent at various points in California.

Transportation Clerk E. J. Gilleas announces the arrival of a young son. Of course, his name will be Jeff.

J. W. Jakel, who was formerly roadway accountant, is the new A. F. E. clerk. His desk will be filled by Harold Petersen.

Agent Elson at Shellsburg has been assigned first trick at Faribault, ninety day temporary vacancy.

B. Meskimen has been assigned section foreman, Section No. 31 at Clarksville, vice F. S. Carpenter, resigned.

MISSOURI DIVISION.

Eldon, Iowa, Items.

By Vida Wahle.

This railroad life is a great old game, with its clerks and its callers and its foremen an' such. But come what might or come what may, this railroad game is never the same. One day,



power may be heavy; next day, power may be slow. One minute "Where's the foreman?" The clerk answers: "Land, I dunno!" Or you see him at a distance, as he goes through the house, a hurryin' along, with his arms a floppin' an' whistlin' a song. He dodges all corners, goes right through the house, straight on to the office. There he stops, he calls out to Hawker, who's workin' so hard, he's afraid if he doesn't he'll maybe be fired.

"OK the 50 to the yards right away, then call up my wife, (she's at home today), and tell her to send up a lunch to me, for I'm busy as mischief, as you can all see. We've had two breakdowns, three turndowns and five calls to-day, and the way things look now, I can't get away, so I'm doubling over. The 23's on the pit, guess I'll have to move her, for the 45's coming across the river, faster than they've made the fastest flivver. So hurry up, Frank, and hand me those slips on the 68 now. What's this? Wash boiler? Oh, boy, not today. We'll foil her. She's OK'd to go through and she's goin' that way. I'll have Hazel make a wire right away, and tell the 'Old Man' we can't wash her today."

So our boss hurried out the way he came in. He bumped into the call boy and nearly

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Formerly Steamship Pass. Agent for C. R. I. P. R. R.

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Regardless of laboratory tests, the fair and final test is found in actual service conditions and there only. Notwithstanding statements to the contrary,

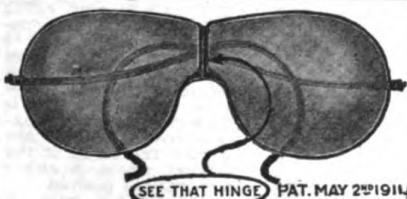
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are fully effective on bolts .025 and more undersize. Other lock nuts will not give the same uniform results on re-claimed or re-cut bolts, as

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BOSS NUT COMPANY
CHICAGO, ILLINOIS



SEE THAT HINGE PAT. MAY 22 1914

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F. A. HARDY & CO.
Dept. R. I. Box 804, Chicago, Ill.

fell in a pit, but still he went on, right straight along, with his long arms a-danglin' and a whistlin' a song.

NEBRASKA DIVISION.

By M. B. Kelso.

Superintendent and Mrs. H. E. Allen have returned from a vacation spent fishing in Northern Minnesota.

Frank Kane has resigned as chief clerk to the Master Mechanic at Fairbury. Mr. Kane was succeeded as chief clerk by Loyd Allen.

C. F. Griffin has accepted the position of transportation clerk in the superintendent's office. Effective July 10th, Karl Grover relieved C. F. Griffin as special officer, Nebraska division.

Miss Carrie Parker has resigned as stenographer in the superintendent's office. Miss Parker expects to embark on the sea of matrimony. Her friends in this office wish her much joy.

Miss Mabel Didda from Belleville has been assigned to the position of stenographer. Miss Blanche Harvey relieved Miss Didda as cashier at Belleville.

Clifford Davis has resigned as master carpenter's clerk. Clifford expects to study electrical engineering at Purdue University. Ray Otten will relieve Mr. Davis.

Miss Naomi Delano has accepted the position of roadmaster's clerk, vacated by Mrs. Dryden.

Miss Lora Conger has accepted the position of messenger in the telegraph office, relieving Miss Delano.

Mr. and Mrs. E. K. Miller are on a trip through Yellowstone Park and other Western points.

Dispatcher Bruce Murphy has resigned to accept service with the D. & R. G. Railway. Mr. Murphy was relieved by R. S. Alcott.

Master Mechanic Bert Smith and family have left Fairbury for their vacation which they expect to spend in the northern part of Minnesota.

Dispatcher W. H. McCoy and wife are spending their vacation in California.

Conductor Henshaw was called to his home in the East on account of the death of his mother. Also his sister and her husband, Engineer and Mrs. G. M. Allshouse. They have our sympathy in their bereavement.

E. J. Barr, M. W. Reed, C. H. Goodyear and T. J. Dotson have been promoted to the Engineers' Board.

E. J. Barr has purchased the Karges property at 6th and I Streets and expects to take possession September 1. Engineer W. A. Archer and wife will occupy the Barr home in Council Bluffs.

Conductor C. A. Wilkins and son Clarence are now on leave of absence and are spending the time traveling in the East.

Engineer A. D. Nelson and wife have moved to Fairbury.

Conductor O. F. Hill has returned to work after an extended leave of absence.

Brakeman R. L. Monroe has returned to work after a thirty day leave of absence.

Chief Clerk O. H. Buchanan and wife expect to leave Fairbury to spend their vacation at Lake Okoboji.

Conductor T. A. Dabner, wife and daughter Dorothy are spending their vacation with their sons in Billings, Mont.

We have been informed that Cupid has been busy among the brakemen as well as in the superintendent's office and Geo. Coope has entered the ranks of the benedicts.

We are glad to welcome W. H. Stillwell back to this district as Safety Supervisor.

The ladies of the superintendent's office gave a picnic lunch recently in honor of Miss Carrie Parker, who has resigned. Miss Parker was the recipient of a kitchen shower and also a very pretty piece of cut glass. After the picnic pictures were taken of the group and acrobatic stunts were performed. Miss Emma Conerus, Naomi Delano and Carrie Parker were the performers. Every one had a good time.

Brakeman James Dofg and family spent their vacation at Lockwood, Mo.

Brakeman James Poole has been granted leave of absence and has gone to Phoenix, Ariz., on account of his health.

Operator C. G. Wilkins has resigned to join the U. S. Signal Corps. We wish him success in his new work.

Operators Mr. and Mrs. Bledsoe have been granted thirty days' leave of absence.

O. A. Otten has assumed his duties as agent at Fairbury.

Operator J. F. Cook has been granted sixty days' leave of absence and is spending the time visiting relatives in Illinois.

Operator Vining has been granted sixty days' leave of absence.

R. K. Ingram has been assigned as operator at Sabetha.

THE OVERALL CREW.

G. W. L.

Let me say a few words of our "Overall Crew," And the hard work their duties compel them to do:

It's an understood fact, we can't all wear white collars.

If we did the Rock Island wouldn't earn many dollars.

So don't judge a man by the clothes he wears. For we've a bunch of real men who are working down stairs.

In the winter they work when it's twenty below.

And the platforms are covered with beautiful snow. Hark! Dozen with cold and drowned with the rain. They keep on a-working, and seldom complain.

BESTOVAL ROOF CEMENT

Made in three Consistencies

LIQUID—(applied with brush)

MEDIUM—(soft-plastic)

HEAVY—(heavy-plastic)

A pure ASBESTOS FIBRE CEMENT made only by

FORSTER PAINT & MFG. CO.

WINONA, MINN.

It's the best—why not use it and get the results you are looking for?

Our Latest Achievement, The "FBC" Welded Flexible Staybolt Insures Non-Loose Sleeves, Lowers Cost of Application, Strengthens Wrapper Sheet, and Three Styles Replace Seventeen Styles of Threaded Sleeves

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 or blow off. Never break
 or tear, as sheets are not
 nailed. Reduces dead
 weight of car, as well as
 cost of repairs. Half
 million now in service.

STANDARD RAILWAY EQUIPMENT CO.
 NEW YORK CHICAGO
 NEW KENSINGTON, Pa.

Have you ever met Mike? If you haven't just
 call
 And watch him and his gang as they all hit the
 ball;
 His fingers just fly o'er the bills on his clip,
 He can sure check up freight, without making
 a slip.
 The boys all delight in seeing Mike in the air;
 Believe me, Xantippe, that man can sure swear.
 And there's Nezerka, whose work is so fine
 That the foreman thinks Ed is the best in his
 line.
 And young Lewis Manos, I think he's a Swede,
 At times shows remarkable symptoms of speed,
 He hustles around on his strong pair of legs;
 Just ask what he knows about butter and eggs.

When Roy Houghton was young, he was with
 the Marines,
 And delights in describing the beautiful scenes
 In the countries he visited—France and the
 Rhine,
 Italy, Solon, Burr Oak and Oelveln.
 Milo Barta's been with us now quite a long
 while,
 And does all his work in A-Number one style.
 Jim Prochaska, you know him? Oh, surely you
 do;
 Friend Jim, we must all take our hats off to
 you.
 You're the best stevedore on the Rock Island
 Lines,
 And you may get a medal from our friend, Mr.
 Hines.
 Then there's Joe Nickodin, and Stanley Dusek,
 Gearkee, Utley and Fec, and Frank Kukurek.
 And Fisher and Chapman, Burns, Weise and Ed
 Tanner,
 And Henry Fix, who recoopers with his saw and
 hammer.

Everyone is reliable, sober and steady,
 And when there's work to be done, why they're
 always ready;
 Friend truckers, your names are not familiar to
 me,
 You're a good bunch of workers, we can quite
 plainly see,
 It takes all manner of workmen to keep trains
 on the go,
 And the "Super" is proud of the men here I
 know.
 Myself I have trucked many carloads of freight,
 And in closing this rhyme, why please let me
 state,
 That I love to remember, I'm telling you true,
 When I also belonged to the "Overall Crew."

An Ode to Chester.

Young Chester Bain built an aeroplane,
 To fly up in the sky with;
 He had no plans, just his two hands,
 With which to do or die with.
 The people gazed, their minds amazed,
 By his aero convolutions;
 His motor run like a son-of-a-gun,
 Some million revolutions.
 He'd dip and dive, and, sakes alive,
 How he would loop the loop!
 The crowd agreed his style and speed
 Were very much "beau coup."
 Now young friend Chet had made a bet
 That he'd fly out of sight-O;
 So up he flew to skies so blue,—
 "I'll win that bet all right-O!"
 He flew so high, the human eye
 No longer could discern him;
 Folks were afraid that with no shade
 The sun would surely burn him.
 But sad to tell, poor Chester fell—
 He gave an awful shout:
 "If I don't stop this speedy drop
 I'll be turned inside out."
 Now poor friend Chet would be flying yet,
 Or be, very likely, dead,
 If some stale ice cream had not caused him to
 dream.
 And fall out of his bed.
 On his head is a bump like a camel's hump.
 It acts as a slight tormentor
 To the wondrous brain of Chester Bain
 Our pet roundhouse inventor.
 —By G. Reese Plugg.

Here's a Challenge

The Auditor of Disbursements' office
 baseball team, from Hamilton Park met
 and defeated the Purchasing Depart-
 ment's team from the La Salle Street
 Station, Aug. 14, 1920, at Hamilton Park,
 2 to 1.

The features of the game were the
 pitching of Pritchard and Hulett and
 the sportsmanlike manner in which the
 game was played. The Auditor of Dis-
 bursements' office would like to hear from
 other teams on the line for future games.

What helps the road helps you.

You can be a good advertisement for
 the road, or you can be a bad advertise-
 ment. What will be your choice?

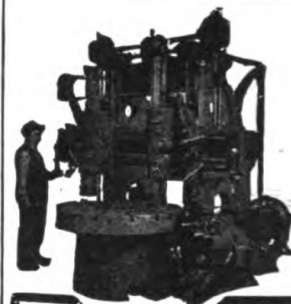
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 The screw is made of crucible machinery
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 reduces the fric-
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 per cent. These
 jacks are operated by a
 single ratchet and bevel
 gear. The direction is
 determined by a spring-
 actuated steel pin en-
 gaging the teeth of the
 ratchet wheel in either
 direction as desired.

Made either with or
 without a foot-lift in a
 number of different heights
 and in capacities ranging from
 15 to 50 tons.

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Open All Year. Out of door sports are
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Resort of 500 palm cottages and tent
houses open all Summer is near Hqtel
del Coronado.

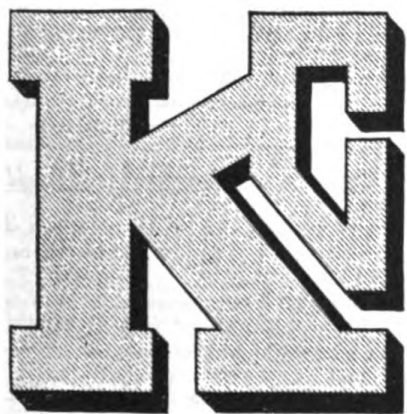
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"OUR MARK OF QUALITY"



**Your Guide
For Purchases**

**THE KANSAS CITY
BOLT & NUT COMPANY**

Rock Island Lines

(Continued from page 11.)
bushels of peanuts. In northern Arkansas the average shipment of apples for the last ten years has amounted to more than two thousand carloads per year.

The Rock Island Lines, which enter this state at Memphis, pass directly through the great rice belt which last year produced 7,510,000 bushels of rice. After leaving Little Rock, the Rock Island passes through the greatest apple-producing section in the country, while a branch of the Rock Island, leading south, reaches El Dorado, which has recently acquired a national reputation as a wonderful oil field. It now has a number of oil wells and more are being drilled daily.

We can see, through the development of this state, a wonderful future for this division, with its ever increasing efficiency, coupled with the co-operation of the public, which we hope to enjoy in the future as we have in the past.

Meritorious Service

(Continued from page 18.)

ing steps to have train flagged and car set out for repairs.

A. N. Kalb, Owatonna, Minn., commended for diplomatic manner of handling claim case.

Operator W. S. Brier, Goodwell, Kans., commended for caring for mail in emergency, thus preventing delay and possible damage or depredation.

Brakeman F. L. French, Goodland, Kans., while visiting in Hill City, Kans., recently, met up with a party of seven people who had purchased tickets to Colorado Springs, routed via Union Pacific to Limon and Rock Island beyond. After showing them the advantages of going via Colby instead of Limon, they returned their tickets and repurchased to Colby, thereby giving the Rock Island the long haul.

Conductor Hittle and crew on Train 94 commended for acts on July 30 at Dresden, Kans., while taking siding for No. 25 noticed a spring bolt missing from a frog, reported same and had it repaired, thereby preventing hazard of derailling a westbound train.

Fred Sulser, engineer, H. F. Baskett, conductor, A. G. Anthony and R. R. Nichols, brakemen, A. H. McCrary and F. L. Oney, operators, St. Louis division, commended for putting out fire in car.

J. P. DeMoss, section foreman, commended for flagging train and advising crew of dragging brake rigging, thus preventing accident.

Conductor George Johnson, Kansas division, commended for detecting dragging equipment under car in passing train, stopping the train and having equipment taken off.

Brakemen Geo. Murray and J. R. Gibbons, Kansas division, commended for firing engine under difficulties.

Engineer C. E. Riley and Foreman C. F. McFee, Kansas division, commended for handling train into terminal under difficulties.

Pumper Wm. Russell and Operator S. F. Weaver, Meade, Kans., commended for prompt action and good judgment used in extinguishing fire started by lighting at Meade depot.

Engineer J. A. Schrey and Brakeman F. Stevens, Pratt, Kans., commended for firing engine when regular fireman

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High Grade Lubricating Oils
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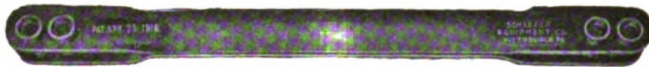
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Schaefer Truck Lever Connections are made from one piece open hearth Steel; jaws dropped forged; no welds.

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

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OLIVER BUILDING, PITTSBURGH, PA.

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683 Atlantic Ave., Boston, Mass.

All Steel Flexible Car Roofs

Mean

Dry Lading

Hutchins Car Roofing Company

was forced to quit on account of serious illness in his family.

Yard Clerk Alva McDaniels, Switchman E. R. Wallingford and L. C. Prather, Engineer R. Rowland and Seal Clerk Frank Burnett, Pratt, Kans., commended for aid in loading eleven cars of stock.

Conductor C. A. Drawbaugh, Kansas division, awarded ten merits for handling his train into terminal under difficulties.

Conductor H. A. Paulson, Engineer L. E. Meyers, Fireman C. E. Beede and Brakeman E. Eberhardt and J. G. Gates, Manly, Iowa, commended for stopping train and picking up machinery which had fallen from preceding train and taking same to Manly for forwarding to destination.

✱ ✱

Prepare for Opportunity

By W. J. Burke

Every day you see new men and women coming into the business and securing those positions higher up. Why? Here is the reason. The executives could find no one at present in their employ big enough to fill the job. There were plenty to pick from, but they lacked ability and real executive ideas to fill the bill.

Do you seem to be a failure? Ask yourself why, and stand in front of the looking glass when asking the question; you will find your answer looking back at you.

The business of each man and woman is just as large as they are and no larger. Every business is just what you make it and the more you develop yourself, the larger you are in any line of business. There are just as many big opportunities today as there were twenty years ago. They are all waiting for the men and women who have been developing themselves for the big opportunities of today and tomorrow.

A few suggestions to follow:

Take an honest stock of yourself.

Make a firm determination to learn all about your line of employment from every point of view.

Devote at least three nights a week to study of a developing nature.

Make acquaintances that will help you develop yourself.

Guard your own money as though it belonged to the Boss.

Keep the body right at all times, because without a well kept body the brain cannot be alert.

Become a booster, not only for your own line but the other fellow's also.

Wear a smile and be ready at all times to meet strangers, as well as your friends, with a firm handshake.

Build yourself to be ready to take the job ahead of you.

By all means keep your troubles to yourself. Remember the other fellow has his own.

Make a Goal for yourself and build towards it, remembering that the young generation of today are not following the footsteps of their grandfathers, but are taking steps ahead of their fathers. You alone are responsible for your own opportunity.

Start today and see what bigger and better men and women you can make of yourselves for those future opportunities.

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UNIVERSITY OF ILLINOIS AT

Rock Island Magazine for September, 1920.

Safety Congress Meets

The best methods of saving fingers, hands, arms, legs, and lives and of conserving labor and increasing production through accident prevention and industrial medicine, will be discussed at the ninth annual safety congress of the National Safety Council at Milwaukee, September 27 to October 1.

During these five days, four thousand men and women—safety engineers, industrial relations managers, municipal traffic officers, educators and plant executives—will gather at the Milwaukee Auditorium to throw into the common pot all the information on accident prevention that has developed during the past year.

The 1920 Safety Congress is expected to be the most important in the history of the safety movement. One hundred and eighty speakers, each an expert in some particular line of safety work, are on the program. Accident prevention will be discussed not as a humanitarian proposition alone but with reference to the most important industrial problems of the day—under-production and labor unrest. Safety is no longer a haphazard proposition; it has been developed through the expenditure of millions of dollars by the industries of America and through years of research and experimentation, into a science with fundamentals as definite as those of chemistry, biology or physics.

A special session of the Congress has been arranged where beginners in the field of organized accident prevention will be instructed in these fundamentals. This "A B C" session will be addressed by experts in the organization and operation of industrial safety departments. The Congress program includes a debate on the bonus system in safety work between J. Claude Smith, Safety Director of the Inland Steel Company, and Philip Stremmel, Superintendent of the Hot Mills, National Enameling and Stamping Company.

Learning How to Cook

Young woman students in the home economics department at the University of Texas are learning how to cut the cost of feeding a family. At the beginning the prime thing is to get a meal, but toward the finish of the course the young woman has also to turn out the finished product cheap.

The university expects its young experts to cut about half off the cost of a lunch by switching desserts and leaving off biscuits. Here is a sample of its before and after college menus:

For 45 cents a plate for four persons: Salmon croquettes, mashed potatoes, iced tea, tomato salad, biscuit, strawberries and ice cream.

For 24 cents a plate for four persons (toward the end of the course): Creamed tuna fish on toast, French fried potatoes, apple and celery salad, hot tea, lemon pie.

Francisco Villa, the Mexican bandit chief, who recently "surrendered" to Mexican federal authorities, will receive about \$500,000 in "back pay" from his government for himself and followers. Villa has written Provisional President de la Huerta saying he desires to establish schools.

THE T. H. SYMINGTON CO.

*FARLOW DRAFT ATTACHMENTS
SYMINGTON JOURNAL BOXES*

NEW YORK CHICAGO BALTIMORE

Works: ROCHESTER, N. Y.

Anti-Foaming Compound

OF THE HIGHEST QUALITY

AND

Polarized Mercury

(AN ANTI-SCALING COMPOUND)

which will reduce scale and corrosion with greatest economy

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MONROE

Calculating Machine



DOES all your work simply and directly. It does not require an expert—any member of the office force can use it, attaining high speed after short practice. Reciprocals or complimentary numbers unnecessary. All work visible and machine-checked for accuracy.

Simply set your numbers on the flexible adding machine keyboard and turn the crank—forward to Add or Multiply, backward to Subtract or Divide.

Without obligation or expense to you, we shall be glad to have you apply the Monroe to the figure work in your own office.

MONROE CALCULATING MACHINE CO.

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Producers and Refiners

OFFICES:
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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.

The "Acid Test"

(Continued from page 6.)

two terminals are connected on the inside by means of either an iron or platinum wire of known weight, and on sending the current through the bomb, this wire becomes heated to an incandescent heat and this in turn ignites the coal sample. The heat generated by the combustion of the coal raises the temperature of the surrounding water, and this rise in temperature is noted, corrections being made for radiation and absorption of heat due to outside influences. As the amount of heat required to raise the known amount of water one degree is known, the heat units developed by the coal sample are easily determined.

The bomb calorimeter is rated as an expensive piece of apparatus, and for this reason many laboratories are not equipped with a calorimeter of this character, but inasmuch as the source of supply of coal on a railroad is so scattered, it is necessary to use an instrument of the highest type in order to make the results comparative.

TESTS FOR BOILER WATER.

The third laboratory is devoted exclusively to the analysis of waters, both for boiler purposes and for sanitary purposes. It is also equipped for making bacteriological tests on disinfectants, waters, etc.

The fourth laboratory is devoted to general work, such as the analysis of iron and steel, also alloys; that is, brass and babbitt.

The equipment is the latest type, embracing electric combustion furnaces having a working temperature of 1,900 degrees for determining the carbon in iron and steel, electric muffle furnace for ignition purposes, and an electric oven for drying, this last having a self-regulating control. Equipment is also provided for making assays for gold and silver.

In the examination of certain materials, particularly in connection with failed material, the cause of failure cannot always be detected by superficial examination and sometimes in order to determine the cause of failure, it is necessary to examine the material under a microscope. The equipment as provided for this purpose is an inverted type of microscope, and magnifications up to 1,000 diameters can be obtained. In preparing the specimens for examination under the microscope, it is necessary to give the surface to be examined a high mirror polish, free from scratches. A complete polishing equipment is installed for obtaining this highly polished surface.

MUST POLISH SPECIMENS.

In preparing a specimen for examination under the microscope or for etching, the piece is cut by means of a power saw or hand hack saw, from the failed article. In polishing the surface it is first filed and then polished on four emery wheels of increasing fineness of grain, and then the surface is polished on six brass discs, these discs rotating at a speed of from 2,000 to 2,500 revolutions per minute. The first disc is covered with eight-ounce duck; the next four are covered with drilling, and the last is covered with the finest grade of broadcloth obtainable. On each disc a polishing powder mixed with water is used, each of these powders being of varying degrees of fineness. After the specimen has been polished, it is then examined under the microscope for any defects that may be visible, such as slag inclusions, minute fractures, etc. It is then placed in an acid bath or etching solution, depending on the

object sought, sometimes nitric acid, sometimes picric acid, depending on the nature of the material. These acids have a dissolving action on certain elements in the material, and to a trained observer will bring out certain structures, through which definite conclusions can be made. The microscope is so constructed that a photograph can be taken, if so desired.

One of the interesting tests in the work of this department is in the method of determining the brand or manufacturer of an unknown staybolt or engine bolt iron. A cross-section of the iron to be examined is cut and polished along the lines described above; however, usually it is not carried to such a high finish as where a specimen is to be examined under the microscope. This polished surface is etched in sulphuric acid, and this will develop the structure showing the manner in which the iron has been built up. Those manufacturers making a specialty of the manufacture of staybolt and engine bolt iron have a standard method of building up their irons, and this method can be identified as described above. The testing department has photographs of specimens from each of the well-known manufacturers in the country, and by comparison of the unknown specimen with these photographs, it is possible to identify the unknown manufacturer.

INSPECTORS EMPLOYED.

In order to prevent any disadvantage or loss to the railroad company on account of defective material being shipped without inspection, it is the practice of the Rock Island to have a resident inspector at the general storehouse, who checks over material received to insure that it has been tested, and, in addition he makes a general inspection of various small shipments of miscellaneous materials which, on account of the values involved, do not warrant inspection before shipment. It is also the duty of the inspector to keep a check on weights and measures of material received to insure the company against short weight and measure, and the experience in this respect has shown such an inspection to be highly advisable.

While the work of the testing plant is by no means confined to any given department, it is believed there are some departments which are not utilizing the available facilities as much as they should, and, in this connection, an invitation is extended to all to visit the laboratories at the Forty-seventh street shops, Chicago, believing that after an inspection and observation of the accessories, the

No Slack

"A long line and no slack will land financial safety," says the savings division of the War Loan Organization. "The man who invented the lever and the screw declared he could land a whale on a horsehair, if the hair was long enough. Anyone can land the prize of an assured, prosperous, financial future on the strong tested line of Liberty bonds, treasury savings certificates and savings stamps, if the line is long enough. Liberty bonds and government savings securities are as strong as the nation itself. Hold and buy more."

Who loses? In the State of New York industrial accidents cost more than \$100,000 each working day, says the National Safety Council.

MULTIPLATE

VALVE SERVICE

When a valve leaks do not remove it from the line to repair it. Make the repairs in the line by removing a plate from the head and a plate from the seat and scrap them; put the parts back in the valve and tighten them up carefully; and you have a valve good as new. Let our service man show you. Do not tolerate leaks, they are a nuisance and an expense to your company.

O'Malley Beare Valve Co.

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Are Refined UP to a Standard
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UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

—"to the repair track for one column bolt and two nuts missing on truck."

This means train delay in cutting out the car.

It means a man's time when we have no men to spare.

It means money spent when we must conserve our resources.

It means a car out of service when shippers are begging for cars.

It never could have happened with the Bettendorf One-Piece Cast Steel Truck.

THE BETTENDORF COMPANY

General Office and Works—Bettendorf, Iowa.

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Your name on a "Standard" policy

PROVIDES
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ROTECTION

for those times when you are
disabled by injury or sickness.

Ask Any Agent of

THE STANDARD ACCIDENT INSURANCE COMPANY
of DETROIT, MICH.

Railroad Dept.

H. C. CONLEY, Supt.

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Try Thrift

By Jean Prescott Adams

Thousands of anxious and conscientious home-makers write in to our department, asking ways and means for economizing, and yet there are many Americans who have permitted themselves to grow extravagant and wasteful, since the burden and strain of war have been lifted.

A few good old-fashioned virtues ought to be impressed upon all of us, and especially upon the rising generation. One is thrift and another is the effort to "save the pennies and let the dollars take care of themselves." This latter sounds trite, but it is a wonderful fact that most of the celebrated multi-millionaires of the country tell us this enabled them to accumulate their first thousand dollars. It is the continual drain of a few cents here and a little there, for useless purchases, that makes us exclaim, "Why, I broke a ten-dollar bill yesterday and not a nickel remains, yet I did not buy anything worth while or pay any bill!" If we watch and deny ourselves every passing whim that is not the expression of any real need, we will be amazed at the amount of money saved for the vital necessities.

Then, too, are we modern women not pretty lazy, as compared with our grandmothers, who spun and wove and baked and brewed, and made candles and knitted socks, and were cooks, tailors and dressmakers? I heard a girl exclaim today, "Catch me washing out my husband's silk shirt; not for any man on earth!" Why should she not do this dainty bit of labor, to save a fine garment and economize for one who works daily to earn their income? If the spirit of thrift and desire to economize were more general, surely we as a nation would not be so terrorized by the increased price of commodities, due to a world war.

✱ ✱

Don't Strike Matches

Curious employes at a freight house automobile platform dropped a match in a gasoline tank of an automobile, resulting in the ignition of the inflammable vapor. Three employes were injured.

The car in which the accident occurred contained five old automobiles. The men responsible for this accident apparently removed the filling hole cap of the gasoline tank before inserting the match. If these employes had been familiar with the fact that automobiles may be forwarded by rail with gasoline in their tanks, provided the tanks are securely closed, there would have been no occasion for the examination which they made with such serious results. Furthermore, if they were aware of the danger of gasoline they would not have dropped the match into the gasoline tank.

It is well for railroad employes to know that the draining of automobile tanks is not required by any existing rules or recommendations of the American Railroad Association, the Classification Committees or the Interstate Commerce Commission. — Bureau of Explosives.

✱ ✱

Examine the Money

Agents are warned that there is a large amount of spurious money in circulation some of which is quite cleverly executed. Careful attention and vigilance is necessary to prevent this money being passed over the counter.

UNIVERSITY OF CHICAGO
URBANA, CHAMPAIGN

Rock Island Magazine for September, 1920.

Railways Showing Traffic Improvement

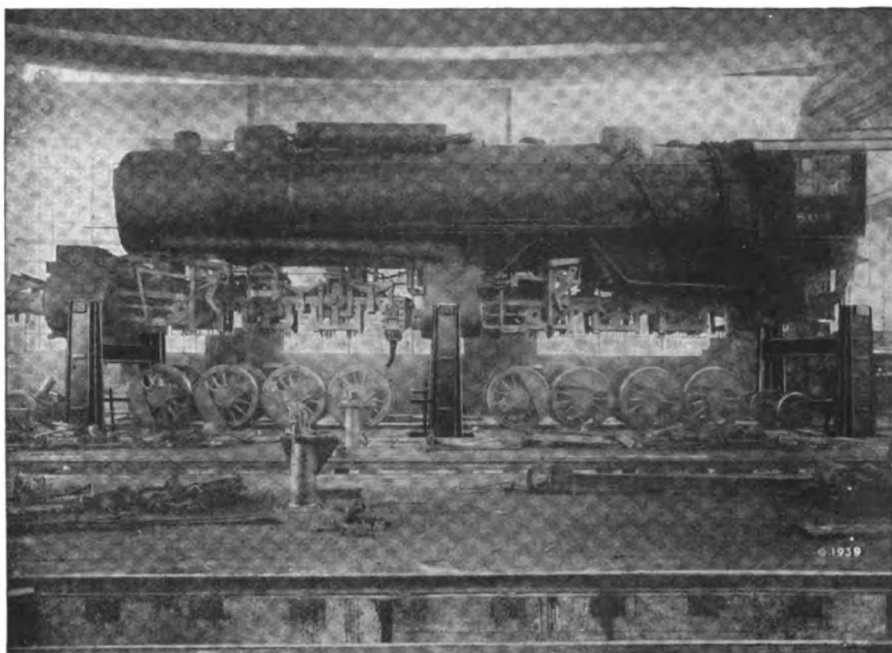
The large amount of news that has developed during the past few weeks regarding the efforts of the railroads, the Interstate Commerce Commission and the shippers to improve transportation conditions has tended to obscure, to a very considerable extent, the very material progress that has been made during that time. The complaints regarding unsatisfactory conditions and the news of the various plans adopted or discussed for the purpose of dealing with those conditions have naturally received more publicity than the results obtained, particularly since it takes a little time for the results to follow and even more for them to show up in the reports.

The results in which every one is interested, however, are shown in the reports of the volume of freight handled. These have regularly shown an improvement over the figures for 1919 except for about two weeks during which a large number of yard employees were on strike, and for the four weeks ending July 24 there were loaded on the railroads of the United States 3,437,235 cars of commercial freight, as compared with 3,365,946 in the corresponding period of 1919 and 3,699,116 during the same weeks in 1918. In the four weeks ending June 26, the total was 3,405,116. For the eight weeks ending July 24, the totals have been 6,842,735 for 1920; 6,602,452 for 1919, and 7,529,634 for 1918.

At a meeting on July 16 the Association of Railway Executives adopted resolutions covering a program to speed up car movement and increase car efficiency. The program calls for an average minimum car movement of 30 miles per day, a figure never yet attained in the history of American railroading. Reports showing the accomplishment since that meeting are, of course, not yet available, but those received from most of the roads for the month of June show a very marked improvement over previous months and a large number of roads have already exceeded the 30-mile average. During March the average miles per day for all roads was 23.4, as compared with 19 during March, 1919. For April the average was brought down by the effect of the strikes to 19.7, as compared with 19.9 in April, 1919. For May the average was 24.1, as compared with 20.1 last year. For June the reports received by the Commission on Car Service are not yet sufficiently complete to compile the average, but many of the roads showed gains as compared with the previous year ranging from 1 to 16 miles.

The heaviest part of the year's traffic is still to come during the fall months and the great benefits expected to be derived from the rate decision can not be reflected in the addition of new equipment and facilities for this year but the marked improvement being shown during the summer makes it possible to look forward to the fall season of heavy traffic with much less anxiety than was felt a few weeks ago.—*Railway Age*.

Transportation is the neck of the bottle. Immediate individual profit is quite incidental. The big problem is to keep the wheels of industry turning. It is up to everyone to face the situation and consider things fairly. The problem affects everyone directly or indirectly. It's up to everyone to do his part toward alleviating the condition. E. A. McCarthy, Traffic Manager, Hyatt Roller Bearing Company.



Whiting Six-Jack Locomotive Hoist. Capacity 300 tons
Wheeling a Mallet Compound. B. R. & P. Shops, E. Salamanca, N. Y.

Greater Motive Power from Present Equipment

is made possible by the installation of a Whiting Locomotive Hoist at terminal shops and Division Points.

There is no need for holding locomotives in the repair shop several days on account of inadequate handling facilities when the installation of a Whiting Hoist permits unwheeling and wheeling locomotives in a half hour or less.

The Whiting Hoist is adjustable to all types and sizes of locomotives and can be installed in any shop or yard.

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NATHAN MANUFACTURING COMPANY New York, N. Y.

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

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Track Tools



Nut Locks

on your track tools
means a satisfied work-
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Let us prove the
economy of their use.

Forty-four years of
quality building goes
into every tool with
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Public Spends More for Autos Than on Railroads

The Railway Age has compiled statistics, which disclose what it calls the "astonishing fact" that the American public is spending approximately the same amount annually for running and riding in automobiles as it is spending for all of its railroad transportation—freight, passenger, express and mail. It points out that if the public should find the recent advance of \$1,580,000,000 in railway rates burdensome it can completely offset this additional cost of railroad transportation by reducing its use of automobiles 25 per cent. It estimates that after the recent advances in railway rates of \$1,580,000,000 a year have been put into effect the annual cost of railroad transportation to the public will be about \$6,700,000,000, or assuming that the average family contains five persons, about \$305 per family. It estimates that the public already is spending over \$6,000,000,000 a year, or \$280 per family, for operating and riding in automobiles, 87 per cent of which are passenger cars.

"The air doubtless will soon be filled," says the Railway Age, "with outcries from the advocates of government ownership of railways and self-appointed spokesmen of the public because of the enormous increase in the cost of living, which, it is alleged, the advances in rail rates will cause. But as long as the public is voluntarily and gladly spending over \$6,000,000,000 a year, for using automobiles not including the cost of building and maintaining highways, it seems doubtful if it will find it very difficult to pay a substantially equal bill for the essential service of railroad transportation."

The Immortals

I love a white and golden girl,
Her cheek is like the rose,
Her eyes are blue as summer skies,
Her brow is like the snows.
I gaze upon her scarlet lips,
Her locks so softly curled,
And in her beauteous form I see
The sweethearts of the world.

She's bonny Annie Laurie with
Her neck so like the swan,
And Highland Mary, truest maid
That e'er the sun shone on;
And Kathleen Mavourneen, who slept
While in the dawning gray
With sorrow in his gallant breast
Her lover rode away.

She's Nyssia of the matchless form
And modesty supreme,
She's Beatrice, who so inspired
A poet's deathless dream.
She's Heloise, who poured her soul
In letters that will live
As long as woman's heart shall be
Content its all to give.

Though dynasties may fall to dust
And fickle fortunes fly,
And Fame a gilded bubble burst
And vanish from the eye,
Still through the gateways of romance
With dew of kisses pearled,
Behold the true immortals smile—
The sweethearts of the world.

MINA IRVING.

UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Rock Island Magazine for September, 1920.

Of Interest to Women

(Continued from page 20.)

chantilly lace is pretty for a dance frock.

Gray silk poplin and navy blue satin are combined in a dress that is very appropriate for afternoon wear.

A dress of changeable brown and copper taffeta is trimmed with filet lace dyed brown.

Toast color French serge for the blouse and dark blue satin accordian plaited made a very attractive gown.

A cool looking summer dress of plaid gingham has frills of blue organdie for trimming.

Suit coats and jackets are becoming longer. Some of the new tailored models are curved at the waistline, others show sack shapes with high collars and set in sleeves.

Separate blouses to be correct must be of a color contrasting to that of the skirt.

Gray is a color that is gaining much in favor; silver gray silks, supple satins and crepes are lovely with matched lace, brocades, silver embroidery or steel beads.

Bead embroidery is extensively used.

Russian cross stitch work is smart on wool or silk dresses and separate blouses.

A dress of cotton poplin may be effectively trimmed with soutache braid.

Dark blue serge for the skirt and white satin for the blouse makes a smart sports dress.

A dress of tan color crepe de chine may be trimmed with dark blue taffeta.

Light blue organdie is pretty for a party dress for a little girl; matched frills on sleeve and at neck edge form a simple effective trimming.

Black taffeta is smart with trimming of ecru filet lace and ecru stitching.

ORDERS FOR PATTERNS.

Instructions in ordering any of the following patterns may be found in the caption beneath the illustration on page twenty.

3318-3315. Ladies Coat Suit—Coat 3318 cut in 8 sizes for Misses and Ladies: 32, 34, 36, 38, 40, 42, 44 and 46 inches bust measure. The skirt 3315 cut in 7 sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. To make this suit for a medium size will require 7 yards of 40-inch material. The width of the skirt at the foot is about 1 3/4 yard. TWO separate patterns. 10 cents FOR EACH pattern.

3325. Ladies House Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 6 yards of 36-inch material. The dress is of comfortable width at the foot. Price, 10 cents.

3317. A New Gown. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 5 1/4 yards of 42-inch material. The width of the skirt at the foot is about 1 3/4 yards. Price, 10 cents.

3333. Misses Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size will require 6 1/2 yards of 44-inch material. The width of the skirt at its lower edge is about 1 1/2 yard. Price 10 cents.

3341. Ladies Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 6 yards of 36-inch material. Skirt measures about 1 3/4 yards at lower edge. Price, 10 cents.

3337. Child's Play Suit. Cut in 4 sizes: 2, 4, 6 and 8 years. A 6-year size will require 2 3/4 yards of 27-inch material for the dress and 1 3/4 yard for the bloomers. Price, 10 cents.

3355. Ladies' Waist. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust

Rock Island Lines Install 15-Ton "AMERICAN" Electric Coal Hoist at Faribault, Minn.



On March 18th, 1920, a new 15-ton "AMERICAN" Coal Hoist was installed at Faribault, Minnesota, to take the place of the old gasoline hoist that had been smashed up two months before.

This "AMERICAN" hauled 140 cars of coal up the 300-ft. incline between March 18th and July 16th.

Mr. Robt. Kalow, Coal Chute Foreman says: "The 'AMERICAN' Coal Hoist is about as near perfect as it can be made, I think."

No matter where you are an "AMERICAN" representative can reach you in twenty-four hours.



AMERICAN

HOIST & DERRICK CO.



ST. PAUL, MINNESOTA

GLOBE SEAMLESS STEEL TUBES

Boiler Tubes

Arch Tubes

Superheater Tubes

Safe Ends

Mechanical Tubing

Globe Seamless Steel Tubes Co.

General Sales Offices:

Peoples Gas Building, Chicago

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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

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GROVELAND COAL

*"Not a Clinker
in a Carload"*

GROVELAND COAL

SOLD ONLY BY

Bickett Coal & Coke Co.

McCormick Bldg., Chicago, Ill.

Peoria, Ill., Office - - 339 Hippodrome Bldg.

DOMESTIC and STEAM COAL

(Capacity 6000 Tons per Day)

**DAWSON
COAL
AND COKE**

DOMESTIC and SMELTER COKE

(Capacity 1000 Tons per Day)

DAWSON FUEL SALES COMPANY

SOLE VENDORS

DAWSON, NEW MEXICO

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measure. A 38-inch size will require 3 yards of 36-inch material. Price, 10 cents.

3340. Child's Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size will require 4 yards of 27-inch material. Price, 10 cents.

3323. Girl's Dress. Cut in 5 sizes: 2, 4, 6, 8 and 10 years. A 6-year size will require 3½ yards of 27-inch material. Price, 10 cents.

3350. Comfortable Undergarment. Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size will require 2½ yards of 36-inch material. Price, 10 cents.

3324. A Good Apron. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42; and extra large, 44-46 inches bust measure. A medium size will require 4½ yards of 36-inch material. Price, 10 cents.

3331. Girl's Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require 4¾ yards of 36-inch material. Price, 10 cents.

* *

Montgomery Opens Offices

The New York Textile Traffic Bureau has opened a new office at 291 Broadway, New York, in charge of Francis L. Montgomery, as general manager. Mr. Montgomery formerly was with the freight department of the Rock Island Lines. Edward W. Weeks, formerly of the Pennsylvania railroad, has been appointed southern traffic manager for the bureau, which was organized by the various interests engaged in the manufacture and sale of cotton fabrics, for the purpose, primarily, of co-operating with the railway and steamship companies, to direct the routing and expedite and facilitate the movement of cotton goods from the mills to the finishers and thence to final destination.

In announcing the opening of the New York office, Mr. Montgomery in a letter to the editor of the Rock Island Magazine says:

"I wish you and all the officers of the Rock Island company to know that I shall always look back upon my service with that company with much pleasure and gratification. If, at any time, it is in my power to be of service to you or to the Rock Island company, you may be sure that I will be glad of the opportunity."

* *

Rock Island Earnings

The earnings of the Rock Island Lines are being sustained in a remarkable manner, the upward tendency in gross continuing. For the first two weeks in July, total operating revenues were above \$4,900,000, which represents an increase of about \$533,000, or 12 per cent, compared with the corresponding weeks last year. The increase in freight revenue has been nearly 15 per cent. From January 1 to the middle of July, the Rock Island's gross earnings aggregated nearly \$70,000,000, against \$55,648,000 for the corresponding period last year, an increase of \$14,239,000, or 25.6 per cent. The months of largest earnings are to come, it is predicted, provided there is no radical slump in business in its territory. The rate increase will also add to revenue, and pull the net up to a more equitable basis. The five months ended May 31 showed a substantial increase in net for the Rock Island, in comparison with the corresponding period of 1919. Net operating income was \$2,058,050, in contrast to \$584,704 last year, and compared with \$4,900,733 in the first five months of 1918.

Rock Island Magazine for September, 1920

DRY GOODS

Women's Ready-to-Wear Apparel and Shoes

THE CROSBY BROS. CO.

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CARPETS

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Camp Equipment

that you do not have to worry about. Send for our illustrated catalogue of them. It is a complete campers' guide. Forwarded on application. Ask for catalogue 625.

Geo. B. Carpenter & Co.

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**RAILWAY
SUPPLIES**

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Federal Steel Lockers

have the strength, the security and the durable baked enamel finish.

They are the Railroad Lockers

Federal Steel Fixture Co.

4545 Homer Ave. CHICAGO

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COMPANY**

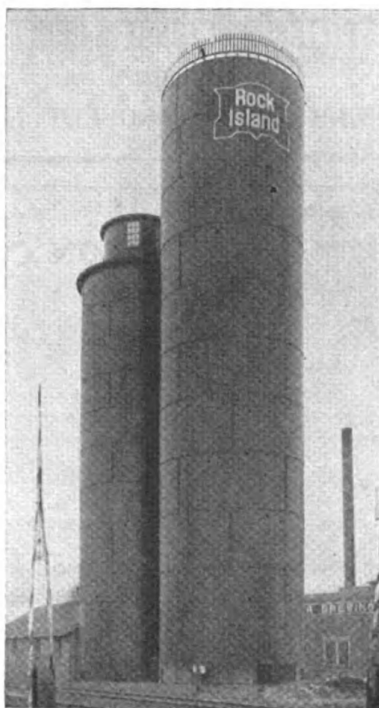
**Shippers and Producers
of the best burning domestic coal.**

Mines located on the Chicago,
Rock Island & Pacific Railroad,
Melcher, Iowa.

RED ROCK COAL COMPANY

Office 1220 Hippee Bldg.,

Des Moines, Iowa



**G R A V E R
Type "K"
Water Softener**

**Chicago, Rock Island
& Pacific Railway
Water Station at
Ottawa, Ill.**

You are invited to write our Railroad Department about your water problems. We will give them careful consideration from a practical as well as a scientific standpoint.

**Railroad Dept.,
Steger Bldg., Chicago**

G R A V E R Corporation

(WM. GRAVER TANK WORKS FOUNDED 1857)

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Overalls

*More Wear
For
The Money*

Wherever your work calls
you, these exceptional overalls
can be depended upon to give
you the utmost satisfaction.

All Sizes at All Dealers

WESTERN UNION MANUFACTURING
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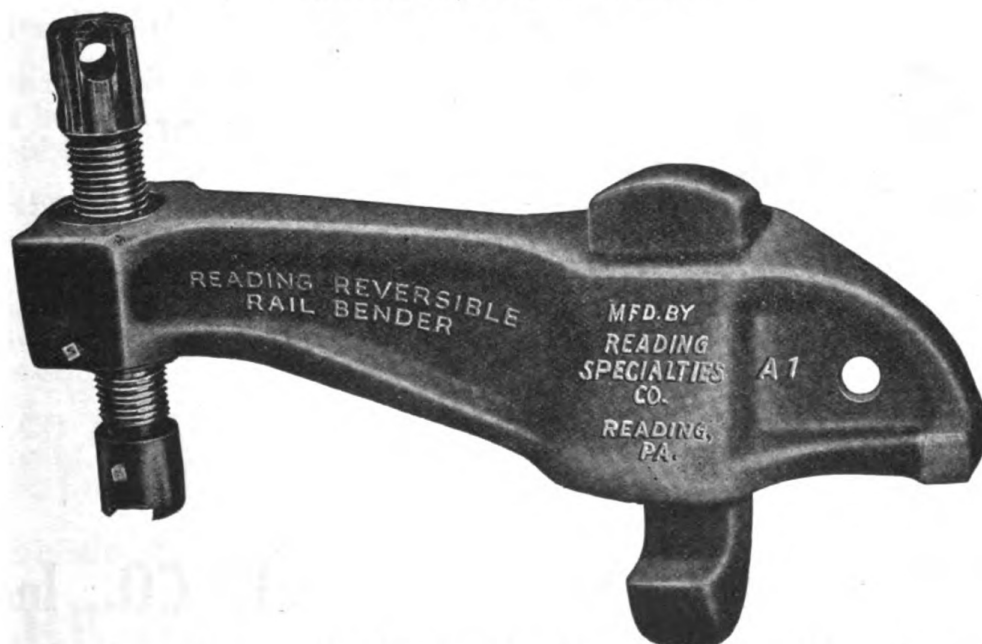
San Francisco, Calif.

Sedalia, Mo.



READING REVERSIBLE RAIL BENDER

A TWO-IN-ONE BENDER



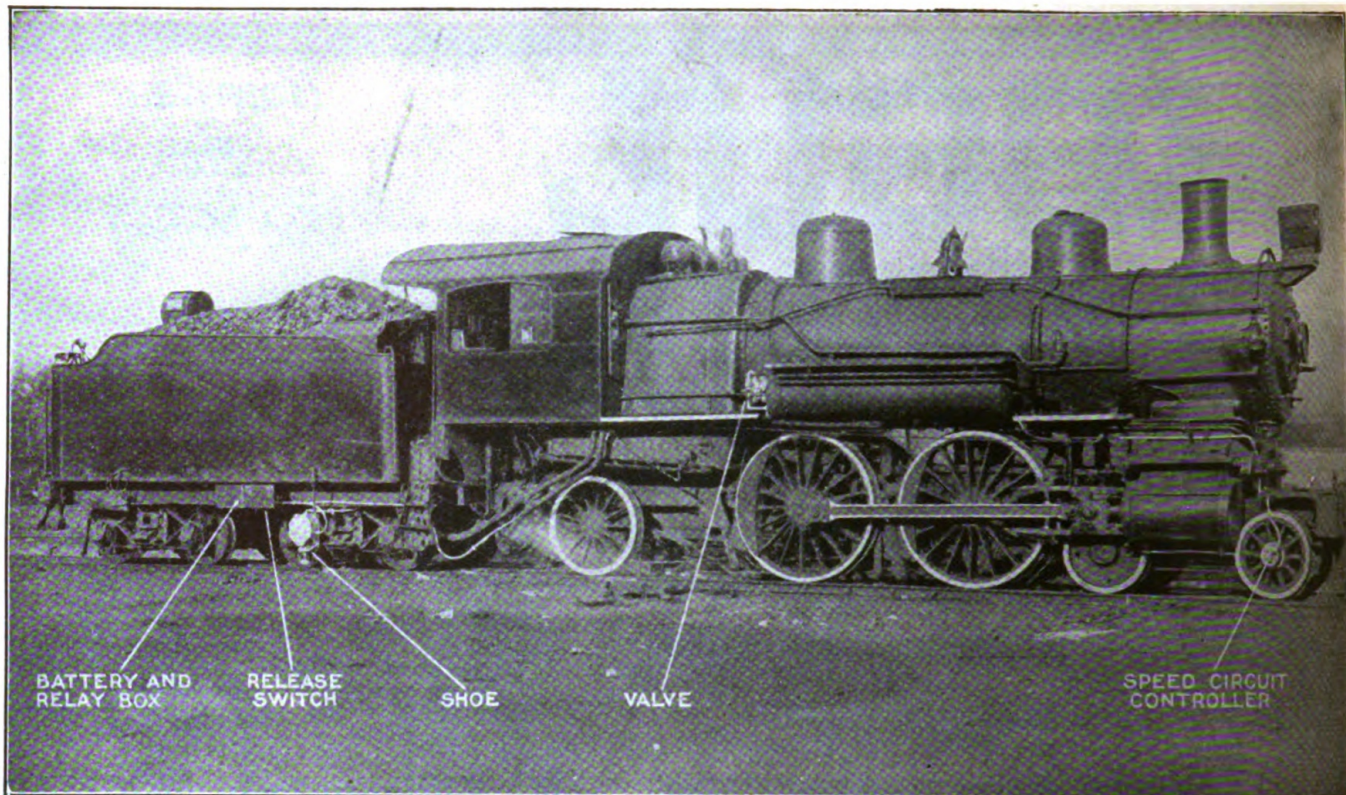
It does the work of two benders of any other type

Manufactured and sold by

READING SPECIALTIES COMPANY

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READING, PENNA.



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

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

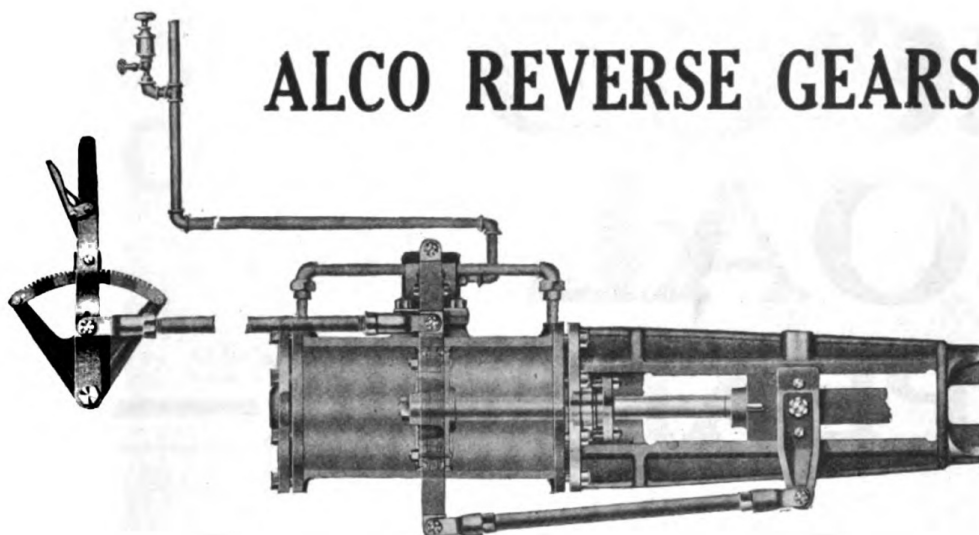
Now being installed on one of the
greatest railroads in America.

THE REGAN SAFETY DEVICES CO., Inc.

JAMES B. REGAN, President

140 West 42nd Street
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CHICAGO, ILLINOIS



ALCO REVERSE GEARS

In 1904 the American Locomotive Company built the first Mallet locomotive in the United States. This design included a power reverse gear. We have been building power reverse gears ever since.

Our engineers have been carefully watching the development of reverse gears, and, as occasion warranted, have made changes in our product.

Today we have an ALCO REVERSE GEAR which we believe is as mechanically perfect as it is possible to make.

The satisfaction given by the flat rotating type brake valve is generally recognized. The same type of valve operates our reverse gear. If given the same care as received by the brake valve it will give the same satisfaction.

The crosshead on our gear is supported by very rigid guides. We believe that these guides are necessary in order to avoid trouble with the piston rod packing.

Both sides of the piston of our gear are constantly under pressure when gear is at rest. Movement of the gear is obtained by exhausting the required amount of air from one side of the piston. In this way air consumption is kept at a minimum, as the only air required for each movement is the equivalent of the amount exhausted.

ALCO REVERSE GEARS may be equipped with packing suitable for either air or steam operation.

AMERICAN LOCOMOTIVE COMPANY
30 CHURCH STREET **NEW YORK**

GOOD COAL —PEABODY—

COAL mined by most modern methods.

COAL screened and picked with unusual care.

These are the reasons that the trade know that coal from Peabody is Good Coal.

Ask your dealer for Peabody Coal.

*Peabody Coal comes from 36 mines—
all operated by us.*

Peabody Coal Company

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SPRINGFIELD DISTRICT COAL MINING COMPANY

SPRINGFIELD, ILLINOIS

Producers of

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STEAM

DOMESTIC

MINES LOCATED ON

CHICAGO & ALTON R. R.

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BALTIMORE & OHIO S. W. R. R.

CHICAGO, PEORIA & ST. LOUIS R. R.

CHICAGO, INDIANAPOLIS & WESTERN R. R.

ILLINOIS TRACTION SYSTEM

Roadmaster Gruver Catches Thieves

Roadmaster C. H. Gruver, of Manly, Iowa, has received the special commendation of Superintendent A. L. Haldeman of the Minnesota division for the part played in bringing about the arrest of four men who recently broke into a car at Owatonna, Minn. Although Mr. Gruver had no actual knowledge that a robbery had been committed, his suspicions were aroused by evidence which had passed unnoticed by others. In commending Mr. Gruver for his work, Superintendent Haldeman wrote:

"The Special Service Department has spoken very flatteringly of the important part you played in locating and apprehending the culprits who broke into and pilfered a car at Owatonna. It is indeed gratifying to see the high degree of resourcefulness and courage which was displayed by you in deducing that there was something amiss (even though you had no knowledge of the car being broken into) and practically placing the men under arrest until you turned them over to the police authorities. I wish to commend the splendid spirit shown by you and offer my congratulations to you as being the possessor of a mind which acts quickly in a crisis."

Rock Island Men Praised for Fighting Yards Fire

Vice-President and General Manager T. H. Beacom has commended, in a special letter, the actions of several Rock Island employes in fighting a fire recently in the Root street yards in Chicago. In his letter, Mr. Beacom says:

"July 12 J. A. Roach, assistant general agent, Chicago, was walking through the Forty-fourth street yard when he discovered rubbish in a car, B. & O. 142283, on fire. He immediately called to a group of section men who were working near by, and ran to the yard office, giving the alarm, asking that an engine be sent to the car immediately to get it away from other cars."

C. B. Huber, traveling car checker, and Yard Clerk Novotny, who were in the Forty-fourth street yard when Mr. Roach gave the alarm, grabbed fire extinguishers and ran to the car and succeeded, with the aid of the section men, in subduing the flames, but not entirely extinguishing the fire, which was still smoldering. In a few minutes a switch engine from Forty-seventh street pulled this car out and took it to a water crane, where the fire was extinguished.

"We appreciate the action taken by the employes mentioned, and wish to thank them through the columns of the Magazine, so all may know of the prompt action taken in this case, and at the same time express the wish that all employes be alert."

The Meditations of Hambone

DE OLE 'OMAN JUMPED ON ME
ER-GIN DIS MAWNIN', EN KUN'L
BOB WANTER KNOW WHO
SEPRATED US, BUT AH GWINE
TELL YOU RIGHT--MAH OLE
SHIRT SEPRATED US, WEN
AH WINT OUT DE DO'!!!



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Evolution?

More than one-half of the inhabitants of the United States are now living in towns and cities, population has been growing faster than the total farm acreage, the size of the farm has decreased, and the food of American citizens is now being produced by a steadily diminishing share of the population, according to R. F. Eagle of Chicago.

Days of Real Sport



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Rock Island Crop Report Number 10

Chicago, August 16, 1920.

General Conditions: Throughout the corn belt the weather was dry up to the past week, when good rains fell in most sections, and a good corn crop is generally expected. Threshing of all grain continues under favorable conditions, and the wheat yield is especially encouraging in Kansas, Nebraska, Oklahoma and Colorado. Hay and alfalfa yields are heavy. In the southern states the corn crop is practically made, and cotton is in good condition, having improved wonderfully in the past few weeks. In the Southwest, range conditions are very encouraging, with plenty of feed and stock water. No labor shortage reports have been received.

Those desiring the complete report should write the Freight Traffic Department, Rock Island Lines, La Salle Station, Chicago.

"Loyal Employee" Suggests How to Save Grain Doors

The following suggestion comes from a correspondent who signs himself: "A Loyal Employee," and is worthy of attention:

"Having the interest of the Rock Island at heart, I wish to make a suggestion regarding the care and preservation of grain doors at the average country station. I have noticed at the different stations where I have worked that the grain doors, as a rule, are stacked four wide in a stack at some remote part of the station ground where they will be handy for use and not in the way of the public. As a rule, these doors are laid flat side down next to the earth with no protective timbers or ballast whatever under them.

"The supply sent to each station, as a rule, represents enough for a year or more and by the time the stack is used up and the men have gotten to the last four doors on the ground they find them rotted and of no use to the company or anyone else. Now, if these doors had, in the first place, had a small layer of ballast placed under them or a couple of old ties, they would have been as good as any of the doors in the pile when reached. Assuming that this condition described exists at one-half of the small stations along the Rock Island in the wheat belt, and placing the value of each door at \$1.50, you can readily see what a saving a little ballast would mean in the course of a few months. I hope you can give this suggestion space in your Magazine and that others who have similar suggestions will make them known."