

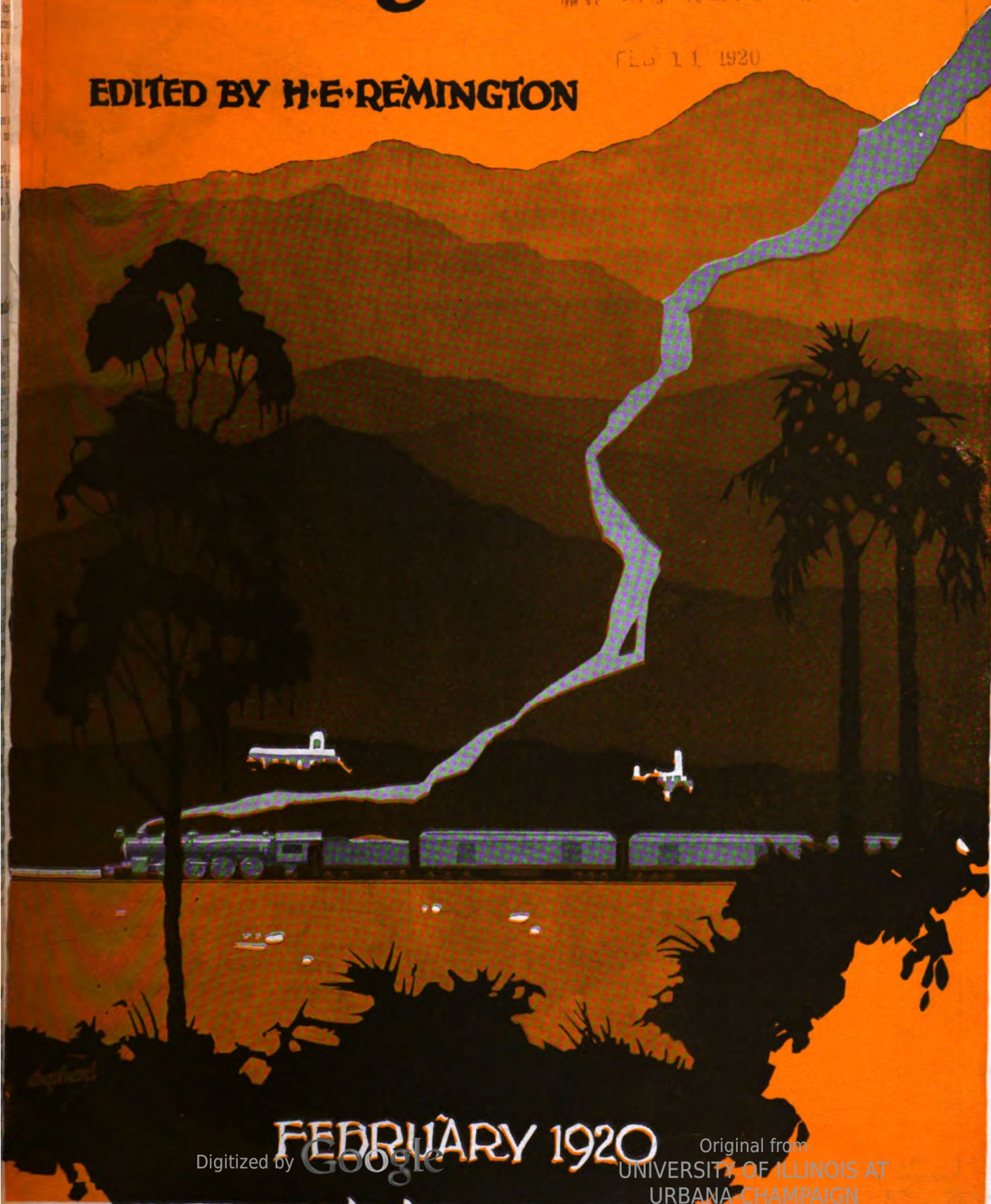
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Rock Island Magazine

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EDITED BY H. E. REMINGTON

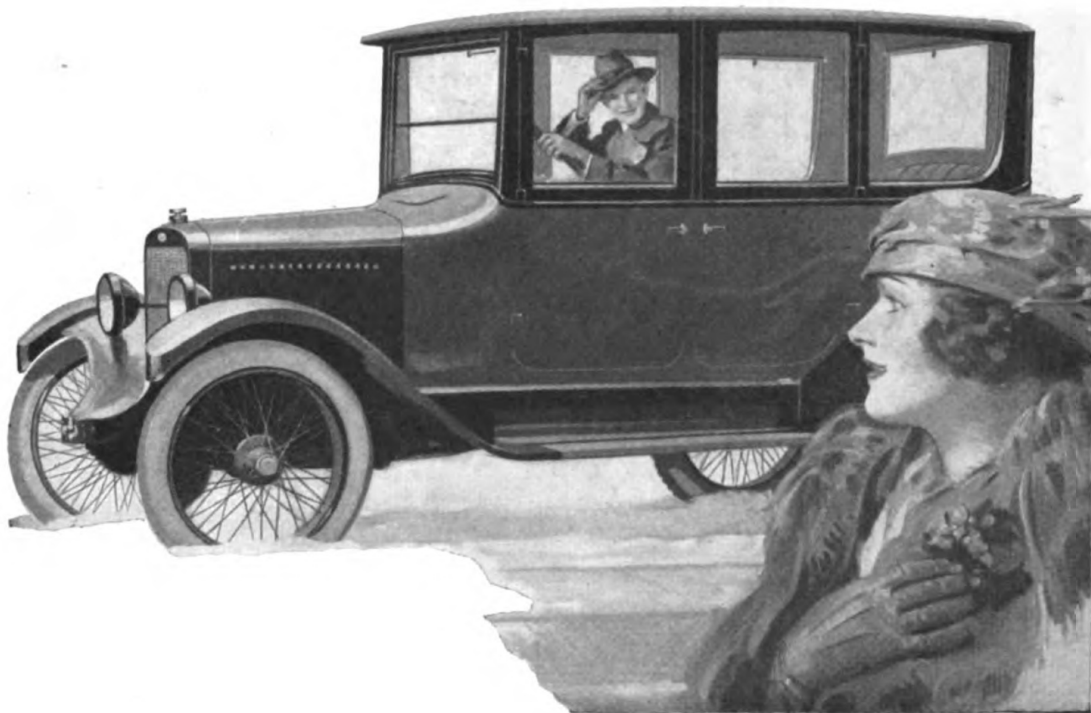


FEBRUARY 1920

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Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN



Soft Riding on Hard Roads

FROZEN, rough roads emphasize the wonderful cushioning action of three-point suspension *Triplex* Springs, in the new Overland 4, Four-Door Sedan.

This Sedan protects passengers from bad roads as well as from bad weather. *Triplex* Springs give it the

steadiness of a heavy car of long wheelbase with the economy in fuel, tires and upkeep of a light car.

Overland Dealers report an ever increasing enthusiasm among owners over the greater riding comfort, performance, equipment and appearance of this new car.

WILLYS-OVERLAND, INC., TOLEDO, OHIO

Sedans, Coupes, Touring Cars and Roadsters
Willys-Overland, Limited, Toronto, Canada

Announcing

a change of
name *only*

Wm. Graver Tank Works

will in future
be known as

GRAVER CORPORATION

No change in management,
ownership or directorate.

The officers remain as follows:

James P. Graver
President

Wm. F. Graver
Vice-President and Treasurer

Herbert S. Graver
Secretary

Philip S. Graver
Vice-President and General Manager

Alexander M. Graver
Director of Sales

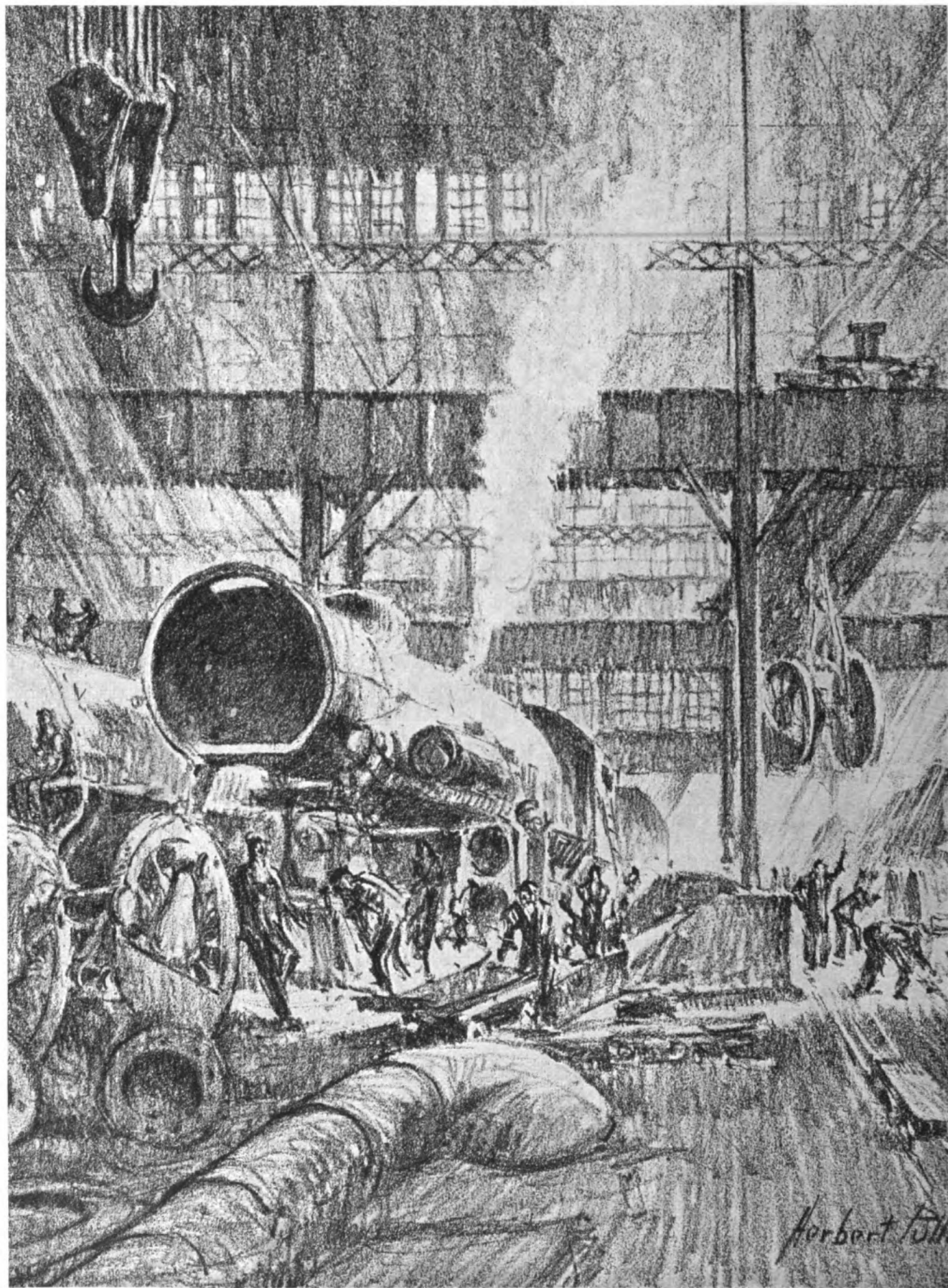
This change is made solely because the old name of Wm. Graver Tank Works is no longer adequate to the activities of this business.

While continuing as one of the largest manufacturers and erectors of steel tanks in the world, the Graver Corporation is also a large producer of general steel plate work and has become headquarters for water softening and purifying equipment.

W. R. Toppan, Manager Railroad Dept., Graver Corporation
Steger Building, Chicago

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HERBERT PULLINGER IN THE NATION'S BUSINESS

This sketch of one of the great locomotive works in the United States is an artistic portrayal of the manufacture of one of the chief elements of transportation

H. E. Says:

Every once in awhile some spot on the map is suddenly pushed into the limelight of international publicity. Millions of fairly intelligent men and women had never heard of Fiume until the Italian poet, D'Annunzio, made himself heard. The island of Yap, in the South Pacific seas, has only recently become the object of the newspaper paragrapher's wit. The flood made Johnstown famous, Sergeant York put Pall Mall, Tenn., on the map and the brothers Mayo have made Rochester, Minn., a family by-word.

And now in the spotlight is Hango, an obscure port in Finland. A few days ago a shipload of men and women—249 in all—was unloaded at this point, all of them booked for free transportation to the border between soviet Russia and Finland. The two most notorious persons in this job-lot outfit were Emma Goldman and Alexander Berkman. All of those present were dangerous anarchists who were caught plotting to overthrow the government of the United States of America.

The Department of Justice was certainly justified in deporting to a foreign land these men and women who were here for the expressed purpose of fomenting revolution in a country that does not desire such an upheaval. More recent raids on these self-styled "defenders of liberty" indicate that other soviet arks will brave the stormy Atlantic in the near future. With the nation rid of the Goldmans and the Berkman and others of similar caliber, the average citizen—the chap who should really decide our form of government—will breathe easier.

If the people of the United States desire a soviet form of government, it is very easy to change from the present standard. Our constitution is quite broad on this point. The will of the majority prevails. A revolution is unnecessary. But the vast majority of Americans are perfectly satisfied with the present form of government, which they deem democratic and dependable. That is why the parlor bolshevist and the Red do not get very far in their arguments.

Most of the anarchists are aliens. They are not American citizens. Many of them hail from Russia and they constantly preach about the benefits of sovietism, as practiced by Lenin and

Trotsky, but when one of them faces deportation back to the land which he professes is so well governed, he kicks like a Franco-American artillery horse.

The alien Red is not a working man. He is a soap-box orator. He does not know what it means to handle the throttle of a locomotive or lay bricks for a living. The mysteries of the foundry are as strange to him as are the aromatic scents of soap. His most susceptible victim is the so-called parlor bolshevist, the chap with money to spend and not the proper amount of gray matter in his cerebellum to dictate the ways and means of this expenditure. He backs the Red with the coin of the realm and entertains long-haired agitators at 4 o'clock tea, at which Lenin is praised and Marx is read. Deep into his sleeve the Red laughs—when he thinks of such easy money. That is why Emma and Alexander and Ivanovitch and Wolloponeezer and the other passengers on the soviet ark dread the problems that will confront them in Petrograd.

When we want sovietism in this country, the ballot will do the work. We

crave not the alien who tries to tell us how to run our government. We weep not when the studded boot of Uncle Sam is polished on the seat of the alien's trousers. This is America, and if foreigners desire to live within our boundaries, they should become Americanized, and then their right to have a voice in our affairs would never be questioned.

ABRAHAM LINCOLN.

On February 12 the American people will again honor the memory of Abraham Lincoln. The greatest president of the United States has been dead for nearly fifty-five years, but in ten times fifty-five years he will be as revered as his memory is today.

In an address before the Workmen's Association in 1864, President Lincoln said:

"Property is the fruit of labor; property is desirable; is a positive good in the world. That some should be rich shows that others may become rich, and hence is just encouragement to industry and enterprise. Let not him who is houseless pull down the house of another; but let him work diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built."

Certain radicals have openly made the astounding statement that if Abraham Lincoln were alive today, he would be a bolshevist and a partisan of the soviet system as exercised in ravished Russia. But there never has been anything in Lincoln's life, in his public speeches, his party platforms or his acts as chief executive of the nation, which smacks of the Lenin. Handicapped at the beginning by a lack of education and the less essential necessities of life, Abraham Lincoln proved that early environment could not keep a man down in a land as democratic as ours.

Facing a dark period such as faced no other executive in the history of the New World, Abraham Lincoln, the rail-splitter, country lawyer and friend of the common people, steered the ship of state calmly through the greatest crisis of the republic.

And that is why on February 12, 1920, and the same day in all succeeding years, Lincoln Day will be universally recognized throughout the world.

Rock Island Magazine Published Monthly

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

Confessions of a Railroad Conductor

Many of the Methods of the Old-Time Profiteers Explained by One of Them

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BILL had a magnificent country estate of fifteen acres just outside St. Louis. I asked him one day what it stood him.

"Well," Bill reflected, "I don't mind telling you, now that I've quit the road and the Government is running things. That place cost me \$2,500. They caught me before I got the hinges on the barn door!" Bill got \$50,000 for his home a little later from a St. Louis banker, who figured it as a pickup.

That was in the good old days when you could pick out "a spotter" like a fly in a pan of milk, and the only chance he had was to frame on you. Our salaries didn't amount to much but we would have been quite willing to pay for the privilege of remaining on the job. For a long time I averaged better than \$25 a day, which wasn't bad wages.

Those of us who were short-faring passengers and pocketing the proceeds had various ways of computing what we figured was due the railroad. Some of the boys tossed what paper money they received into the air, and what stuck to the air-cord was conceded as Company property! When it came to gold and silver, I always rolled the money along the floor and gave the railroad what remained upright! One day a five-dollar gold piece stood up, but investigation showed that it had stuck in a crack, and I thought it was no more than right to give it another chance.

A CLOSE SHAVE.

It wasn't all easy money. Witness how Bill saved me one day when I went fifty-fifty with the wrong man.

We were running through the Missouri Valley when a rotund, brisk little man boarded the train at Katan and offered me cash fare to St. Louis. He looked like a prosperous Knight of the Grip who had ridden with me before, so I took the \$10 bill he handed me (the correct fare) and slipped him back a fiver.

At the next station Bill boarded the train. After glancing over the coach I had just worked, he remarked casually:

"I see you've got the old man with you."

"What old man?" I asked.

"Why the president of the road," and Bill pointed out the man I had mistaken for a commercial traveler.

"Good Lord!" I gasped, "that is the new boss, ain't it? And I've just short-fared him into St. Louis!"

"You what?" ejaculated Bill.

I told him, and Bill threw up both hands.

"Well, you've played h—l, haven't you? Did you give him a cash receipt?"

I shook my head.

"How far should the president's five dollars actually carry him?"

"To Labaddie," I figured.

"Well," directed Bill, "when we're slowing down for Labaddie, tap him on the shoulder and say 'This is your station,' and then pass right on. Don't hesitate as though you expected him to protest. When he reminds you that he paid to St. Louis, tell him he's mistaken. At the same time slip him the cash receipt, which you'd better make up now, and explain that you forgot to give it to him at the time."

Did't Bill have a head on him? The president started to protest as soon as I told him Labaddie was his station, but I was very insistent and courteous. I explained patiently that if he wanted to go to St. Louis he would have to pay an additional five dollars. He handed me with an odd smile the identical bill that I had slipped him and I gravely made out the second cash-receipt slip and handed it to him.

The "spotter" of former days was the one who brought the calling into disrepute. This was because the railroads used to rely on what was termed the observation check. That is—the spotter was permitted to make a report

weaknesses of the observation check and to replace it with an ingenious scheme which has proved extremely effective.

Under the present plan, the observation check is discarded except as corroborative testimony. The railroad now takes note only of cases where their own investigators have been a party to the "irregularity." Not alone that, but the actual transaction must be witnessed by a second operative whose identity and presence is usually unknown to the first. Thus not only are conductors checked, but the man who spots them is also being watched.

Operative No. 48, for instance, is instructed by his chief to board such and such a train, take such and such a seat, and offer cash fare to a conductor with whom he has already managed to get ac-



The conductor's routine is often varied from day to day, depending on the type of travelers.

to the Company on irregularities which he claimed to have "observed." This allowed a number of spotters to conspire and "frame" on a conductor.

SPOTTING THE SPOTTER.

To the credit of the railroads be it said that they were quick to realize the

quainted. Unknown to the first spotter, Operative 103 will be ordered to board the same train, sit in such and such a seat (or as near to it as possible) and watch for a passenger whom the conductor is in the habit of passing on short fare.

(Continued on page 43.)

Adventure of the Engineer's Thumb

By A. Conan Doyle

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

(Copyright by Harper & Bros.)

(Continued from last month.)

THE woman was standing in the aperture, the darkness of the hall behind her, the yellow light from my lamp beating upon her eager and beautiful face. I could see at a glance that she was sick with fear, and the sight sent a chill to my own heart. She held up one shaking finger to warn me to be silent, and she shot a few whispered words of broken English at me, her eyes glancing back, like those of a frightened horse, into the gloom behind her.

"I would go," said she, trying hard, as it seemed to me, to speak calmly; "I would go. I should not stay here. There is no good for you to do."

"But, madam," said I, "I have not yet done what I came for. I cannot possibly leave until I have seen the machine."

"It is not worth your while to wait," she went on. "You can pass through the door; no one hinders." And then, seeing that I smiled and shook my head, she suddenly threw aside her constraint and made a step forward, with her hands wrung together. "For the love of Heaven!" she whispered, "get away from here before it is too late!"

"But I am somewhat headstrong by nature, and the more ready to engage in an affair when there is some obstacle in the way. I thought of my fifty-guinea fee, of my wearisome journey, and of the unpleasant night which seemed to be before me. Was it all to go for nothing? Why should I slink away without having carried out my commission, and without the payment which was my due? This woman might, for all I know, be a monomaniac. With a stout bearing, therefore, though her manner had shaken me more than I cared to confess, I still shook my head, and declared my intention of remaining where I was. She was about to renew her entreaties, when a door slammed overhead, and the sound of several footsteps were heard upon the stairs. She listened for an instant, threw up her hands with a despairing gesture, and vanished as suddenly and as noiselessly as she had come."

"The new-comers were Colonel Ly-sander Stark and a short, thick man with a chinchilla beard growing out of the creases of his double chin, who was introduced to me as Mr. Ferguson."

"This is my secretary and manager," said the colonel. "By-the-way, I was under the impression that I left this door shut just now. I fear that you have felt the draught."

"On the contrary," said I. "I opened the door myself, because I felt the room to be a little close."

"He shot one of his suspicious looks at me. 'Perhaps we had better proceed to business, then,' said he. 'Mr. Ferguson and I will take you up to see the machine.'"

"I had better put my hat on, I suppose."

"Oh, no, it is in the house."

"What, you dig fuller's-earth in the house?"

"No, no. This is only where we compress it. But never mind that. All we wish you to do is to examine the machine, and to let us know what is wrong with it."

"We went upstairs together, the colonel

breaking through in green, unhealthy blotches. I tried to put on as unconcerned an air as possible, but I had not forgotten the warnings of the lady, even though I disregarded them, and I kept a keen eye upon my two companions. Ferguson appeared to be a morose and silent man, but I could see from the lit-



She made a step forward with her hands clasped together. "For the love of Heaven," she whispered, "get away from here before it is too late."

first with the lamp, the fat manager and I behind him. It was a labyrinth of an old house, with corridors, passages, narrow winding staircases, and little low doors, the thresholds of which were hollowed out by the generations who had crossed them. There were no carpets and no signs of any furniture above the ground floor, while the plaster was peeling off the walls, and the damp was

tle that he said that he was at least a fellow-countryman.

"Colonel Ly-sander Stark stopped at last before a low door, which he unlocked. Within was a small, square room, in which the three of us could hardly get at one time. Ferguson remained outside, and the colonel ushered me in."

Original from
UNIVERSITY OF ILLINOIS AT
CHAMPAIGN

It's Some Job Running a Railroad in Haiti

THE *Compagnie Nationale des Chemins de Fer de Haiti* is evidently not in the best physical condition. Translated from French into English it means the "National Railroad of Haiti." W. D. Holland, chief master mechanic of the road and a brother of a Rock Island machinist at Pratt, Kan., was recently the recipient of a letter from the general agent, Monsieur Gervais. The letter and the terse but appropriate reply, follows:

Gonaives, April 19th, 1919.

Mr. W. D. Holland,
Chief Master Mechanic,
Saint-Marc Suppliee.

M. the Chief:

I have the honor to elicit the favour that you succour Division-16 which at present falls in a very low condition, cause from an incompetent loco engineer.

Herein you will find noted the many days' failure of trains, to the detriment of traffic after your departure on the 28th March, 1919, as follows:

Sunday, 30th March, 1919—No train.

Sunday, 6th April, 1919—Ennery to Gonaives derailed at kilo 29. Re-railed and arrive Gonaives on the 14th April, 1919.

Wednesday, 9th April, 1919—No train.

Friday, 11th April, 1919—No train.

Sunday, 13th April, 1919—No train.

Wednesday, 16th April, 1919—No train.

Friday, 18th April, 1919—No train.

I shall be very glad for the interests of the traffic of this division that you will, dear sir, favor this request by returning, Mr. F., as loco engineer in place of Mr. W., who, from long ago been, and at present increasing, in drinking to the disadvantage of this section.

If it is any more deplorable for the division-16 it will surely lose its advantages. When I am certain, to my greatest regret, I will be obliged to ask Mr. Rasmussen to releave me as agent-general at Gonaives, which is paying me \$35 per month.

With the hope of obtaining your favorable reply as regard my demands, I subscribe myself your obdt. and devout servant.

L. F. GERVAIS,
General Agent.

M. Gervais:

Jerry, you can't blame him for drinking—he is getting 60 cents a day on a 37 per cent grade and engines shot to hell. No mechanics on the road since 1913 and no money to pay them. H.

ments and betterments. Taxes for the year 1919 will approximate \$200,000,000, or a total for interest, additions and betterments and taxes of \$1,252,000,000, leaving the difference between \$5,200,000,000 and \$1,252,000,000 of \$3,948,000,000, or 75.9 per cent for maintenance and operation.

From this it will be seen that anything over approximately 76 per cent for maintenance, operation and taxes will leave an insufficient amount to pay a fair interest on the value of the property and set aside anything for additions and betterments.

The attention of the reader is called to the comparative increases due to increases in the distribution of the railroad dollar to various units of maintenance, operation, etc., 1918 compared with 1916. The year 1916 was taken for the purpose of illustration because a study of several years' operation up to that time showed that approximately thirty per cent during years of good railroad earnings was left for interest, rental of leased lines, betterments, dividends, reserves and surpluses. By reference to the 1918 chart, it will be noticed that the amount required to pay cost of maintenance, operation and taxes had increased from 70 to 85.5 cents, or 15.5 cents on every dollar of revenue received, leaving only 14.5 cents for interest, rental of leased lines, betterments, etc., which is far from being enough to attract capital to an investment in railroad property.

A further study of the operating expenses and incomes of the various railroads of the United States shows that the percentage of compensation paid to employees to total operating revenue, based on 1913 earnings was 48.37 per cent in 1916 and 85.97 per cent in 1918, or an increase of 93 per cent in 1918 over 1913. The number of employees in 1918 was approximately the same as in 1913.

The percentage of increase in total operating revenue in 1918 over 1913 was 59.03 per cent.

The per cent of increase in net tons of freight hauled one mile in 1918 over 1913 was 35.37 per cent.

The increase in number of passengers carried one mile in 1918 over 1913 was 24.38 per cent.

Increase in cost of fuel, oil and other locomotive supplies, 1918 over 1913, was 104.68 per cent.

The question is: how long can the railroads of this country live under such conditions? On the basis of the present costs of operation and taxes, the net remaining for payment of fixed charges is so small and insufficient that railroad securities are generally discredited and cannot be sold, except at great sacrifice. Substantial increase in rates must be allowed to the railroads and every possible economy in operation must be instituted to the end that sufficient net may be obtainable to put the railroads in proper condition to secure ample credit to successfully handle the large increased volume of traffic which seems assured, at least for the next few years.

Now, if Congress would only amend the law of supply and demand so that we would have more supply and less demand, the solution of our troubles would be simple.—El Paso Times.

The great question in the Socialist party at present is what is left.—Springfield Republican.

Comparison of Railroad Dollar of 1916 and 1918

THE charts shown here represent the disposition made of every dollar earned by all of the railroads in the United States during the year 1918 compared with 1916.

It is generally conceded that when the work of completing the valuation of all railroad property in the United States now being compiled by the Interstate Commerce Commission, it will show a

in that business, especially so during the lean periods. Assuming that capital is entitled to not less than five per cent per annum for the use of its money and that one per cent of the gross earnings of any business should be set aside for enlargements, it will mean, on basis of the present value of the railroad property in the United States, that one billion dollars is required out of the gross

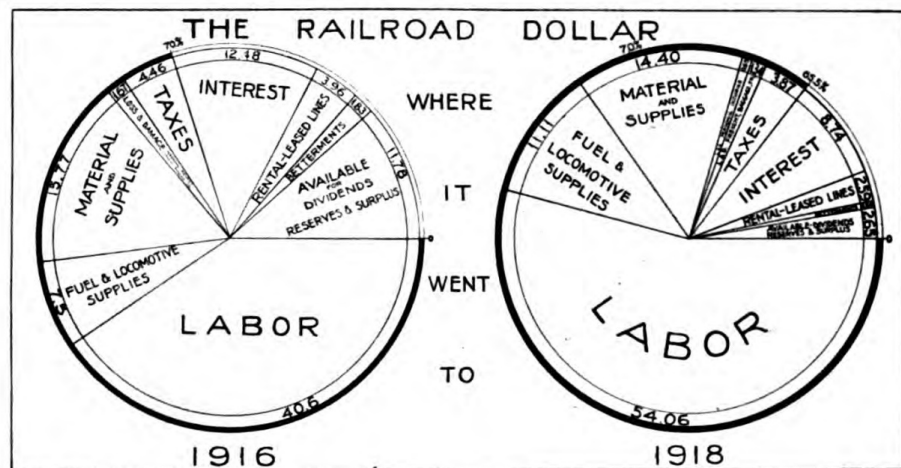


Table Illustrating How a Railroad Dollar is Spent.

total value of not less than twenty million dollars. It is fair to assume that capital is entitled to a fair remuneration for the use of its money; it is also fair to assume that a certain per cent of the gross earnings of a business should be set aside for additions and betterments

earnings to pay capital for the use of its money.

The gross revenue of all railroads in the United States for 1919 will approximate \$5,200,000,000, one per cent of which will be \$52,000,000, which should be set aside out of the earnings for improve-

Oil Industry Looms Large in Alexandria, Louisiana

THE citizens of Alexandria, La., one of the important Rock Island cities in the South, are very highly elated over prospects of oil and gas being produced in large quantities in that vicinity. A great deal of lease work is in progress and the developments made so far indicate that in a few months Alexandria may realize her ambition to become an oil center.

The official bulletin of the Alexandria Chamber of Commerce comments as follows:

"Since November 15 the activities in leasing land in Rapides parish for oil

If oil is here there must be plenty to go round a long way, and it will make the playing of the game all the more interesting.

"If one will carefully study the map of Louisiana one cannot help but be convinced that the chances for securing oil or gas or both in Rapides parish are excellent. It is north of us and south of us, it is northeast and southwest of us. It is within a few miles of this parish, and we have the indications that oil men say are good.

"We believe this month of December

then certify to the report, mail same to the magazine, and the prize money will be paid by Mr. Stephenson.

Every year an increasingly large number of Rock Island employees produces food products, some on a fairly large scale. It is not for the remuneration that many will probably enter Mr. Stephenson's contest, but more for the friendly spirit of competition that it will foster. The best way to trim down the H. C. of L. is to produce, and the man or woman who gathers the valued egg from the nest, or digs the aristocratic spud out of the ground, will be doing a great deal toward reducing the high price bugaboo to a minimum.

The spring is not far off, and except for those unfortunates who live within the confines of the great cities of the West and Southwest, nearly every person has a little space in the back yard in which to devote an hour or so daily in producing the things that look well on the dining-room table. Mr. Stephenson has always been a booster for greater production, and that is why he takes twenty-five dollars out of his wallet and offers that as an additional inducement.

The magazine will keep in touch with the various contestants from month to month and report their progress.

LeKay Tells of Track Labor Importance

Henry E. LeKay, fence gang foreman of the Rock Island at Hartley, Ia., in commenting on the article entitled "Improving Track Labor Efficiency," written by C. A. Morse, chief engineer of the system, concurs with him in that the job of working on a section is an important one.

"Track labor is the foundation of the world," writes Mr. LeKay, "and it is skilled, rather than unskilled labor. It requires, to a different degree, the same skill to repair a track properly as it does to repair a locomotive. Both are essential. There is no reason why a section-man should feel ashamed of his job."

New Association Formed With Chicago Headquarters

In the interest of rehabilitating the railroads, the Locomotive Terminal Equipment Association was formed a few weeks ago, with offices at 14 East Jackson boulevard, Chicago. The object for which it was formed is to make surveys for and distribute data to the public and corporations interested, concerning the improvement of locomotive terminals, in order to secure speedy, efficient and economical handling, cleaning, repairing and returning to service of locomotives.

A recent statement from the railroad administration was to the effect that the serviceable locomotives alone were spending nearly 60 per cent of their time in the engine houses. A great amount of time is also spent in getting it in and out of the terminal itself.

At the headquarters of the association is a large conference room in which data and information of all kinds can be obtained. This is carefully arranged for easy reference so that railway officials may have every opportunity for obtaining information of every kind pertaining to the rebuilding, re-equipping and laying out of locomotive terminals.

William R. Toppan of Chicago is president of the association and Bruce V. Randall vice-president and secretary.



This is what is making the citizens of Alexandria, La., sit up and take notice. Oil and gas deposits in the vicinity are said to be heavy and everyone is looking forward to increased activity along these lines.

and gas have increased enormously. Every day sees a great many new transactions, and the hotel lobbies are crowded with men seeking something. Just what has brought this sudden and unusual activity it is rather hard to fathom. The fact remains, however, that the eyes of oil men are on Rapides parish, and that they are leaving some of their money for leases.

"We are delighted that all this oil activity is manifested. It is a good thing whether or not oil is actually found. We hope that many more will come in this territory and cast their lot.

is going to witness a great deal more activity than the first few days of it have already shown. We take this opportunity of welcoming the developer to this parish, and we hope he strikes 'pay dirt.' Because if he does we will all benefit from it as well as he. Alexandria today presents quite a lively appearance. Let it continue. It is a pretty good old town whether we ever have oil or gas, and the developing of a field here will just make it a better town in a much shorter time than it would otherwise be. But at any rate Alexandria continues to grow and prosper."

Stephenson Offers Prizes to Individual Producers

D. C. STEPHENSON, city freight agent of the Rock Island Lines at Kansas City, Mo., in order to stimulate interest among Rock Island employees, has invited them to participate in a food-producing contest. He offers \$25 in cash prizes to the persons producing the largest quantity food product up to October 1, 1920.

Mr. Stephenson offers five dollars each for the largest number of chickens and

geese, ducks, bushels of potatoes, amount of canned goods of all kinds, and for the largest amount of preserves.

Those desiring to contest for the prize should register their names and residences with the local freight agent nearest their homes, registering not later than May 1. The local agent will then transmit the names to the editor of the magazine. The final report must be made to the agent not later than October 10, 1920. He will



IN an address before the Association of the Bar of the City of New York on January 7, Director-General Hines made some interesting comments on what has been done during the period of federal control. The address, in part, follows:

RAILROAD CREDIT PROTECTED

Let me say that, despite the widespread fashion of criticising federal control of railroads and attributing to it practically every condition that grew out of the war, my deliberate judgment is that federal control has rendered some very important public services which far outweigh any defects with which it may be chargeable.

For one thing, it protected railroad credit through a period of most critical financial difficulty. When we consider on the one hand the precarious situation of public utilities in many parts of the country, and on the other hand the results which the railroad properties have enjoyed during the federal control, it must be clear that a highly important service has been rendered in the protection of investment in railroad property and of the due returns therefrom.

Equally important results have been obtained from the viewpoint of the general public. In a time of great difficulty and with an amount of equipment which was inadequate even before federal control began, the unified operation of the railroads has produced a total transportation service greater than ever before in the history of the country and has done it with far less congestion and delay than was characteristic of conditions of heavy business under private control. Generally speaking the period of heaviest business is in the fall months. In these months both in 1918 and in 1919 the business was heavier than in any corresponding periods prior to the war. A greater volume of traffic was moved and with far less congestion than was characteristic of the conditions of private management. I know on several occasions in the fall months prior to federal control that traffic congestion in some parts of the country reached such a state as to constitute a transportation crisis, but these conditions were obviated through the use of the opportunities which came from unified control. I attribute the achievement entirely to the opportunities which unified control gave and not to any superior wisdom which I claim was possessed by the Railroad Administration.

FIRST AIM WAS TO WIN THE WAR

I want to emphasize the point that the railroads were placed under government control during the war and that the predominant motive during the war was the prompt movement of troops and war supplies. From January 1, 1918, to November 1, 1919, 13,446,859 soldiers, sailors and marines were moved on the railroads in the United States, and this was equivalent to transporting one passenger 5,917,658,719 miles, thus necessitating the use of 213,749 railroad coaches and pullmans and the movement of over 18,000 special trains. The civilian inconveniences which have been dwelt upon so consistently resulted in a very large measure from the

primacy which had to be given to this war object.

A QUESTION OF RATES

The fact that there has been a deficit from railroad operations under federal control has been regarded by many as conclusive evidence of the necessity for a precipitate return to private control, but the fact is that the deficit has not been due to excessive costs. The costs have not been relatively greater than in other lines of enterprise. The real reason for the deficit is due to the fact that the prices charged for railroad transportation have not been increased in keeping with the increases in prices of commodities. For the first six months of federal control no increase was initiated by the director-general in the rates of transportation. If the increases in rates which were put into effect by him in the latter part of June, 1918, had been put into effect on January 1, 1918, at the very beginning of federal control, the Class One railroads would have shown a profit of about \$14,000,000 at the end of October, 1919, at the expiration of twenty-two months of federal control, instead of a deficit of nearly \$500,000,000. In other words, the deficit can fairly be said to have been due to the fact that the increase in rates was necessarily deferred six months. The entire deficit for the period from January, 1918, to October, 1919, both inclusive, for Class One railroads and large terminal companies in federal operation, was \$480,000,000, but if the rate increases made in June, 1918, had been effective on January 1, 1918, from which time of course the increased expenses were largely effective, the additional revenue, without any increase in operating expenses, would have been \$494,000,000, thus more than offsetting the deficit and leaving a profit of \$14,000,000.

If the Railroad Administration had increased its rates fifty or sixty percent, which was less than the increase in prices by private industries throughout the country, and which by the way appears to be in line with the increases in rates now being proposed for railroads in England and in other European countries, handsome profits would have been shown instead of a deficit.

WAGES AND HOURS

While on the subject of results of the Railroad Administration, I wish to correct the radically erroneous impression as to the treatment of labor. The increases in the rates of pay to railroad labor have by no means been out of line with the increases to labor in private enterprises, and in both instances the increases have been due to the conditions created by the war. It is a curious illustration of the aberration of the times that the increases in wages made by the Railroad Administration are regarded as proof of politics and inefficiency, while an even greater increase in some of the important industrial enterprises of the country is regarded as a perfectly natural response to business necessities.

Special stress has been laid by some of the critics of the Railroad Administration upon the increase in number of employees. This increase is principally accounted for

by the establishment of the eight-hour day and involves no increase in the number of hours of labor paid for. Obviously, if eighty hours of labor are to be done, ten employees will be required on the basis of an eight-hour day as compared with only eight on the basis of a ten-hour day, and yet only eighty hours will be paid for in either case. To a considerable extent it is undoubtedly true that the larger number of employees has been due to the loss of experienced employees on account of the war and to the exceptional turnover of employees which has been a natural characteristic of the industrial change and unrest. In these respects the Railroad Administration does not differ from other industrial enterprises. It is important to bear in mind that the number of hours of work paid for is in the control of the experienced railroad officers as far as it can be controlled in view of general industrial conditions. The Central Administration is constantly checking up this situation and bringing to the attention of local officers any cases which arise and which indicate the payment for unnecessary hours of work. The influence of the Central Administration therefore is consistently exercised in favor of a reduction in the hours of work paid for rather than in favor of an increase in the hours of work paid for.

NO POLITICAL APPOINTEES

Let me at this point digress to say that there has never been any selection of either officers or employees in the Railroad Administration for political reasons and that the assumption which is sometimes indulged that governmental activities create unnecessary positions for political reasons is absolutely without any foundation so far as the Railroad Administration is concerned.

I do not believe there is a single officer of the Railroad Administration who has sought his position. It is strikingly an institution where the office has sought the man. There has never been any inquiry into the politics of an officer, and as a rule I am not advised as to the politics of the members of my staff or their subordinates or as to the politics of the officers on the various railroads or their subordinates.

Let me emphasize also that, throughout federal control, railroad operation has been in the hands of skilled railroad officers who have spent their lives in railroad service, and, generally speaking, has been in the hands of the very same officers who conducted the same operations prior to federal control and will continue to conduct them after federal control.

Returning to the results of railroad operation under federal control, let me emphasize that the striking respect in which private enterprise has been more effective than the Railroad Administration is that the private enterprise has been so much more efficient in raising the prices which have been imposed upon the public, while the Railroad Administration has endeavored to protect the public and the business of the country from any unnecessary increase in the level of the railroad rate structure.

Conditions in the early part of 1919 were so abnormal and unprecedented as to preclude any satisfactory and reliable readjustment of rates. It is thoroughly appreciated that the unfavorable return in the early months of 1919 was very largely, if not wholly, due to the abnormal slump in business. If an increase had then been made to produce the profits on the abnormally small business, I am satisfied the step would have been exceedingly un- (Continued on page 54.)

Prizes to Be Awarded for Best Poultry Letters

By C. A. Blevins

THE man who understands the secret of producing winter eggs reaps the harvest, for no matter how well filled the cold storage houses are, his product is the one in demand and the other cannot take the place of it except in limited and certain uses.

The question of how to produce eggs in winter has resounded in the poultry press for years, and columns have been written on the subject, but none have actually solved the problem and given position or definite reasons based on facts for their assertions, that would stand the test. What was successful in one instance would fail in another.

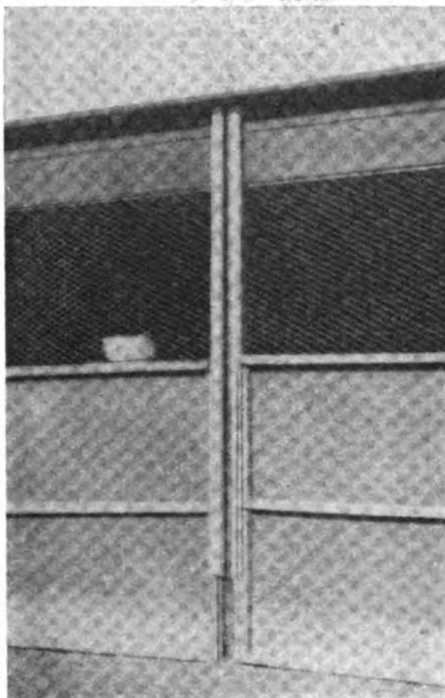
If we attempt to follow advice sent out in bulletins by our agricultural experiment stations, we are puzzled to decide which to adopt. What one approves the other condemns.

The same with the writers in the poultry press. Hardly any two agree and every theory has strong advocates, and as we view all sides we have little to encourage us in making any change, or getting out of the old rut and attempting to reach a higher plane of operation.

Now and then we hear of one who has had excellent results from his flock by careful management, but his lack of theoretical knowledge necessary to determine the why and wherefore and trace the effect back to the cause has always led to a failure in his fixing upon a ration that would stand the test, and a second attempt either by himself or others would result in failure.

The most likely explanation of this lies in some one unobserved condition. The successful trial was not so because he was supplying all the needed elements in the right proportion for success and there was some element lacking and it was ob-

permit our fowls to sustain life and make their natural growth, but will force them to maturity quickly and without impairing their vigor or vitality.



A model poultry house, built at trivial expense, by C. A. Blevins at Blue Island, Ill.

When we are able to attend this end we can count on results to a certainty and a little extra expense will not be considered. In conclusion, the writer recently had the

ber shows 400 eggs; December, 499, and my guess for January, 1920, is 2,100. Let us have your formula. Give us all a chance.

In the January issue of the magazine, an article was published relative to the poultry contest and the prizes. I am offering for letters on the best method of poultry keeping. I am donating \$50 worth of stock and hatching eggs which will be given away as follows:

- 1st, 100 baby chicks, value \$25.
- 2nd, 100 hatching eggs, value \$15,
- 3rd to 6th, inclusive, one setting (15 eggs) value \$2.50 each.

Those interested should write a letter telling of their method of hatching, housing, feeding, etc., from baby chick to maturity and, for our own information, the various kinds of feed. Each letter should not be more than 300 words in length and should be addressed to the Poultry Contest Editor, Rock Island Magazine, La Salle Street Station, Chicago. The contest will close on February 15 and all letters received in Chicago after that date will not be considered.

A number of excellent letters have already been received, which shows that there are a lot of poultry fanciers along the Rock Island. The contest is open to employees of the system and their families.

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Prune Colored Ruffles Scheduled for Men

Form fitting trousers with frills at the ankles and shirts with lace collars and cuffs will make the well dressed man of 1920 just as chic and fluffy as his delectable little sister—if he will wear them.

Parisian tailors, aided by designers of feminine things, have gone way back to 1830 and thereabouts for the startling new styles now made up into models for exhibition in the smart shops for men.

"These new styles will be successful," Jules Muelles, vice president of the French tailors' union, a sartorial artist, said. "There will be a cloak about as long as the ordinary claw hammer coat. Around the ankles of the trousers there will be a shirred border.

"Our friends, the English gentlemen of fashion, desire many bright colors, but we must take care—too brilliant reds and greens and yellows would savor of Spain or Italy, not France. No, our hues shall be modest, yet pleasing to the eye—dark blue, gray, prune color, dark wine, and rusty brown."

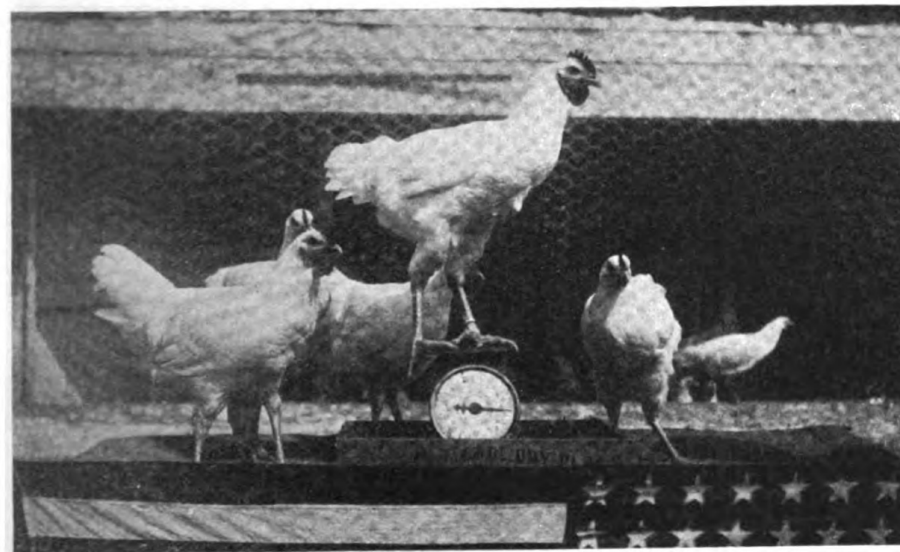
✱ ✱

This Office Begins to Resemble a Nursery

They're coming in! Of sundry ages, sizes, shapes, each mail brings into the office of the Rock Island Magazine photos of Rock Island youngsters. Handsome? We'll say they are. There is no such thing as a homely baby on the entire system. They must take after their mothers.

One page of youngsters is being published this month. Several parents will be disappointed, but we are numbering the photos as they come in and are going to print them in rotation. The photographs will be returned after cuts have been made.

As Joe Gstettenbauer, chief clerk at Moline, Ill., (Al Smith's town) says, "We started something when we asked Rock Island folks to send in photos of their children."



These white Plymouth Rocks are the pride of Mr. Blevins' heart.

tained from an outside source that he never observed and in his second attempt was not available. Hence the failure.

What we must do is feed from start to finish with such elements as will not only

pleasure of visiting Mr. O. E. Newhart's Blue Island flock of some 100 winter layers, and believe me, they were working like egg machines.

Mr. Newhart's egg record for November

Thomas J. Newkirk Dies Suddenly in Florida

THOMAS JEFFERSON NEWKIRK, formerly real estate and tax agent, and who died suddenly at Daytona, Florida, December 27 last, was born in Madison County, Indiana, October 30, 1854.

In early life he moved with his parents to Rush county, Indiana, where his father became one of the largest land owners in the county. After his graduation from law school at Ann Arbor, Michigan, he was admitted to practice at the Rushville, Indiana, bar in October, 1876, and soon formed a law partnership with Claude Cambern under the name of Cambern & Newkirk, which continued during most of his residence in Rushville.

Being also a practical surveyor, he was frequently employed by the county and city to do such work, and after the fire of May 11, 1892, he surveyed and platted what is now known as the "New Addition" to Rushville.

During this time he compiled the first set of real estate abstract books in Rush county, and the only ones yet made. Being a tireless worker, and of more than usual ability, he found time to achieve this important work and at the same time attend to his law practice, which was large and often important, and though often weary, worn and exhausted with a multiplicity of affairs, he was always smiling, generous, kind-hearted "Tom Newkirk," loved by old and young, free from brag and bluster, petty pique or jealous, envious disposition.

In politics he followed in the footsteps of his father, being ever faithful to the democratic party, and, while never an office seeker, he was much sought in counsel by his party leaders, but never held a public office, with the exception of the time when he was Principal Clerk of the House of Representatives of the fifty-sixth and fifty-seventh sessions of the General Assembly of Indiana.

Leaving Rushville, Indiana, in the spring of 1893, he went to Richmond, Indiana, where he maintained a law and abstract office until he took employment with the Cincinnati, Richmond & Muncie Railroad, now the Chesapeake & Ohio Railroad's Chicago to Cincinnati line, as attorney, for which company he bought considerable right of way and settled many claims for damages to lands adjoining the right of way. He entered the employ of the Chicago, Rock Island & Pacific Railway Company on April 1, 1905, as assistant real estate and tax agent, with office at Little Rock, Arkansas. Upon the resignation of Mr. James T. Maher, he was appointed real estate

and tax agent, on November 1, 1907, which position he filled up to the time of his death. It is well known among his many friends and associates how great an interest he always took in the welfare of the Rock Island and with what loyalty



Thomas J. Newkirk, real estate and tax agent of the Rock Island Lines, who died in Florida recently.

and ability he always worked for its best interests.

In recent years he gathered and compiled genealogical data of considerable extent relating to the Newkirk family, and in this work also he took much interest, believing it to be his duty to commemorate and preserve the family record.

He is survived by his wife and three children, Warren T. Newkirk, of Chicago, Illinois; Mrs. N. B. McKay, of Forest City, Iowa, and Carlisle R. Newkirk, of Evanston, Illinois, and four grandchildren, Alice Newkirk McKay and Mary Elizabeth McKay, of Forest City, Iowa; Catherine Alice Newkirk and Thomas J. Newkirk, of Evanston, Illinois. His brother, James L. J. Newkirk, and three sisters, Mrs. Sarah J. O'Keefe, Mrs. Rebecca L. Vandament and Mrs. Millie Zorne, all of Rush county, Indiana, also survive him.

ant signal engineer of the Second District, was appointed assistant signal engineer of the First District with headquarters at Des Moines.

C. E. Hartvig, signal supervisor of the Illinois Division at Rock Island, was appointed assistant signal engineer, Second District, with headquarters at El Reno.

These important changes in the signal department resulted in numerous other changes all along the line. A number of re-assignments were made and some promotions. H. B. McCallum, signal supervisor of the Iowa Division, has been made signal supervisor of the Illinois Division at Rock Island. R. F. Annear, of the Cedar Rapids and Minnesota Divisions, has been transferred to the Iowa Division as signal supervisor.

W. K. Spain, assistant supervisor of the Illinois Division was promoted to signal supervisor of the Cedar Rapids and Minnesota Divisions, succeeding Mr. Annear.

Charles Hattery, of the Kansas Division, was transferred to Fairbury, Neb., and will have charge of the territory between Council Bluffs and Colorado Springs. F. E. Haney, signal supervisor at Fort Worth, has been appointed signal supervisor of the Kansas Division at Herkington, Kan. B. F. Beasley, of the assistant signal engineer's office at Des Moines, was assigned to the position of signal supervisor at Fort Worth.

Mulligan Appointed R. E. and T. Agent

J. W. Mulligan, assistant real estate and tax agent, was appointed real estate and tax agent on January 1, succeeding Thomas J. Newkirk, deceased.

Mr. Mulligan's promotion is gratifying to his many friends along the Rock Island, as he has been connected with the real estate and tax department since its inception in 1902. Prior to that time he studied law in the office of Judge Hiram Gilbert of Chicago, specializing on realty litigation. Entering the Rock Island employ in 1902 under James T. Maher as a stenographer, Mr. Mulligan was subsequently chief clerk of the department and right of way agent, being appointed assistant real estate and tax agent in November, 1907.

Smoking Car Statistics

(From the Syracuse Herald.)

Compiled after a lengthy trip in the average smoker:	
Number of persons in car.....Capacity	
Persons smoking (estimated).....	66
Persons not smoking.....	*1
Persons probably forbidden to smoke by physicians.....	66
Brands of tobacco evidently being consumed	66
Persons fully supplied with smokes. All	
Persons short of matches (estimated)	60
Number inexhaustible and ever-burning pipes.....	6
Number persons asking for matches (estimated)	60
Number apparently overjoyed to supply some.....	0
Number of times cigars went out (estimated)	600
Smokers remaining in car to end of trip (estimated).....	66
*Asleep.	

Many Important Changes in Signal Department

H.K. LOWRY, signal engineer of the Rock Island Lines, has announced, effective January 1, numerous important changes in the signal department.

Le Roy Wyant, of Des Moines, assistant signal engineer of the First District,

was appointed principal assistant signal engineer at Chicago, vice Samuel Miskelly, assigned to construction duties. Mr. Wyant has been with the Rock Island for several years and is widely known over the system.

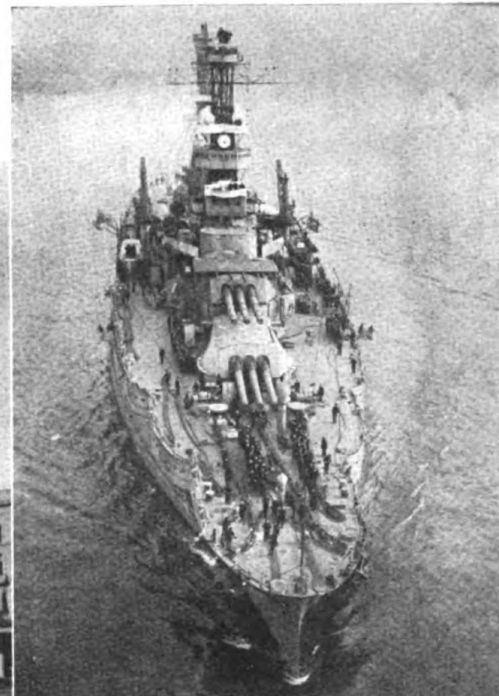
C. M. Duffy, of El Reno, Okla., assistant

Wages can't meet high prices if they both are going in the same direction.—Newark News.

Rock Island Magazine for February, 1920

Photo copyright by Underwood & Underwood.
 (Right) The U. S. battleship Pennsylvania.

Photo copyright by Underwood & Underwood.
 (Below) A view of the presidential palace, Havana, Cuba.



(Below) A view of the beautiful ball room in the new presidential palace in Havana.
 Photo copyright by Underwood & Underwood.



Underwood & Underwood Photo.
 (Above) American "gobs" and a Chinese idol.



Original from Underwood & Underwood Photo.
 (Below) A view of the presidential palace, Havana, Cuba.
 URBANA-CHAMPAIGN

On Mental Dawdling

A Strong Factor Against Success

By H. Addington Bruce

(Copyright, 1919)

MENTAL dawdling is a common human weakness. But it is a costly one, preventing myriads of people from attaining the success that might otherwise be theirs.

It may be described as a bad habit found in all, who, when required to concentrate attention on anything, do so feebly. There may be no wandering of the attention to other things, but there is no thinking about the task in hand with real energy.

Or, as George Herbert Betts has more elaborately put it:

"We do not gather up our mental forces and mass them on the subject before us in a way that means victory. Our thoughts may be sufficiently focused, but they fail to 'set fire.'"

"It is like focusing the sun's rays while an eclipse is on. They lack energy. They will not kindle the paper after they have passed through the lens.

"This kind of attention means mental dawdling. It means inefficiency. For the individual it means defeat in life's battles. For the nation it means mediocrity and stagnation."

Stated still otherwise, the mental dawdler takes twice as much time—or more—to absorb information and form conclusions as the energetic thinker. And because of the fatigue which his time consuming mode of thinking creates he is far less fit than the energetic thinker to turn to practical account the knowledge he has gained.

Thinking feebly and slowly, he acts

feebly and slowly. Employers naturally lose patience with him. If he is working for himself, he has the bitter certainty of being outdistanced by competitors.

Now, there are several factors which enter into the formation of the habit of mental dawdling. But the dominant factor is always lack of real interest in the information to be acquired or the problem to be solved.

When a man is keenly interested in anything for its own sake there is at once a freeing of energy that can be released in no other way.

Many men, unfortunately, have their interest centered on the rewards of learning and acting, not on the learning and the acting. Money is to them the supremely important thing, or fame, or leisure. Their work is of quite secondary importance.

Naturally they do not "enthus" about it. And because of this they go at it in a half-hearted way. Hence they dawdle in their thinking, so far as their work is concerned. This is inevitable.

Hence, also, to their bitter disappointment they find themselves cheated of the money or the fame or the leisure they have craved.

To be enthusiastic about one's job, always that is the indispensable to doing one's job well. And those who refuse to take this truth to heart will ever find themselves in the ranks of the obscure, the mediocre and the poverty stricken.

eral control period, has assisted materially in furnishing news from Washington each month. This service was started last summer under the direction of Thomas H. MacRae, formerly managing editor of the Santa Fe Magazine.

The co-operation of officials and employees is vital to the success of such periodicals, and generally the editors have found that this is not lacking. Most of them discover that enough copy accumulates each month to fill several publications.

Fiction, copyright photos, syndicate copy, editorials—all find their way into the pages of the up-to-date rail employees' magazine.

In fourteen years railway "house organs" have sprung up like mushrooms. While some have been forced by sundry reasons to discontinue publication, and a few others are of an inferior brand in comparison to the railroads which they serve, they are uniformly successful.

High Cost of Spending Perturbs Oil Editor

From The Empire.

There was once a wise merchant, who sold his wares in southern Kansas. This merchant had for sale several women's suits of good quality. These suits were priced at seventy-five dollars. All of the other suits in the store of the merchant were priced at one hundred dollars or more. Hoping to sell clothes to the good housewives whose husbands earned not a thousand dollars a week, this merchant had purchased these inexpensive suits and offered them for sale. But his offer was scorned. The good housewives of men who earned not a thousand dollars a week refused to look at the seventy-five dollar suits, but instead picked out suits costing one hundred dollars and more. Despairing of selling the suits, the merchant was struck with a brilliant idea. Changing the price tags, he offered the same suits for sale at one hundred dollars, and the supply was exhausted in two days. This merchant was wondrously amazed, and marveled on the peculiar ways of womankind.

The story of this merchant is not an isolated case. It is the same in all parts of the United States, and among men as well as women. Recently in a Bartlesville clothing store, we saw a young man order three silk shirts at eighteen dollars apiece, and various other articles, receiving for almost a hundred dollars a package weighing about a pound and a half.

"Surely the son of an oil magnate," we murmured to the proprietor.

"No," he replied. "He works in a drug store down the street."

An era of money spending has come upon us. We don't care what we get so long as we pay plenty for it. "Economy" is a word practically passed out of our vocabulary. "I can't afford it" is seldom heard these days. We talk loudly about paying ten cents for a coca cola, then invite everybody to have a drink with us. We wear the equivalent of more dollars on our backs than we formerly had in our entire wardrobe.

And prices continue to rise. Why not? There is no effort made to combat the high cost of living by the average citizen, who makes up the bulk of our population. A few men and women are making a serious effort to bring living down to some where near normal. We all laugh satirically, and say, "It can't be done." We are not anxious for it to be done. It sounds so pleasant to order a thousand dollar fur coat. In short, America is suffering with an acute attack of spenditis.

Rock Island Magazine for February, 1920

House Organ as Big Factor on Railroads

From The Fourth Estate.

THE railroad employees magazine is gradually becoming recognized as an important factor in transportation.

The first railroad "house organ" was established by the Erie in 1905. William F. Hooker of New York is editor and manager of the periodical. Albert T. MacRae founded the Santa Fe Employees Magazine in Chicago in 1906, followed a few months later by the Rock Island Magazine, established by H. E. Remington, who has since continued as its editor.

Following the example of these three pioneers in this special field, numerous other railroads began publishing similar magazines. Among the more important in existence today are the New York Central, Central of Georgia, Illinois Central, Baltimore & Ohio, Missouri, Kansas & Texas; St. Louis & San Francisco, Pere Marquette, Union Pacific, Southern Pacific, Western Pacific, Chicago, Milwaukee & St. Paul, Des Moines & Lake Erie and the Oregon Short Line.

The combined circulation of these railroad organs is in excess of 1,000,000 and the readers are among the highest paid workers in the world. In a recent investigation conducted by the Chicago, Rock Island & Pacific Railroad, it was found that 49 per cent of the employees own their homes and 21 per cent possess automobiles. This is typical of all railroads.

The editors have endeavored to publish magazines of general interest to all classes of employees. The better periodicals have departments of interest to women, catering to the wives of railroad men and to the thousands of female employees. They print technical stories of practical operation of rolling stock, which are read with keen appreciation by trainmen. Articles may be found which carry a special appeal to shopmen, maintenance-of-way chaps, signal men, section foremen and laborers, claim agents, clerks, motor car inspectors and all the other classes employed by every road.

The United States Railroad Administration, during the latter part of the Fed-

Economy Begins In Every Home

From the Chicago Tribune.

"I used to use six dozen eggs a week," writes a housewife. "Now I use six eggs, for cooking only. We pass the word along to our neighbors and friends and our lodge members. To every one who says eggs we say, 'Don't buy.'"

This is the mood for economy. It begins in the home and extends to many homes. If six dozen eggs are too costly, use six eggs.

Of course, it is obvious that we must eat something. And if everything is expensive it will not do to eliminate one item from the diet, for the cost immediately will reappear in another. But all items of food are not prohibitively expensive; only some. If those are essential, let us cut down on the amount and make up on something cheaper.

It has been demonstrated that fish easily is within reach of the modest purse. One needn't eat fish at every meal, but certainly at some meals. The lowly bean, which for a time ascended to a very snobbish position, is returning to its station. Beans cannot be excelled as food.

Spurn the costly cuts of meat. Be happy with the soup bone and its sustaining qualities. A little bargaining will disclose whole hams at almost half the price of ham bought by the slice. The same is true of bacon. Slice your own ham down to the butt. Ham butt and cabbage would have halted Caesar at the Rubicon.

While we sniff the zestful soup joint in its bubbling pot let us reflect upon the dough dumpling of happy memory. Is there anything more suggestive of the early winter evening, the snow swishing against the panes, the cozy dining room, than a copious platter of steaming dumplings swimming in the gravy of the boiling piece?

Economy is possible. It is possible to those who look about them and who plan their meals. It is impossible to those who telephone the grocer to send this, that, and the other. Eliminate, be artful, woo the hash, the bean, and the dumpling.

Col. Hodge, Engineer, Dies in New York

Colonel Henry W. Hodge, a consulting bridge engineer, died in New York recently. He has designed and built some of the most important railroad bridges in the country and had frequently been consulted by the Rock Island. He designed several of the bridges of the Choctaw, Oklahoma & Gulf Railroad, now a part of the Rock Island Lines.

Wages of Japanese Laborers Are Low

It is stated that the average wage for an unskilled Japanese male laborer today is 48 cents and for a female laborer, 32 cents per day. A skilled laborer earns from \$1.10 to \$1.68 a day. These rates are about 70 per cent above pre-war rates. Besides the daily rates, however, yearly bonuses are given of a month's wages, and often considerably more. The working hours may be given generally as 70 hours per week, and the amount of work produced per hour by a Japanese workman is about one-third that produced by an average American workman where large jobs and heavy machinery are concerned.

Fears That Can Blast

Anticipated Woe an Injury to Many

By Orrison Swett Marden

(Copyright, 1919)

"I HAVE tried hard, but I have made a lame finish financially," said a New England college professor toward the close of his active career.

Now I dare say one reason why this man made a lame finish was that he had a lame-finish mental attitude and had carried it all through his life. I know something about that type of man. He had perhaps been a bargain hunter all his life, one of those men who have a poverty consciousness, a "can't afford it" mental attitude. He perhaps had that brand of cheeseparing, picayune saving consciousness that is always saving nickels and pennies for the "rainy day." By the continual anticipation of lack or want he made every day of his life a rainy day.

I know a man of great ability, lofty ambition and tremendous enthusiasm, who has worked hard all his life, and yet at 60 years of age is a very poor advertisement of the thing he has worked for. He does not look like a prosperous man, does not dress like one, and, in fact, is not prosperous. This is simply because of his lifelong habit of stinting, economizing, denying himself what he ought to have in the present because of possible need in the future.

He had a terrific struggle with poverty in his youth, trying to make a living and get an education at the same time. He had to exercise the closest economy at the academy and the university and the limiting cheeseparing, "can't afford it" habits then formed have all clung to him.

Although he has occupied a high position for a number of years, he always wears a cheap looking hat, a shabby overcoat, and an inferior, old-fashioned suit. He likes good clothes, but he likes to get them cheap, so he buys things that are out of date because they are marked down. He will never buy a suit or any article of wearing apparel excepting at bargain counters.

He would have been rich to-day, would have stood much higher socially and have had a much wider influence, if he had been more generous with himself in dress and living. He is a victim of the "can't afford it" habit.

Thinking of things you want is the way to get them, instead of thinking the opposite, of holding the mental attitude of doubt, of fear. Most of us lock the door against the very things we want most. We close the avenues of our supply, drive away from us what we are working hard to get. Of course we do not realize we are doing this, but our wrong mental attitude, our debts, our fears, our worries, our anxieties are blocking the way to the things we want.

We lift ourselves by our thought, we climb upon our vision of ourselves. If you want to enlarge your life, you must first enlarge your thought of it and of yourself. Hold the ideal of yourself as you long to be, always, everywhere—your ideal of what you long to attain—the ideal of health, efficiency, success.

Agents Increase Their California Traffic

A NUMBER of the agents along the Rock Island Lines have been quite successful in diverting business over the system that otherwise would have been carried over a foreign road. H. F. Ewoldt, agent at Oakland, Ia., represents the Rock Island in a town of 1,300, with the population of the adjacent territory bringing it up to a total of approximately 7,300 persons.

During the month of November, Mr. Ewoldt sold twenty-two all year tourist and three one-way tickets to California and subsequent and preceding months showed as good a record. Mr. Ewoldt, instead of selling his patrons tickets locally to a larger city, makes it a point to sell them through tickets and takes great pains in assisting passengers in obtaining the information they desire.

Large clienteles can be built up by un-failing courtesy and diligent attention to business. Several years ago the Rock Island undertook the operation of some special cars from Sioux Falls to California. Patronage for such cars was actively solicited. Such good care was taken of the people that during the non-competitive days under the railroad administration, they have returned in or-

ganized parties and voluntarily asked for similar accommodations.

This has resulted in the operation in the last three months from Sioux Falls, of six special sleepers through to Los Angeles, the sale of 297 California tickets, 176 of which occupied the six sleepers referred to. The same attention to the needs of the public has resulted in an increase of \$38,458.28, as compared with the year 1918, and an increase of freight business for the same period of \$72,043.21.

Another case quite similar is in Mason City, Ia., where the Rock Island has direct competition to Pacific Coast points. During the months of November and December and the first five days of January, 256 California passengers have been ticketed via the Rock Island, in eight special sleeping cars. In addition to this, a large volume of traffic was carried on the regular trains. This has had the result of a showing of an increased coupon revenue during the months of October, November and December of \$13,929.23.

These cases are merely indicative of what good service—making good on promises—in competitive days can do to establish a business which will grow year

Text of Proclamation by President Wilson Restoring the Railroads to Private Ownership

Washington, Dec. 24.—The proclamation of President Wilson ordering the restoration of the railroads to their owners March 1, reads:

A PROCLAMATION:

Relinquishment of Federal control of railroads and systems of transportation.

WHEREAS, in the exercise of authority committed to me by law, I have heretofore, through the Secretary of War, taken possession of and have, through the Director General of Railroads, exercised control over certain railroads, systems of transportation and property appurtenant thereto or connected therewith; including systems of coastwise and inland transportation, engaged in general transportation and owned or controlled by said railroads or systems of transportation; including also terminals, terminal companies and terminal associations, sleeping and parlor cars, private cars and private car lines, elevators, warehouses, telegraph and telephone lines, and all other equipment and appurtenances commonly used upon or operated as a part of such railroads and systems of transportation; and

WHEREAS, I now deem it needful and desirable that all railroads, systems of transportation and property now under such Federal control be relinquished therefrom;

NOW, THEREFORE, under authority of Section 14 of the Federal Control Act approved March 21, 1918, and of all other powers and provisions of law thereto me enabling, I, Woodrow Wilson, President of the United States, do hereby relinquish from Federal control, effective the first day of March, 1920, at 12:01 o'clock, A. M., all railroads, systems of transportation, and property, of whatever kind, taken or held under such Federal control and not heretofore relinquished and restore the same to the possession and control of their respective owners.

Walker D. Hines, Director General of Railroads, or his successor in office, is hereby authorized and directed, through such agents and agencies as he may determine in any manner not inconsistent with the provisions of said act of March 21, 1918, to adjust, settle and close all matters, including the making of agreements for compensation, and all questions and disputes of whatsoever nature arising out of or incident to Federal control, until otherwise provided by proclamation of the President or by act of Congress; and generally to do and perform, as fully in all respects as the President is authorized to do, all and singular the acts and things necessary or proper in order to carry into effect this proclamation and the relinquishment of said railroads, systems of transportation and property.

For the purposes of accounting and for all other purposes this proclamation shall become effective on the first day of March, 1920, at 12:01 A. M.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done by the President, through Newton D. Baker, Secretary of War, in the District of Columbia, this twenty-fourth day of December, in the year of our Lord one thousand nine hundred and nineteen, and of the independence of the United States of America the one hundred and forty-fourth.

WOODROW WILSON.

By the President:

ROBERT LANSING, Secretary of State.

NEWTON D. BAKER, Secretary of War.

are in excess of \$84,000,000. Building permits for the first eleven months of the year total \$15,586,294 and the year's total as estimated by the expert statisticians of the Chamber of Commerce will exceed \$17,500,000.

Fort Worth is the oil city of the Southwest. Fort Worth has been selected as headquarters by all the important supply companies of America. From their warehouses will be shipped direct to the fields huge quantities of machinery and material. Fort Worth has been made the headquarters of refiners and pipe lines and lubricating plants have been established or are in course of construction that will give employment to an army of wage-earners.

Speaking of oil producing the booklet shows that on Dec. 1 there were in West Texas 2,452 drilling wells and 1,014 rigs, a number greatly in excess of the number at any previous date. Moreover, the entire operations in the North and West Texas field during the month of November resulted in only 12 per cent of dry holes as against 18 per cent in Kansas and 39 per cent in Oklahoma. Average flush production of the Texas wells was 606 barrels as against 60 barrels in Kansas and 114 barrels in Oklahoma. Maintained at its present rate the prediction is made by the compilers of the statistics that the oil production of the Fort Worth fields will be worth \$250,000,000 per year. "Two advances in the price of crude oil have been made in the last two months," the report reads, "and each time the price has been advanced 25 cents per barrel, which means approximately \$30,000,000 per year increased net returns to the oil producers operating in the fields."

Fort Worth is the livestock city of Texas. Fort Worth is the packing city of Texas. Fort Worth is the grain and milling city of Texas. Fort Worth is the railroad city of Texas. Fort Worth is the financial city of Texas. Fort Worth is the oil city of Texas. Fort Worth is the manufacturing city of Texas. Fort Worth will construct during the year 1920 the tallest buildings in Texas; one of the finest and most modern hotels in America, apartment houses galore, new moving picture theaters, one and perhaps three family hotels, a down-town hotel of ten or twelve stories. All the construction companies, all the contractors, all the material men, all the architects, all the mechanics predict increased activities throughout 1920 in the building line. An illuminating paragraph closes the New Year greetings from the Fort Worth Chamber of Commerce to the people "of the fastest growing city in America."

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Rogers Leaves Service of Rock Island Lines

C. M. Rogers, supervisor of stationary plants, Chicago, has left the service of the Rock Island Lines to become service and sales manager of the Locomotive Firebox Company, 630 Marquette Building, Chicago.

Mr. Rogers entered the employ of the Rock Island three and one-half years ago as a draftsman at Silvis, Ill., and after six weeks was appointed inspector of tonnage rating, in the office of general mechanical superintendent, Chicago. Later he was appointed supervisor of stationary plants.

Rock Island Magazine for February, 1920

Fort Worth Is Fast Growing Metropolis

THE tremendous growth of Fort Worth, Tex., headquarters of the Chicago, Rock Island & Gulf Railroad, in the last year was the subject of an interesting editorial published recently in the *Fort Worth Record*. It follows, in part:

"If we may gauge the future by the past, Fort Worth is destined in 1920 to have a growth far surpassing that of any previous year," reads the forword of the New Year's greetings from the Fort Worth Chamber of Commerce to the people of Texas. "Building and industrial activities have gained in momentum from month to month during 1919 and unless all signs fail the magnificent total of activities in the past year will be far surpassed in 1920."

Marvelous has been the growth of the city. Magnificent have been its strides on the road to greatness. Its building pro-

gram for the year has never been surpassed in volume or expenditure in any one year by any city in the South or West. From ocean to ocean and from the Canadian border to the Rio Grande, Fort Worth has been advertised as the fastest growing city in America, and the claims have never been exaggerated.

Approximately \$17,000,000 were invested in building during the year 1919. The story of building, the story of the increase in population, the story of the gain in bank deposits as told by the Chamber of Commerce publicity experts constitutes the brightest page in the history of Fort Worth in all the years since the pioneers began in the long ago. A most conservative estimate of the gain in population during 1919 is 30,000; there are those who believe that the gain has been 50,000. The gain in bank deposits during the year has been 120 per cent and the present deposits

E. F. Strain Heads Topeka C. of C.

Elmer F. Strain, division freight agent of the Rock Island Lines at Topeka, Kan., was recently elected president of the Topeka Chamber of Commerce. This is a very important position and is a recognition of Mr. Strain's work with that organization.

Mr. Strain has been acting as second vice-president of the chamber and succeeds C. B. Merriam, a prominent mortgage man, as chief executive. The chamber is one of the larger organizations of business men in the West and is housed in commodious quarters in Topeka.

England to Australia Now Traveled Aerially

The prize of £50,000 sterling offered by the Australian government for the first aviator to make the air voyage between Great Britain and Australia was won by Capt. Ross Smith, the Australian aviator, who arrived on December 10 at Port Darwin after covering a distance of 11,500 miles. He left the Hounslow aviation field near London at 9 o'clock, November 12. On November 18 he reached Cairo, Egypt, and the next day continued his flight, reaching Delhi, India, on November 23. From there he continued east until he reached Rangoon, turning southward at that city, making a number of stops along the Malay peninsula and in the islands of Oceanica. He reached Port Darwin, which is close to the northernmost tip of Australia, near the town of Palmerson, on December 10.

Mr. Hines Appeals to R. R. Men for Support

Director General of Railroads Walker D. Hines has sent the following appeal to the federal managers throughout the country:

"In entering upon the last two months of federal control we ask anew for the greatest possible personal interest on the part of every federal manager in obtaining the best service for the public and in securing the greatest value in return for our operating expenditures and in making for these purposes every reasonable endeavor to secure the understanding co-operation of the employees.

"I have at all times felt the strong desire of the federal managers to carry forward operation on the best practicable basis despite all the difficulties which were inevitably the outgrowth of the war conditions and I have frequently testified to their loyal support. Nevertheless, I wish to add again this personal word in appealing to them for their continued support up to the last minute of federal control. The railroad service is a continuing function and obligation regardless of what management temporarily controls it, and we must all do our very best to prevent the prospective change of management from impairing in the mean time efficiency of the work.

"Whatever we can do in these two months in giving the best service and in getting the greatest efficiency will also be an important contribution toward obtaining the best results in the future.

"Please, therefore, keep up and if possible intensify your vigilance and initiative and make sure that the same spirit continues to actuate all subordinates.



Learning to Switch Cars from A Correspondence Course

It is an interesting fact that, while the Master Car Builders Association was engaged in experiments and tests for development of the automatic coupler, a committee representing the switchmen of New York and some other large terminals notified the Association that the switchmen did not care for an automatic coupler, but that they were anxious to secure uniformity in the height and design of link and pin couplers. This uniformity, they claimed, would make the use of link and pin safe enough.

This only goes to prove the truth of the general statement that in every line of work the man who actually does the work is liable to take too narrow a view of matters affecting his interests and that the outsider's point of view is at least worth considering.

The purpose of this Bulletin, therefore, is to give an outsider's view of one feature of train- and yardmen's work. I never switched cars a day in my life, and if I were to attempt it, it would be advisable first to get the wrecking outfit all ready and the crew assembled, because there sure would be "big doings" before the day ended.

But, in spite of all this, I do claim to know something about switching cars. Now, wait a minute. You were just ready to say: "How can you know about switching cars, if you never switched 'em, and can't switch 'em?" Very easy. I can't lay an egg, and neither can you, but we can beat any hen that ever cackled telling a good egg from a bad one.

For years I've been learning how **not** to switch cars,—been taking a correspondence course.

I've had some mighty impressive teachers—and a lot of them, too—men who personally illustrated every one of their lessons.

When a lifting lever would not work or a link was missing, these teachers went right in between moving cars and pulled the pin by hand. Then the lessons, sometimes called "casualty reports," were written from actual experience showing how these men got their fingers mashed, hands crushed, arms broken or how they stumbled and fell and had their arms or legs cut off or their bodies ground to pieces.

Such lessons are too costly. There's a better way to learn to switch cars.

Fact 1—Going between moving cars is very dangerous. The number injured and killed every year while doing so proves it.

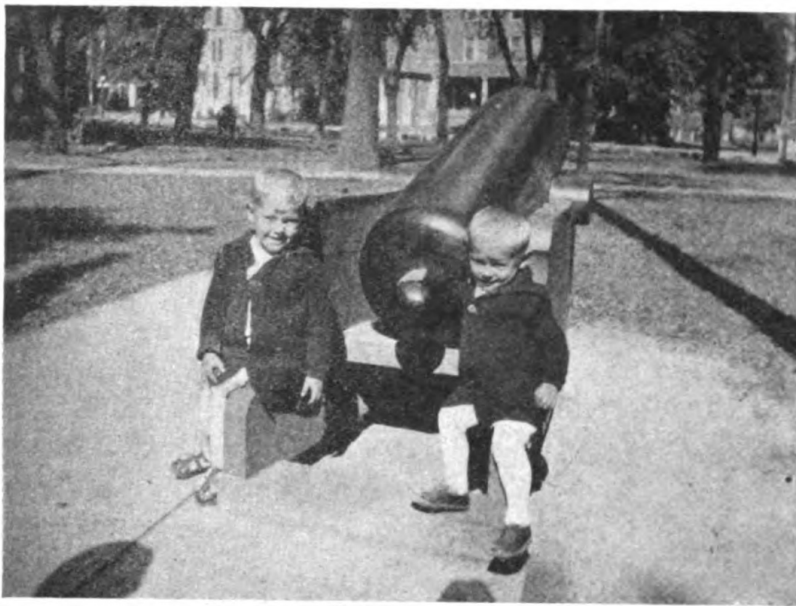
Fact 2—It's entirely unnecessary to go between moving cars. When the lifting lever won't work, the only safe and proper thing to do is TO STOP THE CARS.

Fact 3—Trainmen and yardmen say they go between moving cars to save time; but the road you work for don't want time saved in that way. All the time saved by taking such risk, even if nothing happened, is of no consequence in the day's work. Really you don't do it to save time—you do it from force of habit or because you don't think about the danger.

In view of the above facts, don't you consider that a man who goes between moving cars shows mighty poor judgment?

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UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN



(Above) James and Charles Franek, sons of Mr. and Mrs. Martin J. Franek. Mr. Franek is collector for the local office at Chicago.



(Above) Fay Lois Sumrow, 21-month-old daughter of Mr. and Mrs. W. H. Sumrow, of Chickasha, Okla.



(Above) C. Willis Weidner, 18-month-old son of Dispatcher C. H. Weidner, Eldon, Mo., and Betty Jane Cocayne, 5-year-old daughter of Chief Clerk James W. Cocayne, Cedar Rapids, Ia.

(Below) Billie Blaine, 5-year-old son of Mr. and Mrs. George M. Blaine, of Des Moines.



(Below) James and Daniel Murray, sons of Mr. and Mrs. J. P. Murray, Chicago.



Reclaim Small Scrap and Save Thousands of Dollars Annually

Silvis Reclamation Work— Small Items Reclaimed

The following saving was made during the first eleven months of 1919 by picking out of scrap received small items indicated:

Nut Locks	\$ 1,036.57
Track Bolts	3,881.40
Rivets	296.56
Carriage Bolts	466.55
Track Spikes	2 271.82
Boat Spikes	158.24
Square Nuts	5,056.99
Washers	1,229.03
Hex. Nuts	2,128.47
Lag Screws	484.75
	<hr/>
	\$17,010.38

While a fair percentage of these items are reclaimed and used locally on the line, yet the above will indicate the amount that finds its way to the general scrap dock at Silvis, where all scrap from the entire system is given its final combing and every article of value is picked out, repaired if necessary, and returned to stock for further distribution.

When cars are unloaded and scrap handled from same to sorting bins, the scrap sorters handle the larger items into classified bins, which leaves an accumulation of small scrap in main sorting bin. This is picked up by magnet and taken to sorting tables where the good material is thrown into buckets and the scrap returned to storage bin. When buckets of the various items mentioned above are full they are taken to the reclamation shed where same are put through rattlers to remove rust and dirt and items are then sorted as to size; are either keged or put up into packages the same as new material, and are returned to stock for further use.

Practically all of this material should be reclaimed where it becomes scrap, to save the haul to Silvis and return. By so doing considerable saving could be made and often delays averted in waiting for new material or the return of the reclaimed.

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Hip Pockets Banned by Clothing Men

Prohibition will sweep hip pockets in men's trousers into innocuous desuetude, according to a prediction by experts of the International Association of Clothing Designers, who have issued an edict:

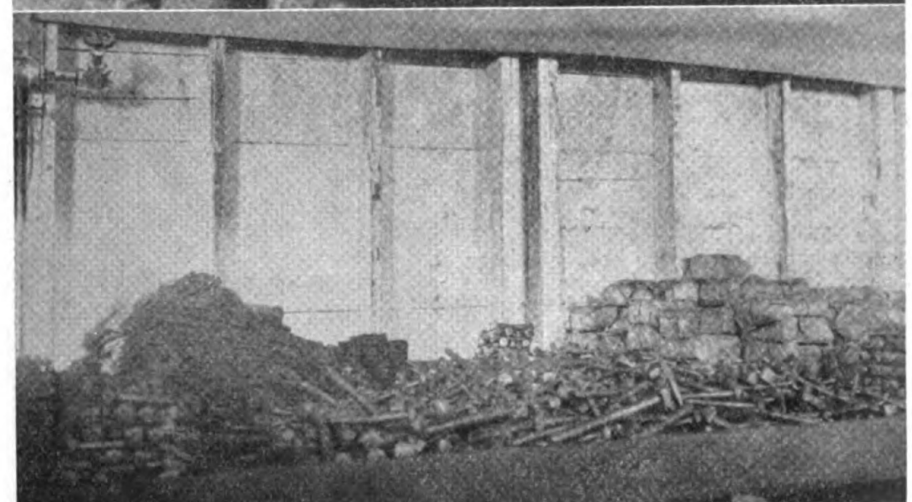
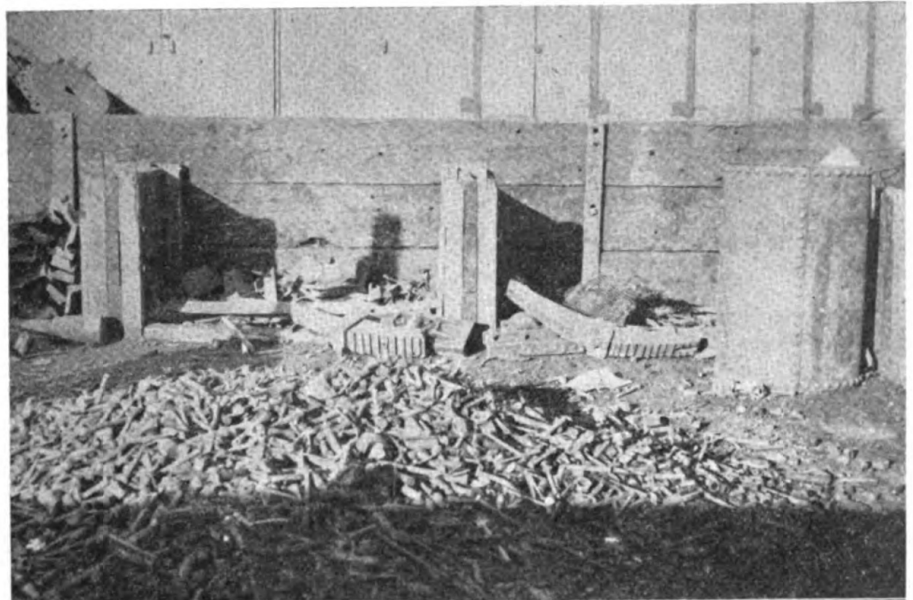
"Make them smaller and shallower this season."

Commenting on the attitude of the designers, George W. Hermann, a member of the organization, said:

"It's illegal to tote a gun, it's unhandy to carry your handkerchief there and you can't buy anything but wood alcohol to put in your flask, so the pocket just naturally will shrink away."

✱ ✱

Still, there must be either universal military training or universal military strapping.—Columbia Record.



(Top) Accumulation of small scrap in sorting bin after large items have been sorted into classified bins.

(Middle) Sorting table for small scrap.

(Bottom) Small scrap after being rattled ready to be keged or put into packages for return to stock.

WHAT THE WORLD IS DOING

The United States Supreme Court, on January 5th, knocked from under the last hope of the wets for annulment of war-time-prohibition by upholding the right of congress to define by legislation the amount of alcohol which constitutes an intoxicating liquor. The decision was read by Justice Brandeis, four other justices concurring. Four associate justices dissented. At midnight, on January 16, the nation, already largely arid since July 1, became dry as the innumerable sands of the Sahara.

The director of the census at Washington, D. C., was requested by census takers to define whether Lucio and Simplicio Godina, Philippine twins which resemble the famous Siamese twins, are one or two persons. He finally decided that they should be counted as two. The twins are living with Commissioner Yangco, Philippine representative in Washington, who is giving them an education.

The twenty-fourth state to ratify the equal suffrage amendment to the constitution was Kentucky. The house of representatives on January 6, voted for the amendment, 75 to 25, and the senate, 30 to 8. This was closely followed by Rhode Island. The house in the smallest state ratified the amendment by a vote of 89 to 3, and the senate concurred with but one dissenting vote.

The sporting world was stirred recently by the report that James Coffroth, manager of the Tia Juana race track, in Lower California, had made up a purse of \$400,000 for the prospective Dempsey-Carpentier bout. It was reported that both Dempsey and Carpentier were willing to stage the championship fight there.

Theodore Roosevelt's memory was honored on January 6, the first anniversary of his death, by more than 2,000 persons in Carnegie Hall, New York. During the day, numerous visitors, of all walks of life, visited the grave of Colonel Roosevelt and left flowers or wreaths there.

Drivers of the pie and bakery wagons in Chicago were granted a substantial increase in wages recently, which gives them salaries ranging from \$75 to \$90 a week.

The French crown jewels, which had been deposited in a bank at Bordeaux at the end of 1914, when the German advance threatened the capital, are to be brought back to Paris and again exhibited in the Louvre. These historic jewels were taken to Bordeaux by a French official in his own suit case. They include the "Regent" diamond, which is today worth more than fifteen million francs, and "Pink" and "Mazarin" diamonds and the handle of Napoleon's sword.

To those Rock Island employees who depend altogether on this department of the magazine for their sporting information, it will be of interest to know that Babe Ruth, of the Boston Red Sox, has been purchased by the New York Yankees for \$125,000, the high record price. Ruth, according to President Frazee of the Boston Club, was sold because he was too all-fired important and thought only of himself. He will receive \$100,000 a year as the premier batsman, and pitcher, of the New York team.

Switching from baseball to football, Harvard's crack eleven defeated the University of Oregon at Pasadena, Cal., New Year's day, by the close score of 7 to 6. Which reminds us of a less fortunate Western visit of an Eastern team several years ago. Syracuse University, touted by Walt Camp and other New England critics as the best of 'em all, came West to give the provincials a treat. At Missouli, Mont., the Eastern aggregation met the Montana University squad and the game ended a 6 to 6 tie. Rather perturbed, Syracuse traveled on to the Pacific Coast and played Washington State University. The score—it suffices to say that Syracuse went down in defeat.

In a manifesto issued in January, six Egyptian princes associated themselves with the demand of the Nationalists for the complete independence of Egypt, now a British protectorate. The manifesto was addressed to the people and to Viscount Milner, British secretary for the colonies, who is in Egypt at the head of a mission of conciliation.

Mme. Amelita Galli-Curci, the opera singer, was granted a divorce recently in a Chicago court, from Luigi Curci, an artist. The star had charged the husband was wont to make love to young girls while motoring and that he was host at many a wild party.

Italy did not send agents to Berne in April or May, 1917, to propose peace to the Austrian minister to Switzerland, declared Gen. Cadorna, who was commander-in-chief of the Italian armies, in a recent interview. The general's statement was made in the course of an emphatic denial of assertions contained in a published letter from former Emperor Charles, of Austria, to his cousin, Prince Sixtus, of Bourbon.



Photo by Underwood & Underwood.
Franklin K. Lane, Secretary of the Interior, who is planning to resign his Cabinet portfolio to take a more lucrative position in private life.

A Prague dispatch to the *Associated Press* says that the Viennese composers, Frank Lehar and Leo Fall, have renounced their Austrian nationality. Lehar is a naturalized Czecho-Slovak and Fall is a Slovene.

From Budapest comes word that the monarchical party has begun an active propaganda in favor of an English prince for the Hungarian throne. The Duke of Connaught has been especially named for this post. The government is said to be indirectly aiding in the campaign, the majority of the ministers and politicians arguing that only the aid of England can save Hungary from economic ruin.

Ten states in Mexico were shaken by earthquake on January 3. The quake destroyed hundreds of thousands of dollars worth of property and scores of lives were lost. The total number of deaths was finally estimated at more than 300.

General Connor and 100 officers, with several hundred doughboys, left Paris on January 9 for Antwerp, sailing on the Northern Pacific for home on a January 11. This removes the last A. E. F. from France, leaving only a few officers and soldiers with the graves registration and a few officers attached to what is left of the peace conference.

Ignace Jan Paderewski, premier of Poland, resigned recently on account of ill health and is now resting in Switzerland. The famous pianist-statesman has overworked himself since he took the helm of the Polish ship of state at the close of the war.

Hudson's Bay Company, for many years the leading fur traders in the world, is now closing out to farm settlers the land that represents the last vestiges of its former empire. With two centuries and a half of history behind it, the company stands at the beginning of a new era. Its past rests on romance. Its present is all business. It is today one of the great merchandising corporations of the Dominion.

Elmer E. Rittenhouse, of New York, prominent insurance man and at one time president of the Provident Savings Life Assurance Company, died on January 2. For several years he was superintendent of telegraph for the Colorado Midland Railroad, later was a correspondent of the *New York Herald* in Asia and Europe and just before getting into insurance work, was editor of the *Colorado Springs Evening Telegraph*.

Jerry, a zebra of royal lineage, died at the national zoo at Washington a few days ago. The late King Menelek of Abyssinia sent Jerry to the late President Roosevelt as a token of the friendship between the two countries.

A sidelight on the misery among the people of Vienna is shown by the replies to a Viennesean who advertised for a janitor. He received applications from one former major-general, three colonels, two lieutenant-colonels, seven majors, eighteen captains and more than one hundred lieutenants.

Jeanne Anna De Kay, daughter of John De Kay, an international financier and free lance diplomat, disappeared from Hull House, in Chicago, on December 31. Her sudden disappearance, following so closely her arrival in this country from Europe, caused widespread attention. Many

theories were advanced, among them being murder, suicide and international political intrigue. No clue has yet been found as to her whereabouts or the cause of her disappearance.

Vicente Blasco Ibanez, widely known Spanish author of "The Four Horsemen of the Apocalypse," said to be the most powerful novel of the war, is making a tour of the United States.

Dudley Field Malone, former collector of the port of New York and attorney for the self-styled soviet ambassador, Ludwig C. A. Martens, was recently denied membership in the American Legion because of his alleged bolshevistic tendencies.

George Boyd Martindale, publisher of *American Law Directory* and head of the Martindale Mercantile Agency, died in New York the other day. He was one of the prominent men in the law publication field.

The department of justice rounded thousands of Reds in January and hundreds of them are to be deported to the lands from whence they came. The mailed fist of the federal government descended impartially on I. W. W.'s, Communist Labor and Communist parties and members of other soviets engaged in propaganda to overthrow the government of the country.

Admiral Jellico, famous British naval leader, is being dined and feted (but not wined) in the United States on the occasion of his informal visit here. Lady Jellico is accompanying the admiral.

The principal point of a coming agreement between Belgium and the Netherlands is to be the effect that the navigation of the Sheldt shall be controlled by a Dutch-Belgian commission of six members, three to be nominated by each country. Holland will raise no objection to the building of a canal from Antwerp to Meerdijk from Antwerp to Rhone through Dutch Limburg.

Amnesty may be granted Mexican fugitives in foreign countries by the government of that nation, President Carranza declared at the New Year's reception at the palace. The president's statement was in answer to a petition presented by Col. Antonio Jauregui, survivor of the war of the French intervention.

Feng Kuo-Chang, former president of China, died recently of tuberculosis at Peking. He was one of the great political leaders of the republic and was regarded highly as a diplomat. Before his election to the presidency, he was vice president of China.

Census takers were busy in January gathering information for the 1920 census. The census is taken every ten years and the last governmental one was in 1910. Many interesting facts pertaining to population, will doubtless be disclosed this year.

South Dakota is the haven of presidential candidates, due to the peculiar clauses in the state law which requires all candidates to write an eight-word platform and place it with the secretary of state by January 1. George Washington, Esq., is a candidate, as is Lucy Page Gaston, of Chicago, anti-cigarette reformer, and Whitfield Leon Tuck, of Winchester, Mass., who claims membership in the

A RECORD OF CURRENT EVENTS

Woodrow Wilson Club, whatever that is. The regular candidates are also there in full force, both Democratic and Republican.

Several hundred deaths were reported during the holidays due to wood alcohol whisky, which was sold in large quantities in various parts of the country, particularly in New England.

Victor Berger was re-elected to congress from the fifth Wisconsin district by a large majority in a special election. Congress refused to seat him again. Only six votes were cast in Bergrers favor.

Maurice Maeterlinck, distinguished Belgian, and his wife, are visiting the United States and are being entertained in royal fashion everywhere. Cardinal Mercier,

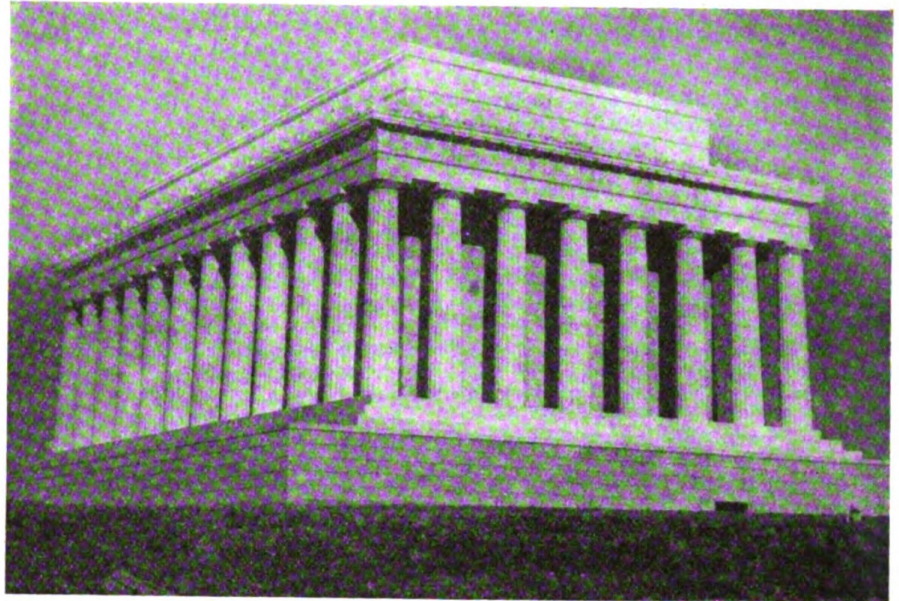


Photo copyright by Underwood & Underwood.
The proposed memorial to be constructed to perpetuate the memory of Abraham Lincoln.

The raisin crop in California this year will net the growers about \$33,000,000, which is double that of any previous year. Now, the way to do it is to take a raisin and a cake of yeast—but then everyone has his own recipe.



Photo by Underwood & Underwood.
Admiral Sir John Jellicoe, the British naval officer, as he appeared recently while on a visit to the United States.

King Albert and now M. Maeterlink—the U. S. A. is attracting famous Belgians.

Maj. Gen. Thomas H. Barry, former commander of the department of the East, died on December 30 at Walter Reid Hospital, Washington. He was one of the best known officers in the army.

President Wilson spent his sixty-third birthday on December 28, quietly at the White House. Only the members of the family were there. Hundreds of birthday greetings came by mail and telegraph.

Sir William Osler, regius professor of medicine at Oxford University and one of the greatest physicians in the world, died recently.

Jess Willard, formerly world's heavy-weight champion, was exonerated of a wood profiteering charge before United States Commissioner Clafin in Kansas City, Kan., recently. It was charged that he had charged exhorbitant rates for cord wood from his farm at Topeka, Kan., during the coal strike, but the testimony in the hearing indicated that the allegations were without foundation.

The Prince of Wales, who has returned to Great Britain after touring the United States and Canada, has been boosted by enthusiastic Canadians for the post of governor-general of the Dominion.

John F. Dodge, wealthy Detroit automobile manufacturer, who was taken ill of pneumonia while attending the New York (Continued on page 47.)

Kitchen Economies

By Isobel Brands

Of the Applecroft Experiment Station

WAYS TO SOLVE THE PROBLEM OF POTATO LEFTOVERS.

POTATOES should be cooked in sufficient quantities, if boiled, to provide for more than one meal. For they are the easiest of dishes to serve in a new guise the second time. This, of course, applies only to boiled potatoes.

Baked potatoes can be served if left over only lyonnaise fashion, for they cannot be mashed to advantage nor recooked. Boiled potatoes, however, can be transformed into many dishes. If boiled potatoes are used for dinner the next day's luncheon may consist of a substantial dish, the basis of which is potatoes. Combined with nuts, cheese, eggs or vegetables, potatoes make a complete meal in one dish—the most convenient form of serving luncheon.

POTATO CROQUETTES.

- 2 cupfuls of mashed potatoes
- $\frac{1}{2}$ cupful of chopped walnuts
- $\frac{1}{4}$ cupful of bread crumbs
- $\frac{1}{4}$ cupful of top milk or cream
- 2 tablespoonfuls of melted butter
- 1 tablespoonful of milk
- 2 eggs
- 1 teaspoonful of onion juice
- Salt, pepper

Mash the potatoes with melted butter, the yolk of 1 egg, onion juice and seasoning. Heat the top milk with the bread crumbs and stir well, set aside to cool, then add the seasoning and chopped nuts and mix all together well. Form into croquettes, dip in beaten egg and bread crumbs, then fry in deep fat.

LUNCHEON EGGS.

Mash the potatoes with hot milk, add melted butter, salt and pepper. Line custard cups or ramekins with this mixture, drop an egg in each and place in the oven until the eggs are set. These potato cups may be filled with other mixtures than egg if preferred. Flaked fish, minced meat or minced, cooked vegetables may be used as fillers, dotted with bread crumbs and bits of butter and baked until brown. If desired, one beaten egg yolk can be added to the mashed potatoes and it will give a richer flavor to the dish.

POTATOES AND CHEESE.

- 6 small, boiled potatoes
- $1\frac{1}{2}$ cupfuls of milk
- 2 tablespoonfuls of cheese
- 3 tablespoonfuls of butter
- 3 tablespoonfuls of flour
- $\frac{1}{2}$ cupful of chopped walnuts
- 1 green pepper, chopped
- Salt, pepper, dash of tabasco

Melt the butter and the cheese, then add the flour and cook smooth, stirring constantly. Add seasonings and milk gradually. Butter a baking dish, place a layer of sliced potatoes, chopped pepper, and when used up pour sauce over all. Sprinkle thickly with chopped walnuts and dot with bits of butter. Serve hot.

POTATO SOUP.

- 3 potatoes
- 2 cupfuls of boiling water
- 2 cupfuls of hot milk

- $\frac{1}{4}$ cupful of chopped celery
- $\frac{1}{2}$ onion
- $1\frac{1}{4}$ teaspoonfuls of salt
- $\frac{1}{4}$ teaspoonful of pepper
- 2 tablespoonfuls of flour
- 1 tablespoonful of butter

Slice the potatoes and cook with celery, the onion and water for 10 minutes. Force through a sieve, then add hot milk and seasonings, and thicken with the flour and butter blended together.

NOVEL WAYS TO VARY VEGETABLES FOR DINNERS.

Here are a number of suggestions for unique vegetable accompaniments to the meat dinner. Some of these vegetables cannot be obtained fresh in all localities, but practically all of them can now be obtained in cans, and in good quality.

The Jerusalem artichokes are deliciously flavored, and although they are available during the winter months in most of the large cities, they seem not to have won much favor, probably because they are as yet little known. They are small in size, like small potatoes, and with the same coloring, but they are rather "knobby." Unlike the leafy artichoke with which we are more familiar, this variety is solid meat. There is only the slight waste of outer skin, such as there is in a potato. But it is far more convenient to eat, and even more delicate in flavor.

CREAMED ARTICHOKE.

- 1 pound of Jerusalem artichokes
- $\frac{1}{4}$ cupful of vinegar
- 2 cupfuls of boiling milk
- $1\frac{1}{2}$ cupfuls of cold milk
- 2 tablespoonfuls of flour
- 2 tablespoonfuls of butter
- 1 egg yolk
- 1 teaspoonful of chopped parsley
- Salt, pepper

Scrape the artichokes and drop them in cold water to which the vinegar has been added. Drain, rinse and boil in 2 cupfuls of boiling milk, 1 cupful of boiling water and 1 teaspoonful of salt. Cover and let boil quickly. Test with a fork and when tender drain and place in a hot dish. Cover with cream sauce made by blending butter with flour and cooking with milk and seasoning for 5 minutes, stirring so that it is creamy. Finally add the yolk of the egg and the lemon juice. Garnish with parsley.

A curry sauce served with some of the plain vegetables will make of it a different and delightful dish. Here is one sauce that can be served with boiled potatoes, cauliflower, cabbage, parsnips, etc.:

CURRY SAUCE.

- 2 tablespoonfuls of shortening
- 2 tablespoonfuls of flour
- 1 cupful of stock or water
- 1 teaspoonful of curry powder

Melt the shortening, blend with flour and salt, pepper and curry, stir in stock gradually and mix smooth.

VEGETABLE OKRA.

- 2 cupfuls of canned corn
- 2 cupfuls of canned tomato
- 1 cupful of okra, canned or fresh cooked
- 2 tablespoonfuls of shortening

- 2 tablespoonfuls of sugar
- 1 teaspoonful of salt
- $\frac{1}{4}$ teaspoonful of pepper

Cut the okra into quarters and cook with other vegetables and seasonings for 10 minutes.

SAUCE OF BRUSSELS SPROUTS.

Remove the outer wilted leaves from the sprouts, cut the stem and soak in cold salted water for 1 hour. Drain and boil rapidly for about 20 minutes in plenty of boiling salt water. When tender drain and pour cold water over them. Melt 3 tablespoonfuls of butter in a frying pan, add salt and pepper, and drop in the sprouts. Shake well so that they become covered with the butter and cook for 5 minutes.

How to MAKE SOME "FANCY" OYSTER DISHES.

Oysters, in some fancy form, are an ideal basis for the quick company luncheon, that midnight supper, or for that debatable meal—Sunday night supper. They can be prepared more quickly than any other fresh food, as they may be served either raw or with quick cooking. Here are a few suggestions for using oysters in unusual ways:

DOUBLE-CRUST OYSTER PIE.

- 1 quart of oysters
- 2 cupfuls of flour
- 1 cupful of top milk
- $\frac{1}{2}$ cupful of shortening
- 2 tablespoonfuls of cornstarch
- $\frac{1}{2}$ teaspoonful of salt
- 2 teaspoonfuls of baking powder

Sift together flour, baking powder and salt, and cut in shortening. Gradually add cold milk. Toss dough on floured board, cut in two parts and roll out. Place in two shallow, greased pans and bake for 15 minutes in quick oven. Dissolve the cornstarch in a little milk, gradually add rest of milk and cook with oysters and seasonings. Pour half of oyster mixture on one pie crust, cover with other, and pour the rest over top crust. Serve at once.

Another delicious oyster pie is made by using just one pie crust. Fill the baked pie crust with the creamed oysters as above. Cover with a meringue made of the stiffly beaten whites of two eggs, one teaspoonful of sugar, one-eighth teaspoonful of salt and two chopped, small, sour pickles. Bake in a moderate oven until meringue is browned.

BROWNED OYSTERS.

- 1 quart of oysters
- 5 tablespoonfuls of flour
- 3 tablespoonfuls of bacon fat
- $\frac{1}{2}$ teaspoonful of salt
- $\frac{1}{4}$ teaspoonful of celery salt
- $\frac{1}{4}$ teaspoonful of pepper
- 1 teaspoonful of Worcestershire sauce

Cook oysters until ruffled, then drain from their juice. Melt fat, blend with flour and stir. Add oyster juice and stock or milk and mix well until a smooth, thick sauce is formed. Then add seasonings and oysters and cook 1 minute longer. Pour over toast or crackers.

This is easily prepared in a chafing dish.

SPICED FRIED OYSTERS.

Make a dressing of 3 tablespoonfuls of vinegar and 1 tablespoonful of melted butter, adding salt and pepper to taste. Place oysters in this and let stand for 10 minutes, covering each oyster well with the mixture. Drain oysters, roll in crumbs, beaten egg and crumbs and fry in deep fat. The oysters should not be fried longer than one minute. Test the fat first to be sure that it is sufficiently hot, but not smoking, and do not fry more than 3 or 4 oysters at a time.

Beauty Hints

By Lucrezia Bori

The Famous Spanish Prima Dona

EXERCISES FINE AIDS TO KEEP HIPS AND WAISTLINE SLENDER.

IF you wish your figure to be attractive you must pay particular attention to keeping your hips moderately rounded and your abdomen flat. The control of these muscles will make your waist slender, and given an erect pair of shoulders, you will have the fundamentals of a good figure.

As a woman grows older the abdomen is apt to protrude, and even the young figure with a faulty carriage will show undue prominence of the abdomen. This in time leads to an accumulation of fat around the waist and hips.

Exercises especially designed to pull on the muscles of the waist and hips will do more than anything else to keep you slender. Many of these exercises may be practiced in your own room with only ordinary pieces of furniture as your gymnasium equipment. The following are recommended:

Sit on a piano stool or chair with your toes firmly braced under the pedals of the piano or some other piece of furniture. Fold your arms, lean backward and lower your body as far as possible. In the course of time you will be able to lower your head until it almost touches the floor. Lift your body to a sitting posture and again go through this exercise. At first go through it only three or four times. Later increase the number. This exercise will quickly correct a protruding abdomen.

Lie flat on your back on a couch or on a rug on the floor. Raise your legs and then your hips from the floor. Bring your legs as far back over your head as you comfortably can.

You may in time be able to bring your feet over your head until they touch the floor.

Lie on your back with your hands folded under your head. Bend your knees. Bring your feet close to your body. Support your body on your toes and shoulders and raise it until it curves upward from your knees to your neck. Draw your feet still closer to your body. Contract the muscles of your abdomen, hips and back, making them stiff. Lower your body nearly to the floor and raise it again. This is an excellent exercise for hips and abdomen.

Lie on your back, double one leg at the knee and bring it up until it touches your chest, clasping your hands in front of your knee to help to pull it against your chest. It is important that this leg be brought up as described, and that you keep your other leg stiff. Repeat this exercise with your other leg.

Lie flat on your back with your arms outstretched above your head. Keeping your back and head on the floor, swing both your legs and arms up sharply, trying to make your hands and feet touch without bending your knees.

Lying on your back with your legs raised perpendicularly, lower both legs together a little, first to one side and then to the other. Balance yourself by placing your hands out horizontally on the floor. Do not strain yourself doing

this movement, but lower your legs far enough to require a moderate effort to bring them back. As your muscles become strong enough you can lower them further and further.

Stand erect and go through the movements of pulling a cork out of a bottle. You can really use a bottle, holding it between your knees. First with the right hand and then with the left pull on the neck of the bottle, at the same time contracting the muscles of your abdomen. These exercises, while apparently similar, pull on the abdominal muscles from various angles, and if persisted in will eventually produce a rounded contour, neither too fat nor too thin.

WHAT YOU CAN DO TO AVOID BEAUTY DANGER OF WRINKLES.

Wrinkles are beauty's greatest enemy. Intelligent massage is an invaluable aid in the removal of wrinkles. It will also help guard against their appearance.

The object of massage is twofold. Its principal purpose is an excitation of the skin and of the underlying blood vessels to increase the supply of blood at a given spot. It thus either builds up a particular part of the body or rids it of excess tis-

towel wrung out of hot water ready to apply. After applying several such towels dip your fingers in a massage cream. A good one is made as follows:

Rosewater	4 ounces
Almond oil	4 ounces
Spermacetti	1 ounce
White wax	1 ounce

Orange flower, lilac or violet water may be substituted for the rosewater, and the addition of one drachm of tincture of benzoin or half a drachm of salicylic acid will insure the cream from becoming rancid.

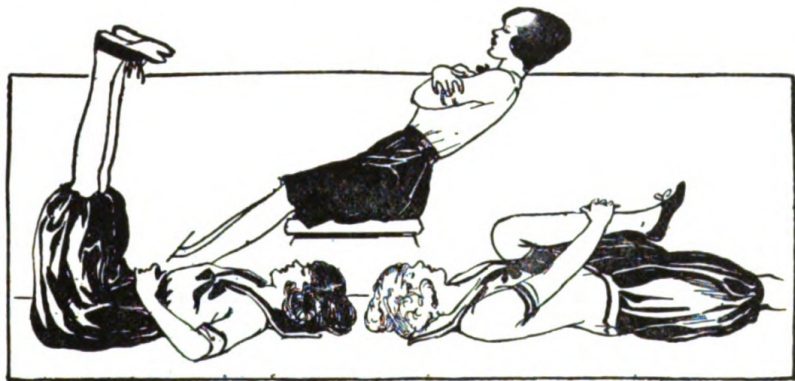
Begin the massage at the outer corners of your eyes where laughing wrinkles are apt to accumulate. Placing your thumbs firmly on the points of your jaw bones, begin a light but firm circling movement at the corner of your eyes with the two forefingers of each hand. Use this movement to thoroughly rub in the cold cream. Then stroke the wrinkles upward and outward. Be careful not to use too heavy a touch or you may do more harm than good.

Again dip your fingers in the cold cream, and with your thumb in the same position begin an outward stroking under your eyes with your two forefingers. Never use a short, jerky movement on your face. The value of massage treatment lies in the slow, steady pressure. Follow the orbit of the eye and end each stroke beyond the laughing wrinkles.

SOME SPECIAL POINTERS.

It is well to wear a rubber bathing cap when massaging your face with cold cream, because it will keep your hair from becoming greasy.

Your forehead may be massaged after your eyes. If you have perpendicular



These Exercises Are Helpful.

sue of the fatty cells. It also effects a smoothing or ironing out of wrinkles.

You will find massage of great value in preventing wrinkles in your face and throat. When massaging your face to eradicate wrinkles and to tone up your complexion you will bring a copious blood supply to the parts massaged without breaking down the fat cells which underlie your skin. To produce this effect a firm, light touch must be used.

Facial massage should always be done with an upward movement to prevent the muscles from sagging. Before beginning the massage your face should be thoroughly cleansed with soap and warm water. Omit the usual cold rinsing water.

HOT TOWELS AND MASSAGE.

Wring a face towel out of hot water and put it lightly over your face, folding it over and over around your nose so as to leave the nostrils exposed for breathing. Press it closer and closer until it cools. Remove this and have another

wrinkles between your eyebrows, they should be massaged thus:

With your thumbs firmly placed just in front of your ears, massage the lines upward and outward with your fingers. A circular motion should be used on the lateral wrinkles of your forehead, much like that employed for the laughing wrinkles.

In massaging the lines about your mouth you should very gently pinch the parts as you massage with an upward lift, though taking care not to stretch your skin. Use only the stroking movement here. The rotary movement has a tendency to make these muscles, which are comparatively unsupported, fall. This stroking movement should also be used in massaging from chin to temple to eradicate the fine little lines that come into your skin with increasing years if they are neglected. Your throat must also be massaged with the upward stroking movement.

Of Interest To Women

AMONG the newest models are over-dresses and overskirts, of various lengths and outlines. One also sees waists with outstanding lower edges. The length and width of skirts is regulated by the taste of the wearer. The new styles conform to the natural lines of the figure.

Choice of materials, beautiful embroideries and trimmings afford variety. In tricolette and heavy silks there will be new crepe weaves for summer wear. Hand loom embroideries in white crepe de chine and lingerie fabrics will be popular for spring and summer gowns.

Blouses and smocks of wool jersey are embroidered in wool, silk and chenille. One pretty blouse in gray crepe de chine has chenille embroidery in taupe.

White silks and black and white will be popular.

Navy blue, tan, taupe and gray serge suits for spring wear are shown with plain skirts and coats a little shorter than those worn during the fall.

All over embroidery on Georgette and meteor blouses is attractive in Oriental effects.

Some of the new skirts show triple effects. Evening dresses of tulle, lace, or plaited chiffon or georgette and afternoon dresses of silk, satin and cloth show this style feature.

The new one piece over-dress is much in vogue. It is made with its lower edge longer on one side than on the other.

Some of the new street dresses are made with one-piece unbelted fronts and two-piece backs, giving a sort of Princess effect.

Waistlines are both normal and lengthened this season.

A very interesting feature of this season's style is the sleeve line of gowns and waists. One sees the drop shoulder and some waists cut with back and sleeve in one. There is also the regulation armseye and the large armseye. Some sleeves are short, others in wrist and others in three-quarters length.

Widened silhouettes are obtained on coats by adding godets, bands or borders.

With a bodice very much bloused one requires no waistband.

Girdles of cord or beads are tied loosely in front or at the side of a one-piece blouse or overblouse.

Sometimes these overblouses have narrow belts over the sides and front and back unbelted.

Bronze colored tulle and brown satin will make a smart dinner gown.

A brick-colored wrap of velvet has a deep border and collar of sable fur.

Black satin and lace will be very effective for an evening costume.

Blue satin and matched georgette crepe will be nice for an afternoon dress.

A one-piece dress made with tie on fronts in surplice style is of dark brown suede cloth; a ripple peplum is added over the hips and back to give the outstanding effect to the dress.

Silk voile and charmeuse combine to make a pretty gown.

Putty color wool velours was used for a chemise dress braided in dark brown and piped with brown satin.

Bright blue cloth and midnight blue tricot combined in a smart evening gown. Wool embroidery in bright

colors is used to decorate small motifs on vest and sleeve.

Wisteria-colored chiffon and crepe in a matched shade makes a smart frock. The chiffon could be embroidered with beads. A brown cloth dress is unique with a vest of plaited taffeta.

Navy tricotine was combined with black satin for a street dress. A dress of dark blue serge has bands of embroidery for

trimming on skirt and waist.

A neat serge dress in brown is trimmed with rows of black silk braid and finished with a smart red belt and tie.

A three-piece suit for a girl of fourteen is made with a plain skirt and a box coat. A soft shade of tan or brown and green mixture, also blue serge, is good for this. A frock of blue serge may have, for trimming, bands embroidered in brick red wool.

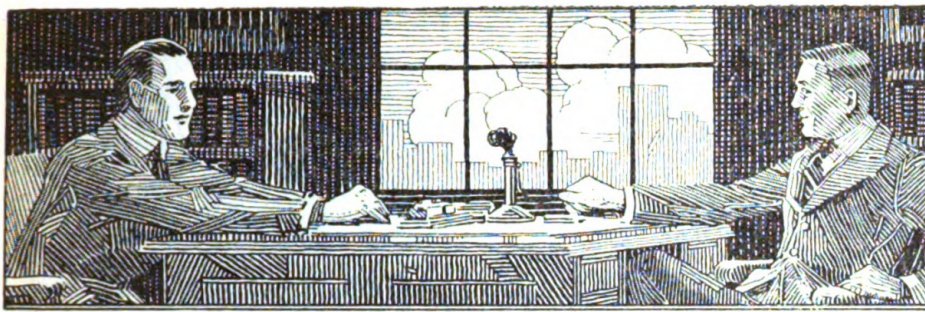
Blue silk for the waist and blue velvet for the skirt portion with embroidery in bright colored wool makes a charming frock for a girl of eight.

On a dark blue serge dress for a girl (Continued on page 34.)



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

Rock Island Magazine for February, 1920



As It Was Told To Me

J. G. Woodworth, traffic assistant to R. H. Aishton, regional director, will return to the Northern Pacific as second vice-president on the return of the roads to private control on March 1.

Rail executives of many of the important lines were in Washington early in January to consider the various points in the Cummins-Esch railroad bills. The bills went to a joint conference committee shortly after the holidays.

The Cincinnati Southern Railroad, the only trunk line, municipally owned railroad in the United States, may be sold in order to provide funds for which to make needed public improvements in Cincinnati, says the *Chicago Evening Post*.

More than 10,000 employees of the Canadian Pacific Railway attended the New Year's ball at the Windsor street station, Montreal, recently. The entire station was thrown open to the employees and the waiting rooms and main floors used as ball rooms.

Howard Elliott, president of the Northern Pacific Railroad, in an interview with New York newspapermen, declared that three billion dollars must be spent by the railroads of the United States within the next few years to provide first-class passenger and freight facilities.

Compulsory consolidation of the railroads into a few great corporations before they return to private control, with the public and labor, as well as capital, represented in the management of the systems, was advocated in an address by Director-General Hines before the Bar Association of New York City on January 7.

Frank B. Montgomery, traffic manager of the International Harvester Company and one of the most prominent men in the transportation world, died recently in Chicago. His ability as a traffic expert was recognized by railroad men all over the country and his helpfulness to the industries, declares the *Manufacturers' News*, will only be realized by the vacuum created by his death.

As a move to lower the cost of living among its members, the Brotherhood of Maintenance of Way Employees and Railway Shop Laborers announce the purchase of four clothing factories from which goods will be sold at price reductions ranging from 25 to 60 per cent. Negotiations are underway, it is said, for the purchase of two other mills. The transaction represents an initial investment of approximately one million dollars.

Capt. Hubert E. Howard, a Chicago lawyer, has been appointed federal director of prohibition for Illinois and will control prohibition enforcement in that State. He is a son of E. A. Howard, vice-president of the Burlington, and he served as a captain of artillery overseas during the World War.

Jay M. Lee has been appointed receiver of the Kansas City Northwestern Railroad, succeeding L. S. Cass, resigned. The federal court has directed that all operations of the road be stopped except the Kansas City terminals, which may be operated at a small profit. The switching at the other terminals will be done by other railroad companies. The discharge of all operating employees was also au-

The Young Lady Across the Way



The young lady across the way says modesty is all right in its way but confidence in oneself is far more important, and what she likes is a young man with a little haberdash about him.

thorized. The road is 158 miles in length, extending from Kansas City, Kan., to Virginia, Neb. It has not been under federal control.

It is reported that Japanese interests are proposing a railroad across the Isthmus of Tehuantepec as an adjunct to the Japanese merchant marine. A Japanese engineering commission is in Mexico now investigating the project.

Federal Judge Carpenter has ordered the Illinois Southern Railroad, which operates a distance of approximately 200 miles, to be discontinued. The road has been in financial trouble for a long time and the coal strike landed the K. O. blow a la Dempsey.

In nine months to September 30, according to a report of the Interstate Commerce Commission, of railroads aggregating 240,000 miles, 108 did not earn their fixed charges, nearly 50 were not earning operating expenses and only 31 earned their standard return, or better.

The value of the country's important farm crops in 1920 totals \$14,092,740,000, the Department of Agriculture estimated lately in its final report. That compares with \$12,600,526,000, the value of 1918 crops. The total area planted in these principal crops is placed at 359,124,473 acres, compared with 456,497,162 in 1918.

The railroad administration has issued a special request to shippers to include complete addresses of all consignees on bills of lading. Considerable difficulty has been experienced in large cities in the delivery of freight shipments because at times it was impossible to find the consignee without any street address being given.

Complete statistics as compiled by the safety section of the United States Railroad Administration, covering period of national railroad accident prevention drive from October 18 to 31, show decrease of 42, or 33 1/4 per cent in the number of employees killed, compared with the same period in 1918. During the drive 2,731 fewer employees were injured than in the corresponding period in 1918, or 53.5 per cent.

Tentative permission for the construction of a railroad between Juarez and Ojinaga, Chihuahua, which is planned to cost \$2,000,000, has been received from the Mexican secretariat of communications and public works, according to an announcement by J. Trinidad Romero, mayor of Juarez. The new line may be in operation within three months, according to Senor Romero. The project is to be financed by private interests. The distance between Ojinaga and Juarez is about 200 miles.

The chief of transportation service of the army, Brig. Gen. Frank T. Hines, recommends the centralization of all matters of military transportation into one service under the war department. Speaking, in his annual report, of the motor transport corps, he says that it is an independent agency of transportation; and the control of military railroads in the theater of operations is a matter under the control of the chief of engineers. He believes that economy in administration, efficiency in operation and greater co-ordination justify all transportation for the war department being combined into one service.

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The Texas & Pacific Railroad, operating in the heart of the Texas oil fields, was one of the few roads which showed any marked increase in earnings, according to a Boston financial paper. Stock in the system rose from \$14 in 1918 to \$70 a share in 1919. In 1916 it sold as low as \$6.50.

*

On October 1 the total number of women employed in railroad service, according to the director general, was 81,803, compared to the maximum number employed during the war—101,785. Clerks, including ticket sellers, accountants and cashiers, showed the smallest decrease, 12.2 per cent. During the year the employment of women as laborers and in capacities requiring too great muscular exertion was discontinued.

*

Net earnings of the railroads of the United States for the month of November, 1919, were the lowest in thirty years, according to preliminary figures on revenues and expenses of the larger systems made public in Washington recently. As a result in the drop in November earnings, due almost entirely to the coal strike and its effect upon transportation, the government is facing a net deficit for the month's operation of the roads of approximately \$64,500,000.

*

Edward Raymond, assistant general manager of the Santa Fe Railway at Topeka and one of the best known railroad officials in the Southwest, died on January 13. Mr. Raymond started with the Santa Fe in 1878 as a day laborer and gradually worked up in the operating department. He was subsequently trainmaster, assistant superintendent, superintendent, general superintendent and assistant general manager. Mr. Raymond was 61 years old at the time of his death.

* *

Fort Made Vice President of B. & M. Railroad

Gerritt Fort, assistant director of the division of traffic of the railroad administration in charge of passenger traffic, has resigned to become vice-president in charge of traffic of the Boston & Maine Railroad, with headquarters in Boston. Prior to federal control of the roads, Mr. Fort was passenger traffic manager of the Union Pacific Railroad.

* *

Donald Lyon Leaves Rock Island Service

Donald Lyon, of the freight claim office of the Rock Island at Fort Worth, Tex., resigned recently to accept appointment as claim agent at the North Fort Worth consolidated freight office. Mr. Lyon was very well known in the claim department of the system.

* *

Annual Passes Are Extended to Feb. 29

On December 29, J. E. Gorman, federal manager of the Rock Island Lines, issued a notice to the effect that annual passes expiring December 31, 1919, on the Chicago, Rock Island & Pacific Railroad and the Chicago, Rock Island & Gulf Railroad will be extended and honored for transportation up to and including February 29, 1920.



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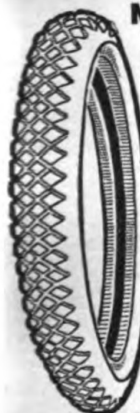
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32x3 1/2	9.80.. 3.40	34x4 1/2	15.00.. 4.60
31x4	10.85.. 3.90	35x4 1/2	15.50.. 4.90
32x4	11.55.. 4.00	36x4 1/2	16.10.. 5.15
32x4 1/2	12.90.. 4.45	35x5	16.80.. 5.40
33x4	13.80.. 4.80	37x5	17.00.. 5.75

SEND NO MONEY—Just your name and address, stating sizes needed and whether straight side, clincher, non-skid or plain. Pay on arrival—examine thoroughly—remember, satisfaction guaranteed. If not absolutely satisfied return them at our expense and we will immediately refund your money. So order today—AT ONCE. We ship immediately.

ARMOUR RUBBER WORKS
Dept. A117 1148 S. Wabash Ave., Chicago

"Esprit de Corps" of Rock Island Praised

An editorial, headed "The Rock Island Esprit De Corps," was recently published in the *Cedar Rapids Republican*. It was one of the pleasantest editorial bouquets ever presented to a railroad. It follows in full:

"One can easily hear kind words spoken of the local Rock Island system—and best of all, such words are spoken by the employees of the road, which is the real test of such matters. The relations between the company and its employees have been straightout, frank and open and the result of it is going to be one of mutual benefit. The dissatisfied employee is one who does not render adequate returns to his employer. Much of the dragginess in modern production is the result of strained relations between employers and employees, under which results can never be adequate, not for either party.

"But in no respect has there been more cordial relations than that of the treatment of men returned from the service. Apprentices have been allowed full time for their absences on patriotic duties. They have been advanced as if they had all the time remained in the service of the company—and being in the service of the country may well be accounted super-service to any company. The young men who have been so considerately treated in the matter will live long to appreciate the fact.

"The Rock Island men have no need to be ashamed of their war record. Individually and collectively their records are good, more than good, so good that it deserves to be more than mentioned. It was the Rock Island men who were always the first to go over any top that was pointed out in the line of patriotism and they always went over one hundred per cent. They filled all their quotas, whether it was in men or in money. Patriotism was the fashion and the style among them and if there were any slackers they did not show themselves too often. The Rock Island shops became the safety valve of patriotism—they were the first to raise the stars and stripes over their plant and they were always the first to blow the whistles in celebration of a victory. The parades of patriotism they staged were the best in the city—others had to follow their example. They were the pacemakers.

"The old Rock Island has passed through some hard days, and the B. C. R. and N., a road of almost sainted memory in Iowa, suffered with the rest of the systems to which it became attached, but it has better days before it. The speculators who at one time controlled the road have been washed out. May they stay out and may all the energies of the road be put into the work of its own development. In Iowa there is no finer agricultural or commercial territory than that traversed by the lines of this system. It ought to be made a great and profitable road, from end to end. The opportunities are before it and Cedar Rapids, which is so vitally connected with the system, will aid in the work and in return will be aided by the progress that is achieved."

Great Britain has removed all restrictions on beer, and is ready to renew her proud title of "tight little island."—Cleveland Plain Dealer.

Don't use your worn broom—don't order a new one.

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.**

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Meritorious Service

Conductor J. O. Stitt and Engineer Walter Longnecker, Missouri Division, commended for assistance in cleaning fire at Ohio, Ia., saving delay to fruit train.

Fireman R. W. Taylor, Missouri Division, commended for rendering assistance to engineer and fireman on engine 1691, train 1-912, in shoveling coal ahead and firing engine from Princeton, Mo., to Al- lerton, Ia.

Engineer J. H. Hudson, Missouri Division, commended for good judgment shown in backing train from Centerville to Eldon, Ia., when drawbar on rear end of tank broke.

A. E. Warner, foreman B. & B. gang; Brakemen Carl Doolin and J. A. Layson; Conductor A. B. Roberts and Engineer C. A. Wallace, Missouri Division, commended for repairing coal car, thus preventing necessity of car being set out.

Conductor Oscar Williams, Missouri

Division, commended for voluntarily assisting in clearing track of snow and ice following derailment.

Brakeman Robert Roudebush, Missouri Division, commended for voluntarily firing train from Washington to Eldon, Ia., when regular fireman was taken ill.

Conductor G. E. Weaver, Missouri Division, commended for opening and checking contents of New York Central car billed erroneously to Oskaloosa, Okla., instead of Oskaloosa, Ia., thus preventing long backhaul.

Fireman O. Miller, Missouri Division, commended for reporting fact that eighth car from extra engine 2540 was off track at Centerville, Ia., December 20, due to broken brakebeam.

Brakeman Glenn Tibbets, Missouri Division, commended for firing engine from Kearney to Armourdale when fireman suffered from hand injury.

Engineer S. P. Phillips, Fireman L. Fligg, Brakeman Alex Berry and Conductor F. M. Shive, of the Missouri Division, commended for repairing broken rod on engine.

Fireman J. O. Hainesworth, Missouri Division, commended for firing engine from Wabash Crossing to Armourdale, thus preventing delay to coal special.

Paint Foreman W. H. Michael and B. & B. Foreman E. W. Winegar, Colorado Division, commended for noting piling on fire when returning to their work on No. 40, stopping train and extinguishing blaze.

Fireman G. C. Horton, Colorado Division, commended for assisting in repairing engine at crucial time.

Engineer H. L. Robertson, Colorado Division, who was deadheading, commended for running and firing engine after regular crew had been tied up to comply with 16-hour law.

Conductor E. Rooney, Engineer J. S. Monahan, Engineer J. W. McFee, Yard Brakeman C. R. Euler, Yard Brakeman T. C. Moore, Section Foreman H. Engleman, Fireman W. G. Lambert, Train Porter George Jackson and Yard Brakeman B. W. Mills, Kansas Division, commended for assistance rendered in clearing track which was blocked by derailed train.

SENT ON TRIAL NO MONEY DOWN

SEND THIS COUPON TODAY

Here Is An Opportunity To Buy Good Shoes at Small Cost

A fortunate purchase of a large quantity of shoes has given us the opportunity we have been seeking, that is to give the public a chance to get acquainted with Wolper's and all that the name Wolper's implies in quality, value and service.

Advance Style Book FREE

We want to place our Advance Style Book in your possession. We know that as soon as you go through it and notice the wonderful values and the amazingly low prices, you will decide to favor us with your patronage. After you have sent us one order and receive your goods, you will be so well pleased that you will say—"From now on all the clothing, shoes, etc. needed by my family will be bought from Wolper's." All shipments are made postage prepaid.

A Few Samples Of Our Values

You will notice that our description of each shoe is brief. Our reason for this is our belief, that you would rather judge their value after examination than to read a glowing description that in reality means nothing and could be written about any shoe, then receive a poor value. We could write a page telling of the merits of each shoe but it would be no assurance of value. Our merchandise must speak for itself, must convince you upon arrival or don't accept it.



Ladies' Stylish Dress Shoe
XB2101—Very fine black leather, with grazed kid finish. 9 in. high, close edge sole, receding toe. Be sure to specify whether you want high (Louis Heel) or lower (Military Heel). Priced \$6.69.

Our Binding Guarantee
Every pair of shoes as well as every other article in catalog is sold on absolute guarantee of satisfaction.

Only \$6.69 on delivery



English Style Dress Shoe
XB2104—Extra fine English Style Dress Shoe. Narrow last. Very dressy in appearance and an excellent quality of leather. Priced only \$5.98

Pay Only \$5.98 on delivery



Men's Dress Shoe
XB2103—Men's fine dress shoe of high grade black leather, extra quality leather soles. This is a wide last, high, comfort toe, very durable and long wearing. Priced \$4.49

Pay Only \$4.49 On Delivery



Work Shoe Bargain
XB2102—Very durable, made of high grade oil grained leather. Heavy Kromide leather soles. Bellow's tongue. Truly a remarkable bargain.

Pay Only \$4.15 on delivery

Save 1/2 on Shoes

FREE! FREE!! FREE!!!

Remember our remarkable Spring and Summer Style Book will be sent free with every order or upon request.

Shoe Conservation Department

Why throw away your old shoes? The Government during the war demonstrated that shoes after being discarded, if properly rebuilt, would give practically as much wear as a new pair of shoes. By purchasing shoes from us you can get the wear of practically two pair for a little more than the cost of one.

GUARANTEE CERTIFICATE

With every pair of Wolper's Shoes there is a guarantee certificate attached. Save this certificate and when your shoes are worn out, return them with the certificate. We will rebuild them at cost and return them to you in practically as good condition as when new.

NOTE: If you prefer you may send cash with your order and if not entirely satisfied we will refund your money.

SEND YOUR ORDER TODAY. Big Bargain Catalog FREE on request.

WOLPER'S, Dept. 5B306

1201-09 VAN BUREN STREET CHICAGO, ILLINOIS

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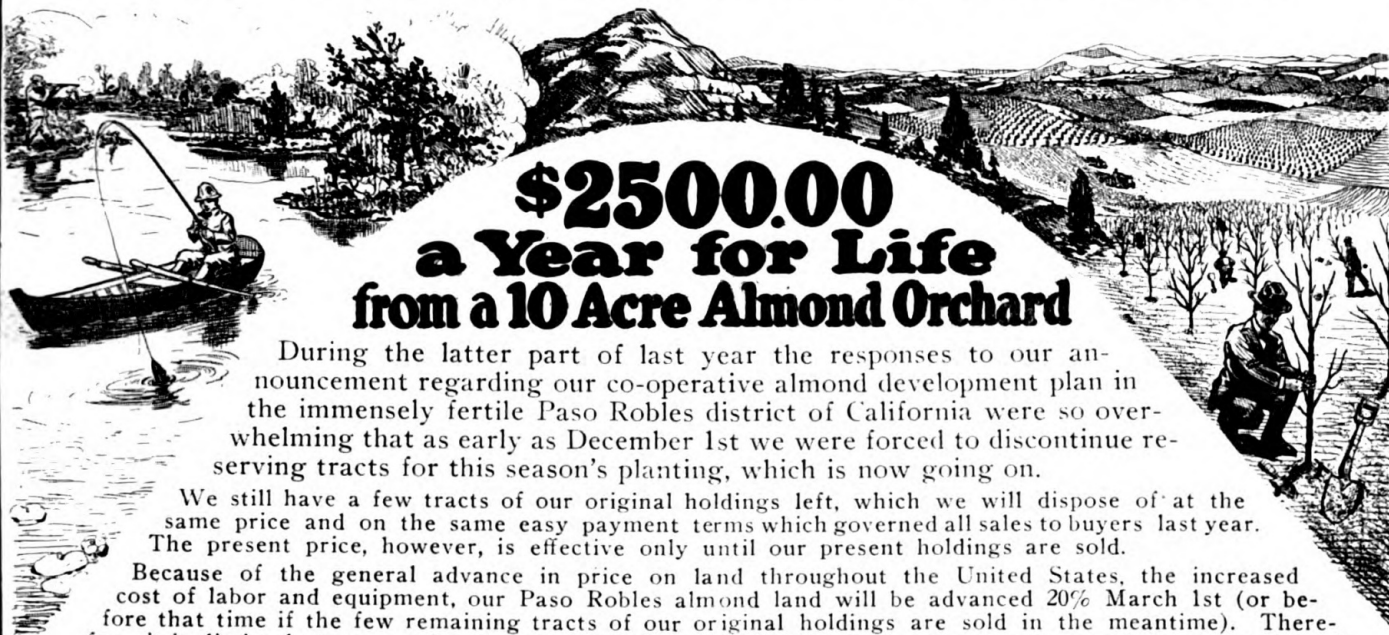
Town _____

State _____

Original from _____ St. No. _____

Buy Now! Almond Land

At Paso Robles, Cal., Soon to Advance 20%



\$2500.00
a Year for Life
from a 10 Acre Almond Orchard

During the latter part of last year the responses to our announcement regarding our co-operative almond development plan in the immensely fertile Paso Robles district of California were so overwhelming that as early as December 1st we were forced to discontinue reserving tracts for this season's planting, which is now going on.

We still have a few tracts of our original holdings left, which we will dispose of at the same price and on the same easy payment terms which governed all sales to buyers last year. The present price, however, is effective only until our present holdings are sold.

Because of the general advance in price on land throughout the United States, the increased cost of labor and equipment, our Paso Robles almond land will be advanced 20% March 1st (or before that time if the few remaining tracts of our original holdings are sold in the meantime). Therefore, it is distinctly to your advantage to act at once and make your reservations now while you can get in at the old price.

The "R-I" Family at Paso Robles



about it and through his recommendation many R. I. employees have bought one or more of the 10-acre almond tracts, among whom are the following:

C. A. Morse, Chief Engr.; E. A. Fleming, Asst't to Fed. Mgr.; J. R. Pickering, Sup't Trans.; F. J. Shubert, Gen'l Frt. Agt.; A. T. Hawk, Bldg. Engr.; A. W. Townsley, Gen'l Supervisor Trans.; C. T. Ames, Sup't Terminals; J. G. Bloom, Sup't; H. E. Remington, Ed. R. I. Mag.; F. M. McKinney, Dis. Trenton, Mo.; W. C. Maler, Off. Asst't Gen. Mgr., El Reno; A. B. Gilbert, El Reno, Okla.; J. E. Turner, Chief Clk., Sup't Term.; J. B. Mackie, Off. Sup't Trans.; A. E. Owen, Chief Clk., Fed. Mgr.; H. A. Ford, Telegrapher, Chgo.; C. E. Murray, Cust. Chgo.; I. Nelson, Off. Gen. Mgr., Chgo.; W. L. Johnson, Silvis, Ill.; E. J. Hanson, Silvis, Ill.; T. B. Willard, Sec'y to Gen. Mgr., Chgo.; H. R. Fertig, Trans. Ins.; C. W. Brott, Sec'y to Asst't Fed. Mgr.; J. T. McKinnan, Agt. Minn.; R. C. Sattley, Val. Engr.; J. M. Beattie, Off. Sup't Trans.; J. A. Victor, Chf. Ins. Clk., Chgo.; E. G. Berdan, Stationmaster, Chgo.; R. L. Showers, Dis. Fairbury, Nebr.; Frank H. Frey, Supv. Wage Agreem'ts, Chgo.; E. R. Orr, Off. Fed. Mgr.; W. W. Cameron, Trnmtr., Fairbury, Nebr.; O. H. Rea, Trav. Frt. Cl. Adj.; O. F. McWhorter, Off. Gen. Supt., Frt. Claims; E. S. Mendenhall, Tel. Liberal, Kans.

SEND the coupon. It will receive the personal attention of Maj. Hevener. If it is not convenient for you to call during the day he will be glad to make a special appointment at his office any evening.

Independence for Life

To many it seems difficult to realize that a 10-acre almond orchard at Paso Robles can be made to yield an income of from \$2,500 to \$3,000 a year and more for life. Yet this is a most conservative estimate, based upon a yield of 20 pounds of almonds per tree from 700 trees, which is the number we plant to one of these 10-acre tracts, at a selling price of 25 cents per pound. On this basis the gross profit is \$3,500. After making a deduction of \$50.00 an acre to cover the expense of cultivating, pruning and caring for the orchard into bearing, harvesting and marketing the crop, the orchard owner still has a net profit of \$3,000. Last fall almonds from the Paso Robles district sold at from 30½¢ to 32½¢ per pound. The demand for these choice nuts is constantly increasing, and it is reasonable to suppose that the selling price next fall will be still higher. Take your pencil and figure out the additional profits for yourself.

Our Experts Plant and Care For Your Orchard

Our organization of experts under direction of G. A. Nehrhood, California's leading almond authority, will plant and care for your trees without extra charge.

Crops Pay Half the Cost

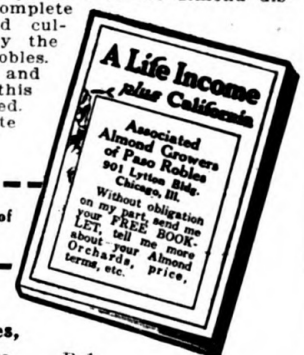
Only a moderate payment down, then easy monthly payments until half the price is paid. When your trees are bearing we accept your crops at full market price to pay the balance. We share the burden and thus prove all risk eliminated.

Your Interests Safeguarded

One of the largest financial institutions in the United States will hold the development fund and title to the land in your interest. When payments are completed your clear title and the deed will be delivered to you by them.

Mail Coupon Now For This FREE Book

Let us send you this magnificent illustrated and costly book filled with pictures of the almond district and containing complete information of almond culture as carried on by the growers at Paso Robles. The most interesting and complete book on this subject ever published. Use the coupon. Write for it now.



☒ Personal Attention of Mr. Paul Hevener

Associated Almond Growers of Paso Robles, Lytton Bldg., Chicago

R-1

Name

Address

City.....Original from..... State.....

Associated Almond Growers of Paso Robles
901-906 Lytton Building CHICAGO, ILLINOIS

This **Davis** Phonograph



Bank of Commerce & Savings
Michigan Blvd. and Washington St., Chicago
TO WHOM IT MAY CONCERN:
The Trianglephone Company and its members are well known to me. I take pleasure in recommending them to any one who wishes to take advantage of their phonograph offer, as I consider it a reliable, and have exactly as they advertise. I have in my home a Davis Phonograph. Just like the one they are advertising. The machine is exactly what they claim it is. Yours respectfully,
President.

Has the Sweetest, Purest, Strongest and Clear-est Tone

\$39.75

Yes—a machine superior in workmanship and tone quality to the ordinary \$100 machine for only \$39.75—a FULL SIZE genuine black walnut machine, finished natural color, oak or mahogany, and equipped with the finest quality double spring motor of the worm gear type—a machine that plays all makes of records better than you have ever heard them played before—for only \$39.75. It may seem too good to be true, but when you stop to consider the enormous savings effected

By Our Direct Offer—which does away with jobber's and dealer's profits—printing and mailing of costly catalogs—bookkeeping, collection expenses, losses, etc. on installment accounts—all of which must eventually come out of the retail customer's pocket—you will realize why we can sell a better machine for \$39.75 than the installment house sells for \$100, and still make a fair profit for ourselves.

FREE For a limited time only, we will give five double records, \$4.25 worth, FREE, with every machine, so better not delay, but order an outfit at once on

30 Days FREE TRIAL

Send only \$2 with the coupon, and this superb Davis Phonograph, together with \$4.25 worth of records, will be forwarded to you at once, c. o. d. \$37.75. When the outfit arrives, accept it and pay the c. o. d.—entertain your family and friends for full 30 days; then, if you are not more than pleased, return the outfit at our expense, c. o. d. \$39.75, and the transportation company will get all your money back for you. This simple and direct method of doing business

SAVES YOU \$60.25

in addition to the cost of the free records, so better grasp this opportunity at once.

TRIANGLEPHONE CO., Dept. E117, May & 61st Sts., Chicago

Ship me, exactly as per your offer, one Davis Phonograph, Genuine Black Walnut, Natural Color () Mahogany () Oak (), also five double records (10 selections). I enclose herewith \$2 deposit, and will pay balance (\$37.75) on delivery. I reserve the right to return outfit, c. o. d. \$39.75 plus transportation charges, within 30 days after receipt, if I do not wish to keep same.

Name.....
Address.....
Shipping Point.....



"The Old Stove Master"

I've "Dropped the Block" on High Stove Prices

I'll Save You 25% to 40%

They say Kalamazoo is quite a railroad man's town. Seven different lines of railroads run through here, and I guess 500 trains daily.

And ever since we first started this business, railroad men have been our best customers. We must have treated them right for we now have customers working on practically every railroad in the United States. This year I am making a price drive that all will remember. I'm after the price booster's scalp. I am going to save stove and furnace buyers \$250,000 with my "direct-to-you" wholesale factory prices.

Write for My Book

telling all about it and showing our line of beautiful Heaters, Ranges, Furnaces, Metal White Enameled Kitchen Cabinets and Tables, Phonographs, Refrigerators, Oil Stoves, Washing Machines, Sewing Machines, Fireless Cookers, Cream Separators, Indoor Closets, Paint and Roofing. I quote easy terms, too. Give an unconditional guarantee and pay the freight. Ask for Catalog No. 575.

"The Old Stove Master"

KALAMAZOO STOVE CO., Manufacturers
Kalamazoo, Michigan

"A Kalamazoo Direct to You"
Trade Mark Registered



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

Rock Island Employees Help Destitute Family

The following article, clipped from the Shawnee (Okla.) Morning News, should be of interest to every Rock Island employee:

The employees of the Rock Island are ever ready and willing to do their part in relieving distress and rendering service to mankind as is often exemplified. It was only a few days ago that many of them contributed generously to the Joe Taylor fund and now another instance of their practical sympathy has come to light.

C. H. Cummings, of the machinist force, found a family of four, the husband, William Henderson, being stricken and helpless with tuberculosis, his wife trying to take care of him and two little children, a girl of six and baby of two years, in a small house on West Main street near the coal chutes. He made the fact known and yesterday contributions from the boilermakers, pipemen, painters, machinists and blacksmiths to the amount of \$103.30 were taken to the family, this amount being in addition to \$67 already contributed by the clerks and store department.

The family is inadequately housed and all sleep in a small room, subjecting the children to danger of infection also. If a tent could be arranged to care for the man, who is said by the physician who is giving his services to be in the last stages of consumption, the situation could be very greatly relieved. Mr Cummings will be glad to co-operate with anyone who can do anything to aid this very worthy family in any way.

Notification Card

The following letter has been sent to numerous officials by C. A. Searle, general mail and baggage agent:

The Rules and Regulations of the Post Office Department, with reference to second, third and fourth class mail have been amended, insofar as they refer to transmittal of such mail, after it has been found to be undeliverable at original address.

Notification Card to the sender of mail, advising of inability to deliver at address shown will be discontinued on matter of these classes, except matter of obvious value. "Matter of obvious value" is construed to mean all registered, insured and C. O. D. matter, and such as bears the pledge of the sender that postage for its return or forwarding will be furnished.

As tariffs and other printed matter will not be considered of sufficient importance to warrant Notification Card, it is thought you will want to show pledge on envelope of this class of mail as well as other matter, in order that mailing lists be kept correct. The pledge should be placed immediately below the sender's return card, which is required in all cases in the upper left-hand corner of the address side. No particular form of pledge is prescribed, but the following is suggested, as suitable:

"Postmaster: If undeliverable at your office and addressee's new address is known, please forward, rated with postage due to cover forwarding charge. If undeliverable to addressee, return to sender. Payment of forwarding and return postage guaranteed by sender."

A rubber stamp can be provided for this purpose until new stock of envelopes are printed when it may be thought desirable to have some such inscription thereon.

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



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

FREE HELP

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

SEND NO MONEY---JUST THE COUPON

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

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

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

BESSIE B. CARSWELL

THE POULTRY WOMAN

482 Gateway Station

KANSAS CITY, MO.

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

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

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

Why Hens Don't Lay

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

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

My Secret Made Public

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

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

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

More Eggs---or No Pay

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

BESSIE B. CARSWELL
The Poultry Woman

482 Gateway Station, Kansas City, Mo.

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

☐ Please send me six boxes of your famous Rockledge Egg Tonic for which I will pay Postman \$3 upon arrival.

It is understood that if I am not satisfied after 30 days' trial of the tonic, you will refund my money after receiving my report.

Name

Address..... State.....

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

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

THAT SOFT, ROSY, VELVETY COMPLEXION

**BLEMISHES REMOVED QUICKLY
AND PERMANENTLY**

**Your Complexion Makes or Mars Your
Appearance**



Miss Pearl La Sage, former actress

You too—can have that Soft, Rosy, Velvety Complexion. This great beauty marvel has instantly produced a sensation. Stubborn cases have been cured that baffled physicians for years. You have never in all your life used anything like it. Makes muddy complexion, red spots, pimples, blackheads, eruptions vanish almost like magic. No cream, lotion, enamel, salve, plaster, bandage, mask, massage, diet or apparatus, nothing to swallow. It doesn't matter whether or not your complexion is a "fright," whether your face is full of muddy spots, peppery blackheads, embarrassing pimples and eruptions, or whether your skin is rough and "porey," and you've tried almost everything under the sun to get rid of the blemishes. This wonderful treatment in just ten days, positively removes every blemish and beautifies your skin in a marvelous way. You look years younger. It gives the skin the bloom and tint of purity of a freshly-blown rose. In 10 days you can be the subject of wild admiration by all your friends, no matter what your age or condition of health. **All methods now known are cast aside.** Your face, even arms, hands, shoulders are beautified beyond your fondest dreams. All this I will absolutely prove to you before your own eyes in your mirror in ten days. This treatment is very pleasant to use. A few minutes every day does it. Let me tell you about this really astounding treatment free. You take no risk—send no money—just your name and address on coupon below and I will give you full particulars by next mail—Free.

FREE COUPON

PEARL LA SAGE, SUITE 891

4325 Drexel Blvd., Chicago, Ill.

Please tell me how to clear my complexion in ten days; also send me Pearl La Sage Beauty Book, all FREE.

Name.....
Street.....
City..... State.....

42-PIECE DINNER SET



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

"Prevent Injury" From Engineer's Point of View By Ernest Watrous

FROM the standpoint of a locomotive engineer the subject of Prevent Injury presents a vast field to draw from and from the fact that every day of our lives we railroad men see some new idea or angle of it presented is conclusive evidence that we none of us have yet learned it all. Our education must be kept after indefinitely and urgently in order that we may in any way attain success. Prevent Injury or Safety First as it is termed in many cases is practically one and the same thing—just a simple matter of education; higher education it may be termed, for in no vocation nor in any trade or calling will perfection have been attained until those engaged in it have been educated to carry it on with perfect safety to themselves.

A few years ago railroad accidents were of almost daily occurrence. Newspapers seemed to take a particular delight in making a specialty of them, and as a result the railroads and railroad men got all and in many cases more than was coming to them.

The railroads got busy, men from the different vocations with different ideas were selected and a campaign of safety was launched, with the result that today traveling on the railroad is just about as safe as one could wish for. This has been the direct result of education and co-operation, for without one the other is useless and vice versa.

With the man in train or engine service, Prevent Injury starts. Perhaps we might better say it never ends, at least it should not; it has started and we must never again allow it to lag.

With as many hazards as a man in this service has to contend with, Eternal Vigilance should be his only watchword—vigilance in preventing any unusual happening and vigilance in anticipating what is going to happen as a natural result, and I may add what the other fellow is going to do.

Natural causes produce natural results and by the same token unnatural causes or actions produce the un-natural or unlooked for results. The locomotive of today is truly a wonderful machine, and it is only natural for people to stop and gaze in awe and wonder at them. In this machine we have an exhibition of what co-operation and education in various vocations can do. It is not the product of any one craft's mind, but of several. The work this wonderful piece of mechanism will be called upon to do has been considered and each craft has built its part, yet in the building one factor has never been lost sight of, and that is the factor of safety—Prevent Injury in the embryo. Inert this great thing represents merely an investment, but put it in working order and it at once becomes a latent mass of energy only waiting for a guiding hand to spring to life. This, to my mind, is where the engineer with his experience gained by association comes in. To him is accorded the credit of mastering this great mass, in its many humors and whims, for there are times when it seems almost human. He, above all others, should be perfectly familiar with its various parts and uses at rest and in motion and thoroughly

understand the care and repair of the same.

A good, thorough inspection before starting on a trip, knowing that everything is properly in its place, breeds a feeling of security that can only be appreciated by the man who actually runs a locomotive.

From my own personal viewpoint, before leaving a terminal, I want my fireman and brakeman to thoroughly understand that we can leave and have a perfect right to leave, orders and rights must be understood so there shall be no confusion or conflicting ideas, and then each one is in a position to better look after his particular part of the work.

In yards and at stations and approaching highway crossings an engineman should double his vigilance on account of the greater number of people and employees who are leaving "Prevent Injury" strictly up to them.

On the road a careful handling of the engine and its appliances, coupled with a strict observance of signals and rules laid down governing the movement of trains over the road, will come just about as near scoring a perfect Prevent Injury trip as is possible to make.

Signals of any kind should never be guessed at. If given by an engineman they should be just what they are meant to be, no more nor less, for somebody else is liable to misunderstand them. This refers in particular to the signals for highway crossings and obscure places. Only a man who rides an engine can tell how many close shaves the other fellow has at a crossing and probably only the other fellow can tell just how close the shave really was.

Many a section gang has walked home at night minus the hand-car simply because some good brother failed on the obscure signal until too late. This is a small but important duty to himself, his company, and his fellow man, and the only reason no one was injured or killed was that the gang played its part in the Safety First movement better than the enginemen.

We should all remember that the hand-car of today is a good deal like the locomotive of today—larger and heavier, only man and man-power remaining the same. Give the men of the track a chance and the signal in time and the smile and highball you receive in return will more than repay you and cheer you on the great Prevent Injury way.

In conclusion: Railroad officials the country over have labored for years in trying to perfect rules and regulations to govern all movements in train service, and their labors have not been entirely in vain, but there never can be a set of rules made that will govern and take care of individuals, as the individual is human and human nature is bound to err. We can only hope to win by every man doing his part and doing it well.

The world old question, "Am I my brother's keeper?" has been thrashed out and has been decided that "we are our brother's keeper," hence, it behooves us, as enginemen, to put forth our best efforts to measure up to, if not above, the standard in the great work.

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These Men Know

Here are 68 Engineers, Conductors and Railroad Men—every one an expert—representing practically every railroad in this country—men who know the priceless value of time, and realize that the faithful performance of their duties depends upon the accuracy of their watches, which must be correct to the minutest measure of a minute. They were so well pleased with their "Santa Fe Special" Watches that they voluntarily sent us their photographs and wrote letters expressing their appreciation of this splendid timepiece. We have hundreds of such letters—wish we could publish them all. They are the strongest endorsements possible for our Watches, our Prices and the Liberay Easy-Payment Plan which places the best watch in the world within the reach of every man.



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Adjusted to Six Positions
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"Santa Fe Specials" and "Bunn Specials" are Guaranteed to Last a Lifetime and Give Satisfactory Service. I will send the Watch for you to see WITHOUT ONE PENNY DOWN allow you to wear it 30 days FREE then sell it to you on a binding money-back guarantee. Think of it—A Standard Watch at a Saving of $\frac{1}{2}$ to $\frac{1}{3}$ Your Money. That is what I am offering you, and what you get—If you are fortunate enough to get your order in in time to get one of these 5,000 "Santa Fe Specials" on my Cut-Prof

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My Offer to You

I have set aside 5,000 "Santa Fe Specials" and "Bunn Specials" on which I have cut the price to ABSOLUTELY ROCK BOTTOM. I propose to quickly distribute these watches to 5,000 men in different communities—to men who, like these men, will tell their friends of this remarkable Watch Value. I know that every watch sold on this CUT-PROFIT PLAN will sell another at the regular price. Will you be one to join my "5,000 Watch Club" and wear one of these beautiful watches?

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Pres., Santa Fe Watch Co.

A letter, post card or this coupon will bring
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Please send me your New Watch Book, with the understanding that this request does not obligate me in any way.

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Only Five Seconds Variation from Ship's Chronometer.

The "Santa Fe Special" which I am carrying has given me excellent satisfaction. I compared this watch closely while traveling in Europe and America, and also with the ship's chronometer while crossing the Atlantic Ocean, and it ran 10 days with less than five seconds variation. I can highly recommend this watch to anyone who wishes an accurate timepiece. Wishing the Santa Fe Watch Co. the fullest measure of success.

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Like the watch fine, and it sure keeps up with standard time. WM. J. TARANT,
Station Agent, St. Louis, Mo.

"Has Not Set His Watch in Three Months."

The "Special" watch which I bought of you some months ago is giving perfect satisfaction. I have not set it at all in the last three months. I am certainly well pleased with my purchase and can recommend your company in the highest terms.

JAMES MELVIN,

Railway Conductor, Topeka, Kans.

Watch Inspectors Approve the Watch.

Enclosed find payment on my watch. Am well pleased with it. I got it back from Gen. Watch Inspector Montgomery, passed all O. K.

PRESTON KRAMER,
Frontenac, Kans.

Railroad Agent Fully Pleased.

I beg to assure you that watch opened up far above my expectations, and will gladly recommend it to any of my friends. I expect you to sell more watches from the one I have.

T. J. COLLIE,

Agt. T. & N. O. Ry., Warren, Tex.

Received Watch Running on the Dot —Has Never Lost a Second.

Received the "Santa Fe Special" about four or five days ago. When I unpacked it it was running and on the dot with office clock and trainmen, and so far has not lost a second. It certainly is a handsome watch and a big value for the money. Thanking you, I am,

H. E. BRADFORD,
Operator, Black, Tex.

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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.

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PITTSBURGH, PA.

Retired Conductor Gives Best Veteran List

Herman L. Cook of Des Moines, Ia., who was retired on pension December 1, furnished the Rock Island Magazine with an excellent list of Rock Island employees of forty years ago. In response to a query by D. C. Stephenson of Kansas City, Mo., city freight agent of the Rock Island Lines, several veteran employees and pensioners sent in lists of officials and employees of the time that Hugh Riddle was president of the company.

Other fine lists were sent in by Engineer John W. Crowley, of Pratt, Kan., and Mr. A. Temple, Hamilton Park, and it was difficult to decide which of the three should receive the five dollars offered by Mr. Stephenson. Mr. Cook submitted a list of 358 names, Mr. Crowley 288 and Mr. Temple an official list and many names from memory. After checking them up it was found that they were accurate. A number of others of almost equal merit were received. It was finally decided that Mr. Cook should receive the prize.

Space will not permit the publication of all the names in either list, but among the officials in the employ of the Rock Island in 1879 were Hugh Riddle, president; A. Kimball, general superintendent; A. Manvel, assistant general superintendent; E. St. John, general ticket and passenger agent; W. A. Strong, assistant general passenger agent; A. Temple, chief clerk, general ticket agent; J. D. Marston, general baggage agent; A. R. Swift, superintendent telegraph, and the following traffic representatives: S. S. Stevens, Council Bluffs; H. P. Stanwood, San Francisco; J. E. Utt, Kansas City; E. F. Richardson, New York; A. A. Knowles, Boston; S. A. Bent, Philadelphia; A. B. Farnsworth, Detroit; Perry Griffin, Cincinnati; R. McC. Smith, Chicago; Clinton Jones, San Francisco, and J. H. Mountain, Chicago.

Mr. Cook began his railroad service in 1865 on the old Chicago, Iowa & Nebraska, now the Chicago & Northwestern. In 1870 he entered the service of the Rock Island and his record, unbroken by sickness or other cause, was regarded as highly remarkable. After half a century of conducting, Mr. Cook retired to devote himself to his two chief hobbies—motoring and collecting old coins. Mr. Cook lives at 1318 Eighth street, Des Moines.

When one refers to the Rock Island of forty years ago, he thinks of Riddle and St. John and Strong and Temple, and of those men, Arthur Temple is still in the harness. He is one of the oldest members of the Rock Island family in point of service and one of the best known officials of the system. Mr. Temple is assistant auditor passenger traffic at Hamilton Park and has long been identified with the traffic end of the road.

Mr. Winnie Has Three Punctures 'n Everything

Irving Winnie, of the Burr Oak out-freight, motored to Oakdale, Ill., on New Years day to visit his mother-in-law. Mr. Winnie reported a very pleasant time, with the exception of three punctures and freezing his radiator. Mr. Winnie's wife and children are paying a two weeks' visit at Oakdale and his fellow employees at Burr Oak are all wishing him better luck with his machine when he goes back to bring his family home.

How to Save \$10 on Your Next Suit

An Amazing Offer!

\$20 for a Real \$30 Tailored-to-Measure Suit is an example of the savings you make in buying your clothes on our economical plan. You don't have to pay a prohibitive price for your suit. No matter what style or what grade you select—\$20, \$25, \$35 and up—we can show you how to save at least \$10—never less, often more. It is true that the wool shortage, high labor costs, the heavy demand and limited supply have made clothing prices higher than ever before. But our direct plan brings your suit to you at practically wholesale cost. We have no agents, no salesmen, no dealers. The great overhead expense of middlemen is all cut out of the price you pay. Our enormous business, buying and selling for cash, makes every penny go for real quality. There is no waste.

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Write quickly for our new Spring and Summer Style Book—it is free. Select the style and fabric you like best. Send only \$3 deposit with your order. We will make the suit to your measurements and ship it to you—all transportation charges prepaid. Pay balance when suit arrives. In this way you can see for yourself that our clothing is all or even more than we claim for it. Like thousands of others, you will be delightfully surprised to find that it is still possible to secure clothes of good dependable materials, with splendid workmanship, and finished with high grade trimmings and linings, at such remarkably low prices. You will find they fit you to a "T," that they wear well and give complete satisfaction. You can take your place among the best-dressed men about you, with the added pleasure of having done it at small cost.

FREE Our New Spring and Summer Style Book

With prices of clothes soaring skyward everywhere you can't afford to be without this great guide to getting full value for your clothes money. Our beautiful new Spring and Summer Style Book is just off the press. It's brimful of the season's leading styles and a wide selection of the favorite fabrics, fancy wool worsteds, cassimeres and wool serges. A wonderful showing of Men's Furnishings at amazingly low prices. Hats and Shoes are also included. Many of our customers find that the saving they make on their suits supplies their furnishing needs.

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Please send me your new men's wear Spring and Summer style book with samples of latest woollens and full details of your plan.

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COLLARS Six for 98c

Illustrated in catalog. Four-ply, hand laundered stiff or soft collars, 21 different styles to select from, selling everywhere now at 25c each. We sell them at six for 98c. In ordering state size, number and style desired.

TIES Large Four-in-Hands 3 for \$1.35

Large imperial shape, flare and four-in-hand ties, beautiful striped and flowered effects, hundreds of patterns, regular 50c and 75c values, three for \$1.35. Write for three. Sent without any money in advance. State color desired.

SHIRTS Corded Madras 3 for \$5.60

Guaranteed \$3 shirts, latest stripe effects, fine corded Madras, coat front, soft turn-back cuffs, hand-laundered body. Write for three at our low price, 3 for \$5.60. Send no money in advance. State size of neckband in ordering. Choice of black, blue and lavender stripes.

HOSE Silk Lisle 6 Pairs for \$2.25

Double Spun Silk Lisle sock, made of mercerized yarn. High spliced heel and double sole. Medium heavy weight. Colors, black, tan, navy, pearl, white. State size. 38c a pair. Write for 6 pairs at \$2.25. No money with order.

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All Hands Agree

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

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

Let your next watch be a Ball.

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NATHAN MANUFACTURING COMPANY New York, N. Y.

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

Of Interest to Women

(Continued from page 22.)

of twelve try a trimming of light tan cloth, stitched with blue wool.

White georgette frills are effective on girls' dresses of dark brown or blue.

A dress of white georgette or flesh-colored crepe de chine, trimmed with lace is nice for a girl's party dress.

A girl of fourteen may have a dress of black velvet with a guimpe of crepe de chine.

Navy soutache braid is nice for trimming on a dark blue dress.

DESCRIPTION OF PATTERNS.

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

3119-3116. A Stylish Costume. Waist 3119 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure; skirt 3116 cut in 6 sizes: 22, 24, 26, 28, 30 and 32 inches waist measure. To make the costume for a medium size will require $5\frac{1}{4}$ yards of 52-inch material. The width of the skirt at lower edge is about $2\frac{1}{8}$ yards when plaits are extended. Two separate patterns 10 cents for each pattern.

3113. Child's Dress. Cut in 4 sizes: 2, 3, 4 and 5 years. Size 4 will require $2\frac{7}{8}$ yards of 36-inch material. Price, 10c.

3101. An Attractive Model for Slender Figures. Cut in 3 sizes: 16, 18 and 20 years. Size 16 will require $5\frac{1}{2}$ yards of 36-inch material with 3 yards of ribbon or material 5 inches wide for the sash. Width of skirt at lower edge is $1\frac{1}{2}$ yards. Price 10c.

3121. Child's Dress with Bloomers. Cut in 4 sizes: 4, 6, 8 and 10 years. Size 8 will require $3\frac{1}{4}$ yards of 36-inch material for the dress and $1\frac{1}{4}$ yard for the bloomers. Price 10c.

3134. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. It will require $7\frac{1}{8}$ yards of 38-inch material for a medium size. The width of skirt at lower edge is about $1\frac{7}{8}$ yards. Price 10c.

3114. Ladies' House Gown. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42, and extra large, 44-46 inches bust measure. Size medium requires $5\frac{1}{4}$ yards of 36-inch material, for garment in full length, and $4\frac{1}{4}$ yards for sack length. Price 10c.

3128. Boy's Suit. Cut in 4 sizes: 3, 4, 5 and 6 years. For a 3-year size 3 yards of 27 inch material will be required. Price 10c.

3100. Set of Infant's Clothes. Cut in one size. It will require $2\frac{3}{8}$ yards of 36 inch material for the dress, $2\frac{1}{4}$ yards of 27 inch material for the petticoat and 2 yards of embroidery for the ruffle. The slippers require $\frac{3}{8}$ yard of 18-inch material and the Barrie coat $\frac{3}{8}$ yard of 27-inch material for band and 1 yard 40 inches wide for skirt. Price 10c.

3108. Girl's Dress. Cut in 3 sizes: 12, 14 and 16 years. Size 14 will require $3\frac{3}{8}$ yards of 44-inch material. Price 10c.

3110. Apron and Cap. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42, and extra large, 44-46 inches bust measure. Size medium requires $3\frac{1}{4}$ yards for the apron and $\frac{7}{8}$ -yard for the cap of 36-inch material. Price 10c.

3133. Ladies' House Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A medium size will require $5\frac{1}{4}$ yards of 36-inch material. The width of the dress at its lower edge is about $1\frac{7}{8}$ yard. Price 10c.

3099. Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. Size 10 will require $2\frac{3}{8}$ yards of 44-inch material. Price 10c.

Swear Off Tobacco



Tobacco Habit Banished In 48 to 72 Hours

Immediate Results

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

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

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

Not a Substitute

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

Results Absolutely Guaranteed

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

Let Us Send You Convincing Proof

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

Newell Pharmacal Company
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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.

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Weak, Thin, Nervous People Should Take Bitro-Phosphate

What it is And How it Increases Weight,
Strength and Nerve Force.

Judging from the countless preparations and treatments which are continually being advertised for the purpose of making thin people fleshy, developing arms and neck, and replacing ugly hollows and angles by the soft curved lines of health and beauty, there are evidently thousands of men and women who keenly feel their excessive thinness.

Thinness and weakness are often due to starved nerves. Our bodies need more phosphate than is contained in modern foods. Physicians claim there is nothing that will supply this deficiency so well as the organic phosphate known among druggists as bitro-phosphate, which is inexpensive and is sold under a guarantee of satisfaction or money back. The price is \$1.15 per package (two weeks' supply). If your druggist cannot supply you send orders direct to the manufacturers, ARROW CHEMICAL CO., 3117 Union Square, New York.

By feeding the nerves directly and by supplying the body cells with the necessary phosphoric food elements, bitro-phosphate should soon produce a welcome transformation in the appearance; the increase in weight frequently being astonishing.

Increase in weight also carries with it a general improvement in the health. Nervousness, sleeplessness and lack of energy, which nearly always accompany excessive thinness, should soon disappear, dull eyes brighten, and pale cheeks glow with the bloom of perfect health.

CAUTION:—While Bitro-Phosphate is unsurpassed for the relief of nervousness, general debility, etc., those taking it who do not desire to put on flesh should use extra care in avoiding fat-producing foods.

"GETTING AHEAD"

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

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

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GET SLOAN'S FOR YOUR PAIN RELIEF

ou don't have to rub it in to get
quick, comforting relief

Once you have tried it on that stiff joint, sore muscle, sciatic pain, rheumatic twinge, lame back, you'll find a warm, soothing relief you never thought a liniment could produce.

Won't stain the skin, leaves no muss, wastes no time in applying, sure to give quick results. A large bottle means economy. Your own or any other druggist has it. Get it today.

Sloan's
Liniment
Keep it handy

News from the Divisions

CEDAR RAPIDS NOTES.

G. W. L.

Yesterday is dead—forget it.
Tomorrow has not come—don't worry.
Today is here—use it.

No doubt before long some changes will be made as to how we are to handle the duties assigned to our respective positions, and from past experiences it's an assured fact that this office will quickly grasp in detail any new methods that may be put to us by our superiors.

Verna Marcellus (the youngest of our clerks) was married to Billy Rogers on November 29.

Many of the clerks are participating in the "Limerick Contest" held by a Chicago newspaper. So far, no one has reported winning a prize.

One of the clerks sent in the following:

A red-headed Doughboy named Bleek,
Once kissed a French maid on the cheek;
He has got "painters' colic"
From that little frollic,
And he won't be out now for a week.

Girls, now is your chance. Leap year, 1920. Oh boy!

The R. R. clerks of this city gave a dance December 4. Some crowd, some dance. The orchestra that furnished the music was well posted on selections that caused the dancers to display the graceful movements and steps Nature endowed them with. How do I know? Why, I was there.

Otto Erbe looked in the door, at the dancers, and with a sigh said, "This is no place for a McGregor's farmers son," and out he went.

A little bird whispered to me that we were in line for an increase of wages. All in favor will please answer aye.

Aleta Bjelland has accepted a position in the superintendent's office.

Sydney Fryrear is the new messenger boy.

Now, Mr. Editor:

This office "bunch" can't see the sense in buying Xmas junk—

Tobacco jars and cheap cigars which sometimes smell like punk.

We think a friendly Xmas wish goes down a whole lot deeper;

One can't get sore, and what is more they come a damsite cheaper.

So this office wishes you and yours a Merry Christmas and a Happy New Year.

The Cedar Rapids items published this issue arrived too late for the January number.

COLORADO DIVISION.

By G. L. Zellars.

Telegrapher B. J. Busch is a new arrival in "GD" office, relieving James L. Powers temporarily.

James L. Powers is working as extra dispatcher at Goodland, during the absence of Chief Dispatcher Sheehan. James L. is one of the boys who attended the officers' training camp at Fort Sheridan, went to France as second lieutenant and won promotion soon after entering active service. Since his return his ability has been recognized by promotion from second trick wire chief to dispatcher.

Chief Dispatcher Sheehan has been granted a six-weeks leave of absence and will spend most of the time visiting his folks in Chicago. Dispatcher Hill is acting chief while Mr. Sheehan is away.

Dispatcher Halpin spent Christmas in Fairbury and New Year's day in Colorado Springs. Lucky Halpin, to have both holidays come on his "day off."

Telegrapher Fred A. Brown, Almota, and Miss Rosalie Imogen Wellin, Salina, were married December 31 and will be "at home at Almota after March 1." Congratulations and best wishes are extended to this young couple. The world needs good homes.

Conductor Clampt returned last week from a two-months stay in California.

Conductor Tippins will enjoy a thirty-day leave of absence.

The division comrades of Dispatcher Creighton surprised him on Christmas eve with the presentation of a purse containing \$180.

Superintendent Tinsman visited relatives in Des Moines during Christmas week.

Trainmaster Young staid "on the job" during the holiday season, but is taking a week's vacation in order to visit his parents and children in Trenton; also to renew acquaintanceship with former friends on the Missouri Division.

The pile driver gang is at work renewing bridge 5545 west of Limon.

Brakeman Saul Mackey got "bumped" in Limon yard a few days ago and had to lay off a while to nurse a bruised forehead.

Conductor Stowell and Brakemen Boyce and Elliott have been assigned pile driver work train on bids for sixty days.

Manager-Wire Chief Manion has just about completed building a modern bungalow and has recently moved his family therein. George thinks there is nothing just quite like owning your own home.

Machinist Helper Maurice Dunnean left Satur-

day night for Rochester, Minn., to re-enter a hospital at that place. Mr. Dunnean was operated on several months ago for appendicitis and only returned to work a few weeks ago. Mr. Dunnean thinks that he injured himself while doing some heavy lifting at work.

Machinist Ed Sanderson returned from El Paso, Texas, last Saturday, where he attended the funeral of his father-in-law. Robert Jackson, a brother of Mr. Sanderson's, who was called to El Paso several months ago on account of his father's health, returned to Goodland with Mr. Sanderson and has resumed his work in the round house.

The shop boys were surprised when they read in a Colorado Springs paper of the marriage of their popular machinist, George McCaffrey to a Pueblo girl, Miss Irene Hill. Every time that "Jiggs" would leave on a trip he would say that he was going away to get married. This time he evidently told the truth. Here's wishing you the best of luck, George.

Ivan Abercrombie has been promoted to store stockman. Prior to his promotion he was counter-man in the store house. Mr. Abercrombie has been in the employ of the store department for the past two years and is regarded as one of the most efficient employes at this place. His promotion is well merited.

Pipefitter Oscar Ray was called to Norton Monday to undergo a government examination. Mr. Ray was seriously gassed while in France and has not yet completely recovered.

Conductor J. S. Welsh left Wednesday for Topeka to attend the special session of the legislature in the interests of the Railway Conductors of Kansas.

DAKOTA DIVISION.

Mr. H. D. Cook, traveling timekeeper, spent several days at Estherville the first of the week. Trainmaster Houston spent his Christmas vacation in Chicago.

The December Safety First meeting of the Dakota Division was held at Estherville, Iowa, December 19. All members were present and the following visitors registered: Engineer S. E. Howe, Lineman Carl Johnson, Brakeman Clyde Bollard, Conductor W. A. O'Neill, Estherville, Iowa; District Station Supervisor D. J. Bermingham and F. H. Fleming, car accountant, of Des Moines; H. H. Potts, S. F. O., Chicago, and J. R. McCue, station supervisor of the Minnesota Division.

Agnes Jacobs, stenographer to the chief clerk, spent Christmas at her home at Forest City, Iowa.

Ann Peters, of the accounting department, spent Christmas day with her mother at Clutlare, Iowa.

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

Engineer Ed. Smith has been confined to his home for a week, account of slight injuries received while oiling his engine.

J. T. Scott, special officer, spent Christmas with his family at West Liberty, Iowa.

Chief Clerk Miller spent Christmas at his home in Creston, Iowa.

Lars Skoge, B. & B. foreman, is suffering from blood poisoning caused from hitting himself with a hand axe.

Chief Dispatcher E. B. Callender spent several days in Cedar Rapids. While there he became the proud possessor of a nifty new overcoat. No one has been able to find out where the fire was.

C. R. Cole, agent at Montgomery, Iowa, who has been seriously ill with pneumonia, has again resumed his duties as agent.

Dispatcher Ed Bromes left for California the first of the month, account of the death of his mother-in-law.

Charlie Kline, bill clerk, is reported to be on the sick list.

Bruce Campbell of Rock Island arrived at Estherville January 12 to work on Circulars A. D. 101 and 108.

L. L. Smith, division storekeeper, is passing cigars around and receiving congratulations over the arrival of a seven-pound girl at the Smith home. Congratulations.

EAST EL PASO DIVISION NEWS.

By J. Blalock.

Engineer Balnum was recently called to Oklahoma City account of serious illness of his mother.

Conductor Daughtry has returned to work after being off for a month account of wrenched leg. We are glad to see him on the job again.

Harold B. Baney, Ralph Fountain and Sid Sample have gone to Horton to complete their apprenticeships.

Engineer Scott is off duty on the east end for a few days.

If a young man wants to succeed, he must speak the language, ignorance, embarrasses, shames and reduces to silence. There is but one road to knowledge—"dig."

Engineer Jack McDonald has gone to California for his annual outing and to visit his wife and little son.

Fireman Jack Duncan is on the sick list.

Engineer Harry Painter has returned to work

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1/4 pound Pure Cocoa17	.12
1 bottle Machine Oil.....	.25	.17
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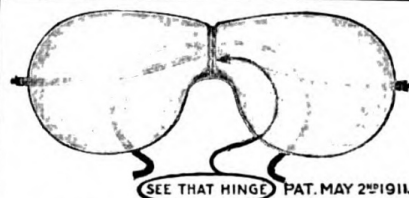
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after nearly a year off duty on account of serious injury to his leg. We are mighty glad to see Harry back to work again.

Help the new man. Tell him if necessary. Show him how his work can be done properly and safely.

Engineer Frank E. Moore passed away on December 25, 1919, after being off duty for over two years. All Rock Island employees who knew Mr. Moore regret very much to learn of his death and we extend our sympathies to the bereaved family.

Section Foreman R. M. Rose reports that his little daughter who has been seriously ill with pneumonia fever is recovering.

Claim Adjuster F. H. Joels has resigned and purchased a cafe at Denver, Colo. We regret very much to lose Mr. Joels, but welcome his successor, Mr. G. G. Fisher.

Be brave. The world is so crowded that there is no room for a coward to succeed.

Passenger Conductor Norman C. Stone passed away on December 17 after some two or three years illness. Mr. Stone took a passenger run on this division in 1902. This news brings regret to the hearts of many of the old timers. His remains were laid to rest in a cemetery at Salt Lake City, his old home. Age 66 years, 3 months and 23 days.

Roadmaster Logan has recently appointed two or three new section foremen including A. E. Walline, C. E. McHone and B. Rogers. The sections on Mr. Logan's territory were lengthened when the new motor cars were furnished in 1917 and have recently been reduced, giving him four or five new foremen.

Walk straight up to the piece of work you dread and tackle it. It is there to try you out and test your courage.

Section Foreman Nelson Justice has resumed his duties on West Pratt section, after being off duty for some time.

M. H. Glaspy has been appointed foreman of section 51, Bloom, Kans., relieving Walter Hales, resigned.

Chas. Gorsulowsky, better known as "Heinie," and who is our genial car distributor at Pratt, took New Year's dinner with his father who is section foreman at Canton and came back greatly encouraged. Says he can face the New Year better after having visited his father. I think "Heinie" had a good feed or two.

Fireman Olin Hutton recently took unto himself a wife. He was married to Mrs. Sadie Zook of Hutchinson on December 24. You see it happened this way. The switch engine was cut off at Hutchinson, causing Olin to have to return to Pratt just before the holidays so he decided to have a Christmas present, and the young couple now reside at Pratt. The Rock Island employees wish them a long, happy and prosperous life.

Section Foreman Joe Wyatt and family of Mineola are spending a well deserved vacation in Oklahoma. Joe made splendid improvements on his section during 1919.

Trainmaster C. T. McHugh spent Sunday, January 18, with relatives in Chillicothe, Mo.

A number of our section foremen are yet looking for the track inspection special. What has become of it?

EL DORADO SHOP NEWS— LOUISIANA DIVISION.

By "Hobo" Pat and "Rev." Red.

Mr. W. M. Wilson, M. M., recently made a business trip to Amarillo.

Machinist Wm. Harrop celebrated Xmas out on the farm chasing butterflies and eating turkey.

Armond Aenchbacher and Arnold Moore, Machinist apprentice, left December 26 for Horton, Kans., to finish their apprenticeship.

Blacksmith P. M. Bainbridge spent the holidays with his family in Little Rock.

Electrician H. L. Mason is "daddy" again. A big boy, born December 17, 1919. The boys have been looking for the "smokes," but nothing doing yet.

We sometimes wonder if Bollermaker Bob Harrison realizes the value of money. Up to date, Bob has worn out two pair of trousers sitting around the drug store and hasn't bought a drink.

Machinist Dixie Evans, "the famous duck hunter," has a pair of hip boots. But they have never been used. Some say Dixie is waiting for the river to go down, as he doesn't want to get them wet.

Caller "Uncle Jim" Jones is back on the job again after a week's illness.

General Foreman F. L. Coles was ill after having a turkey dinner Xmas day. But Xmas comes but once a year.

All those that are interested in the upkeep of Cat Henry's Ford, please step up and donate. Any assistance will be appreciated by Cat.

Roundhouse Clerk Dick Preston made a trip to New Orleans this month. This rest was needed as Dick has been fighting the old "Underwood" regular lately.

Machinist Rudolph Schief murdered his 250-pound hog recently. Dutch tried to trade his hog for a second-hand Ford.

Machinist Arthur Burke, the "Arkansas and Oklahoma" boomer, is back on the Louisiana Division after a few years' "French" leave.

Machinist "Fatty" Eeroons knows the value of practicing the much talked of slogan, "Keep Arkansas Money in Arkansas," after paying for a pound of butter in Louisiana. After weighing the butter on the "scales of justice" he found it only weighed 11 ounces.

Original Homer Bird is back on the job after
Rock Island Magazine for February, 1920

being off for some time and made his first trip with Engineer Howk.

Machinist Saunders says that railroad roundhouse work is different from shooting slabs in a saw mill.

Born, to William Booth and wife, a young traveling engineer. The boys are asking for the smokes.

We will be glad to have a lot of Louisiana Division News printed each month. Please send all items to Louisiana Division News Box, care roundhouse, El Dorado.

FORT WORTH NEWS.

Mr. A. B. Warner, assistant general manager, El Reno, Okla., was a visitor on the Southern Division the first of the month and paid his regular visit to the general offices at Fort Worth.

Mr. V. M. Cluis, general station supervisor, headquarters at El Reno, Okla., was in Fort Worth recently and with the usual "Cluis" smile. Come again, Mr. Cluis, as we are always glad to see you.

Chief Clerk Bowdry of the general passenger office, Fort Worth, was in San Antonio recently, and according to press reports on company business, but as to the correctness of this nobody seems to know. How about it, Tom?

Mr. DeMoss, chief rate clerk in the general passenger department, Fort Worth, has returned from Chicago where he has been for the last six months attending a rate check, and states that he is glad to be back in sunny Texas.

Mr. Howard Brooks, cashier in the treasurer's office, is on sick leave and trying to recuperate on the Gulf coast in the vicinity of Galveston. Howard knows a good place to go when he is sick, fishing is always good on the coast.

I. T. DIVISION.

Abner's Briefs—By G. Hiram Young.

As we shovel from the sidewalks the sleet and frozen snow,

It reminds us of last August, but as the story goes;

There were few of us planted dangers for such days as these—

There's a Hick born every minute, Barnum said, and we'll agree.

Engineer Barlow gave us the above idea, but according to Jake Faush, fireman on the McAlester switch engine, Mr. Barlow had a good start on the road toward accumulating a few little things known in France as "cooties."

The agent at Seminole, figuring on conditions in general, guesses that the whole world has gone in for the shimmy.

The traveling public responded nicely to the inconvenience encountered by the coal shortage, which goes to show that in a crisis we all catch the spirit of co-operation by getting together.

"Once in a while we hear of some one realizing a big dividend from a small investment of courtesy," says the Agent G. W. Slevor of Holdenville, Okla. Let's remember the year 1920 and see how it works.

"From what we learn down at 'seniority corner,'" says Brakeman Sam Mills, "this month we run up against Mr. Ground Hog who, if he runs up against his shadow, runs back to his warm place and thereafter we run up against a spell of bad weather again, and Conductor Simpson wonders if we could argue Prof. Ground Hog into letting us pick the day of his coming out."

Mark Frayser says he doesn't gamble, but that he can dig up a little that you made a "few" just before the old year went out and the new came in, and our curiosity prompts us to wonder how long he remained unbusted.

"The great inventors held a big convention," remarked one of our newly incubated conductors, "but nothing was spoken of as to finding a formula that would shine a conductor's badge brighter than J. O. McClure keeps his."

Pony Moore, one of our special agents, said that our grandpa used to have a cellar full of apples at this time of the year, and the same place now excites our curiosity on a different line from jam and jelly. Then Fireman Martin of Shawnee grinned; that is the way one's mind runs.

It takes nerve to sail out on the sea of business these days, but take it from me if Kress or Woolworth would either move or a new store at El Reno I wouldn't get the cramps writing passes on Saturday to Oklahoma City and return. This from a clerk in the General Offices at El Reno.

The time being so short between the motor car and 48 at McAlester for those wanting to eat hot cakes in a hurry, J. L. Stephens wonders why you don't take a little Portland cement along with you and have Jimmy Green cook some on your way where there is no hurry.

Old-fashioned stove wood staged a come-back when coal was scarce, but we didn't expect it to hold the spot-light by the wood alcohol argument, declared "Hutch," the agent at Wapanucka.

R. I. Freeman relieved W. B. Cain a few days ago on the switcher at McAlester. Bob said he's just as soon work as hit the atmosphere at 5:20 a. m., especially after being on the warm varnished cars so long.

The small boy, in asking so many questions, is after information and it behooves us to give it to him straight, but what we were going to say is that if he sticks long enough he will convince you of the fact that there are lots of things one doesn't know.

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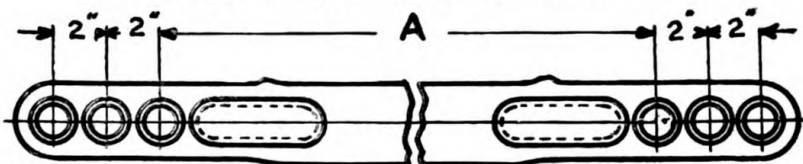
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Be that as it may, Charley Gould of Ardmore said that if a certain youngster wants to know how to spell dad he should follow Conductor Hughes, as Todd writes it on a box car just to see how it looks.

Of the many signals to learn, according to Conductor "Be" Saunders, the student will "catch on" the "thumbs up" sign first.

The agent at Tishomingo argues: "What profit-eth you if you wear a \$150 overcoat when you are supposed to eat and can't because you haven't the price."

Coupling a steam hose is like setting an incubator, according to Bill Graysen. You will have good luck one time and the next—nix.

Mother, at the lunch counter, El Reno, in crying because her partner, Lena, married, said, "Father, forgive them, for they know not what they do."

About the most practical and complete piece of train service equipment yet invented and patented by Brakeman Morton of Shawnee, Okla., is a handy flagging lantern which holds fuses and torpedoes, keeping them dry and free from oil or grease. Mr. Morton will advertise his patent later in the Rock Island Magazine, and from the standpoint of personal convenience and safety first, each brakeman or flagman should investigate its merits. Look out for its introduction to the railroad men of the world.

Clarence D. Cox, who has been cashier and joint cashier for the Rock Island and Frisco the past three years, goes to Morris & Co., Oklahoma City, as rate clerk in the traffic department at an increase in salary over that paid by the railroad. Private corporations are quickly taking all of the good men from the railroads. C. D. Sawyer of Halleyville is slated to take his place at Holdenville, Okla.

IOWA DIVISION NEWS.

Ralph Smith, Chief, Council Bluffs.
L. C. Lamb, Sporting and Society Editor, Council Bluffs.

U. L. Shindhelm, Iowa City.

F. E. Meachum, Newton.

H. N. Dutton, Minden.

Council Bluff Items.

We are very well pleased with our column and if our plans work out we intend to have items from Council Bluffs, Atlantic, Newton, Iowa City and Des Moines. Council Bluffs and Iowa City are now regularly established in the column and we have been assured by our correspondents at Newton and Atlantic that they will be with us soon.

It seems as if nearly every station on the division is out of stationery at the present writing; we "dunno" but perhaps that is one reason why we didn't receive more items from some of the stations.

Operator C. E. McNichols of the yard office was confined at his home for three days on account of the gripe. Pretty tough, Mac, to be sick and not have a chance to get anything to drink.

Fire was discovered in the freight house foreman's office a few nights ago by Night Clerk Ambos, but was extinguished with small loss. The office is now being refurnished and presents a very natty appearance. We don't suppose Foreman Carroll will know any of us now.

The painters are with us now and are giving everything a good "smear." Things surely look nice and clean now and we are all real proud of our new surroundings.

Our poet, "Shortfellow," composed the following little ditty while sitting under the painter's scaffold:

"Little drops of varnish,
Little drops of paint
Makes a clerk's clean clothing
Look like what it ain't."

A man may not be as bad as he is painted but he looks bad painted that way.

If you are up against it, go around. Why didn't you do this, Bill, the other day when the door was shut against you by the painter's ladder?

Switchman Charles Lockwood is reported to be somewhat better. He has been sick for over two months with stomach trouble.

Switchman Leffingwell is still having trouble with his knee. He has had several operations but it is still stiff to some extent.

Switchman Loper has been working quite steadily since his return from his long spell of sickness.

Myre Stevens has been added to the yard office force, relieving Ray Foley, who has taken a yard checking job.

Claude Foley seems to be quite a pugilist from the way he works out on the punching bag. He says he's leaving anyway.

Leona, like all other girls, has the bad luck of breaking her beads about every so often. She should try the following:

She busted her beads,
Accidental no doubt,
And they rolled down her back
But she "shimmied" them out.

At the last minute before going to press we are informed that Foreman Carroll was the proud father of a nine-pound boy.

Iowa City Items.

"Time, oh time, turn back in your flight
And make our town 'wet' again just for a night"
quoth "Deacon" Prybil as he eyed the empty wood alcohol bottle.

Many wild-eyed clerks reported for work at the Iowa City freight office the morning of December 17. From their excited looks it was not hard to deduce how most of them expected to be

affected should the conjunction of the six planets prove serious. "Schindy" seemed to be the calmest of them all, and evidently had nothing to fear from the big "smash-up." "Ira L." Lewis and "Bruno" Lentz omitted their usual cuss words that day.

Since "Rev." James Loughlin was elected chaplain, there are many evidences of the powerful influence for good which he is exerting over the warehouse sinners. We only regret that Owen Fogarty is not here to take lessons from this sanctimonious looking "gent."

H. Childs and B. H. Nortmann (West Liberty), suburban residents of Iowa City, visited the heart of town January 6. "Schindy" piloted them around and showed 'em the sights of the big city. Account of inadequate suburban service from the downtown section to the West Liberty addition to Iowa City, these men do not often get the chance to cripple their necks looking at our skyscrapers.

Russell Bockenthien, Samuel Davis and Virgil Heyward, our "bloated" politicians, were re-elected to office. They didn't pass cigars before or after; however, after seeing what they smoke themselves, we're glad they didn't. Wood alcohol killed enough.

We are going to boost "Timbers" Burnett for marker for the local landing station of the Omaha-Chicago aero mail service. Owing to the distance from his head to feet we feel that it would be cheaper for the government to give him a monthly salary to stand on the grounds rather than spend a large amount for marking the place. Furthermore they ought to be able to locate him from as far west as Grinnell.

General News.

G. W. Boatright, agent at Stuart, is spending the winter in the South. M. F. Kennedy is occupying the "throne" and wears the cap marked "Agent."

J. E. Thompson, of Casey, has been assigned to Shelby second trick—a new job.

C. B. Stanley is now third trick operator at Earlham. This is a new position.

R. H. Thompson relieved H. J. Garland at Harlan. Mr. Garland is now on a pension. He served the Rock Island forty-two years and was the first agent at Harlan.

J. E. Marford has been regularly assigned to Harlan. Thompson going to Commerce, another new job.

W. J. Moore, second operator at Newton, spent fifteen days visiting relatives in Massachusetts. He was relieved by R. W. Walls.

H. M. Hansen, of Stuart, is now on the second trick at Valley Junction yard office, the job vacated by F. J. Rambeck, who is now on the first trick, vice A. E. Mosher, now on pestion.

KANSAS CITY TERMINAL DIVISION NEWS.

We turn from being a matrimonial bureau to being a resignation camp.

Our accountant, Mr. F. M. Flory, is leaving the service to associate with Bruce Dodson Insurance Co.

Hughie Wright resigned from his bill desk job to take up a position with The American Plating Co. We will certainly miss Hugh and his noon-time music.

Miss Keith, cashier's stenographer, has accepted a position with C. D. Williams Grain Co.

Miss Carey, following Miss Keith's example, quit us for the Blacker Grain Co. We strongly suspect that her new boss is an attractive young man.

The B. R. C. dance at Convention Hall, December 20, if we may state at this late hour, was a pretty jazzy affair. It was hard to recognize some of our staid fellow workers among the liveliest steppers on the floor.

Mr. Davis of the accounting department had a very bad fall recently, the doctor having to take several stitches in his elbow.

Mr. Doerle, clerk in the yard office, had bad luck coming from union meeting the other night. (He says it was union meeting.) He was held up by three robbers at 18th and Pacific and lost 67 cents, a pocket folder and a W. O. W. medal. One of the robbers was caught but Doerle did not prosecute after compromising for 50 cents with him.

Mr. Sherm Houck, chief expense clerk in the local, is again being troubled with illness. We will be glad to see Comrade Houck back on the job.

Has anyone found a pocket knife? If so, kindly advise Mr. Von Quast, joint with Miss Connolly.

We are glad to report that Hugo Shear of the yard office is much improved after his long illness.

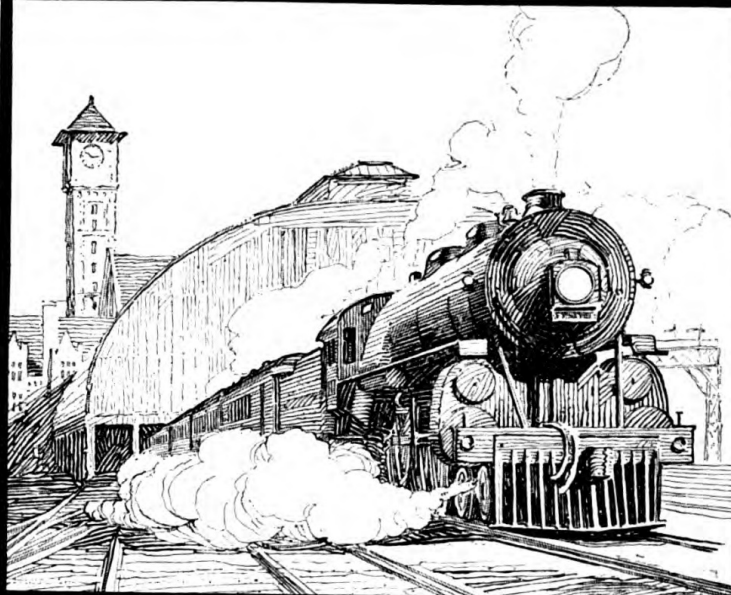
John Johnston, erstwhile cashier, informs us that his living expenses have gone up 100 per cent but is happy regardless. His marriage took place several days after his return from navy service. Accept these tardy congratulations, Johnnie.

A. G. Schenke, no bill clerk in the agent's office, has just returned from a visit with relatives in Santa Fe, N. Mex.

Messrs. Maxey, Fertig and Shea were recent visitors at Kansas City.

Prof. McClean, eminent fortune teller and forecaster of good events, had a tremendous increase in business a couple of weeks ago. Several of the girls from the local office paid him a visit and incidentally 50 cents to be told that they would be happily married and make their fortune soon.

The many friends of W. L. Whitmore, formerly in the accounting department in this office, were very sorry to hear of his misfortune in the



Hamilton Watch

The Railroad Timekeeper of America

Director-General of Time

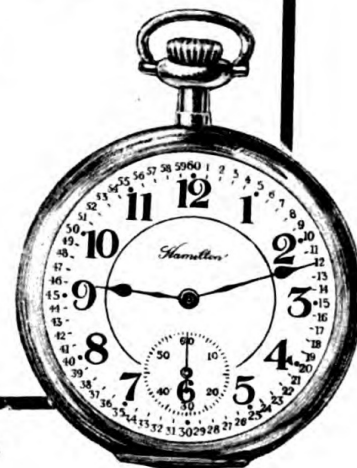
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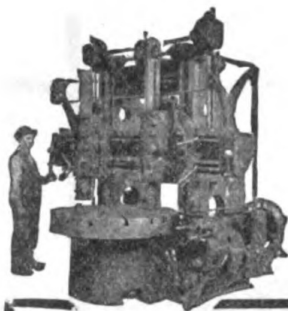
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Write today for Free book telling how to be cured of Piles easily and permanently.

THE PARKVIEW
1047 Pasco Kansas City, Mo.

loss of his wife, which occurred at Tucson, Ariz., January 4.

Geo. Chaplin's new Ford was stolen recently, and we understand from Bess Thurman that this occurred before he could even procure the auto license.

Miss Laura Erickson is making an excellent ice man.

All that pounding and everything that is going on out in the yard office means that it is being remodeled. We cannot understand why they didn't build it the way they wanted it in the first place.

Charles Bull has finally realized a two-year ambition in becoming a day clerk. We will be glad to get a good look at Charlie in the light.

Ross Fuller of the yard office, we regret to say, has been away from the office sick lately. We sympathize with him because we know medicine is very expensive these days.

John Plesko, ball fiend, visited friends in Streator, Ill. She was very glad to see him. (He thinks so anyway.)

We extend our sympathy to Mr. Bailey, team track clerk, in his bereavement in the loss of his father.

You have heard Herb Sweeney, rerouting yard clerk, whistling an unusual lot lately. Various guesses failed to reveal the true meaning. Finally blushes and little giggles from him when a letter from Illinois is mentioned tend to make us believe that there is a girl in the case.

Since dictaphones have been installed in the local offices we have noticed very distinct indications of a promising crop of young orators from among the office force.

January 14 at about 2 p. m. fire was discovered in an empty car set at the Columbian Hog and Cattle Powder Co.'s warehouse. Switchforeman W. E. Chillicothe was notified, he called his ever willing crew, the car was coupled to the engine and set to an open place. Engineer Geo. Dingey assumed the role of fire chief, commanded Switchmen Harry McCulley and W. P. Scott to couple on the hose, Fireman Whitlock furnishing the pressure. McCulley swiftly carried the hose to the top of the car and correctly aimed the nozzle at the fire which was quickly extinguished and the car saved. Special Officer F. W. Clark was first on the job and did good work in keeping Mike Russel and his gang back in the safety zone. Jokes aside—credit is due for the car being saved.

MINNESOTA DIVISION.

By L. V. H.

Henry Tjaden, federal clerk, Iowa Falls, and L. R. Searle, agent Garrison, are included in the list of candidates to receive the consistory degree of the Masonic lodge at Cedar Rapids during the present month.

Frank Lee, machinist, Manly, has taken unto himself a wife, the happy event occurring in Kansas City and the lucky girl being Miss Georgina Vala, also of Manly.

S. P. Perkins, formerly master carpenter on the Dakota Division, has been transferred to similar position on the Minnesota Division.

Miss Denby of Clinton is relieving Miss Vida Powell, stenographer in the master mechanic's office, account Miss Powell being confined to the hospital for the past several weeks.

F. M. Everetts, operator, has been assigned third trick at Ellendale.

General Foreman J. W. Finch and family were called to Reedsburg, Wis., recently on account of death of Mr. Finch's mother.

Application for pension has been made by Section Foreman L. Wulf at Wellsburg. Mr. Wulf is seventy years of age and has been in the service of the Rock Island for thirty-three years continuously.

Miles E. Ford has been assigned to position of index clerk, Manly yard office.

Miss Kenna Van Akin expects to return to her former position of trainmaster's clerk at Manly within a short time. "Van" has been on a leave of absence attending Northwestern University at Chicago. Kenna has a predilection to "Auburn."

Engineer W. H. Baldenecker is the happy and proud father of a fine baby girl which arrived just too late to be included in the census.

Mrs. F. N. Warren has accepted position of OS&D clerk and stenographer at Iowa Falls. With the establishing of this position, George Tjaden says he never expects to receive another urger.

Engineer E. S. Pritchard, who has been in the hospital at Rochester, Minn., for some time, has returned to his home in Cedar Rapids, stopping off in Manly between trains to visit with old acquaintances.

Trainmaster Rea and Division Engineer Livingston have traded offices and a cozy corner of the latter's office is being kept clear for Roadmaster Gruver who contemplates moving downstairs in the near future. Charlie moves as regularly as the clock.

"Woodyard Kindling," the Minnesota division poet, is working second trick, "Ju" Manly temporarily.

Engineer W. P. Morrow is preparing to go to California to negotiate the purchase of another section of San Francisco bay. Bill bought a town lot recently with a submarine attachment.

E. A. Cross, cashier, Manly, is now chairman of the B. of R. C.

Roadmaster Gruver held a one man ice carnival recently. He and the ground had a rear end collision. The injuries were slight but sufficient to impair Charlie's billiard game and to cause him to suffer discomfort when taking his

San engineering course at Iowa City.

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W. A. Watwood from Mr. Hermany's office was a pleasant visitor January 16 and 17.
Eldridge Kidd has been busily occupied of late with marital affairs. They say he is contemplating a new matrimonial alliance.

SILVIS NOTES.

Locomotive Carpenter Richard Graham was called to Tulare, S. D., on January 6 on account of the death of his brother. Sympathy is extended to Mr. Graham.

Machinist Elmer De Coster has returned from a six-weeks visit with relatives in Belgium.

Pipe Fitter Oscar Erickson slipped away to Brainerd, Minn., and returned with the new Mrs. Erickson, formerly Miss Anna Soderstrom. The sheet metal workers at Silvis called a gathering the other noon and presented Mr. Erickson with many useful articles with an appropriate speech to each.

Car Carpenter S. L. Goldsberry was called to Clarinda, Ia., January 8 on account of the death of his brother. Sympathy is extended to Mr. Goldsberry.

Our erecting shops clerk, Reggie Rogers, has been playing the owl dances quite regularly of late. We are wondering about December 10, and Looney, and Rogers' good reputation and lots of things.

Peg Pierson of the main office has found a new drink known as lemon extract. Brownie says it's good because he got a second-hand shot at it himself.

Hearsay has brought to light what was wrong with "Mad Anthony" Seeman, spending two nights in a row at Jericho's cabaret in Moline. Imbibing freely of the demon soda and spending two hours both nights playing "Bubbles" on the talking machine.

Machinist Louis Lindquist is confined to his home, account illness.

Machinist Joe Knoblock is certainly a happy dad. He received a Christmas present in the form of a seven and one-half pound girl.

The Silvis Glee Club is now in full swing and will give an entertainment at the Christ Church of Moline. Mr. Powell has shown himself an excellent leader and the men are well pleased with the club and are looking forward to various entertainments in the near future.

Flue Welder Helper Marving Clough is off account of illness and has gone to Phoenix, Ariz., for his health.

Confessions of a Railroad Conductor

(Continued from page 4.)

The second spotter does not know that the man he is watching is also an operative. Each submits to the railroad a separate report of what has occurred. When the conductor is finally summoned before the division superintendent, the evidence is so complete that no defense is possible.

THE SPOTTER LOSES \$17.60 AND HIS JOB.

I recall once that I had a mixed train in Texas and was making enough to send my two boys through college and still have plenty for a rainy day. Business was bad and I was carrying only a single passenger, who happened to be a particular friend of mine. Some one boarded the train at a little station in Texas, and when we pulled out my friend said to me:

"John, I've got a hunch the fellow who just got on is a spotter. He's left his grip unlocked on the seat over there and gone to the rear platform. See what you can find and I'll highball you if he's coming."

I opened the bag and found a wallet with an annual pass showing the bearer to be a special agent. In those days the spotter used to travel on a pass when making long jumps across country.

It didn't take me long to note down in my book the number of that pass, just as though it had been presented to me for honoring. Then I closed the grip and went to the rear coach, where the spotter was waiting for me in the seat that we conductors reserve for our friends. This is the last seat in the coach so that no one can look over from behind. The conductor, by leaning over when he makes the transaction, can usually shield with his body any view from the side or front.

"El Paso," he said with a knowing wink, and handed up a \$20 bill.

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"Correct," I answered, and slipped the money in my pocket.

"El Paso was only 80 miles away and you should have heard that bird squeak.

"What d'y'e mean, correct?" he yelled, "The fare to El Paso is only \$2.40."

"That was yesterday," I assured him, "the price went up at midnight," and on I went.

You see, I knew I had him for he had no witness and I had the number of his pass.

Three days later I was summoned before the superintendent. "On such and such a day," he began, "you charged a passenger \$20 to carry him to El Paso when the correct fare was \$2.40, and you made no return to the company."

"Not me," I reported virtuously, "I had only two passengers on that trip and one was a dead-head. I'll go and get my train book."

"No you won't!" he contradicted. "Do you think I was born yesterday? You stay here and I'll send for the book."

He did, and of course it showed that on the trip in question I had honored and faithfully recorded Annual Pass No. 1342, which was the number of the spotter's pass.

That cleared me instantly and they fired Mr. Spotter for trying to beat the company by traveling on his pass and charging \$20 cash fare on his expense account!

But conductors are no more dishonest than any other class of men. Right now, the thousands who wear the familiar blue uniform are an exceptionally upright, intelligent and conscientious lot of men. They are not open to the temptation that faced those of the old school; second, they are better paid; and third, the system of checking has developed to a point where the risk is too great.

"GETTING THE GOODS."

The real battle of wits develops when a conductor tries to guard against the possibility of anyone being a witness to his acceptance of short fares, and when the railroad operative tries to secure the necessary corroborative evidence.

To prove that he was on the train at the day and hour he claimed, the operative carries with him a specially constructed pocket camera, with a range finder and a holder into which the ticket may be slipped at the proper focus. When acting as corroborative witness, the operative buys a regular ticket in the usual way and then photographs it before he presents it to the conductor. Thus the photograph of the unpunched ticket is prima facie evidence that the ticket which was turned in by the conductor on that particular trip was actually in the possession first of the company's secret service department. They have the photograph to prove it.

If the conductor is not sure of the man who offers him money and at the same time presents a "phony" ticket, he gives the passenger a hat check, remarks "I'll see you later," declines the money and passes on. Then he studies the man from a distance, talks it over with his brakeman or some of his "friends" on the train, gets them to give the man the "once over." He may go and sit down with the passenger, chat about the weather and try and find out how the passenger knew that he was accepting short fares. The skilled investigator has a satisfactory explanation on tap, and slips the conductor the short fare. At the same time managing to display it first in such a way anyone sitting opposite can witness the transac-

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tion. Some conductors are so cautious that they will not accept short fares from one they do not know unless the passenger enters the toilet with them or goes out on the back platform. In such a case, the spotter will display the money in his hand so that whatever witness is watching will see the amount.

STEALING \$50 A DAY.

It is a queer commentary on human nature that an uneasy conscience, like misery, enjoys company. The "irregular" conductor seldom keeps his graft to himself. He usually leans for immoral support on some associate, frequently corrupting the head brakeman so as to get the latter's assistance, and squaring him with coin of the realm.

I knew a conductor once who used to pocket over \$50 a day and square the brakeman with an occasional four-bit piece. The brakeman had nine kids and really needed the money. Fortunately for him, when the show-down came, the superintendent took the large family into consideration, and retained the brakeman after a stern warning.

As an illustration of what it costs a railroad to break up a traffic in short fares when a number of conductors are standing in with one another and using fake tickets, there was an instance I recall where the company I was working for set up an operative and his wife in the candy business at a divisional terminal where trains tied up and the crews spent the night.

With the excuse that the candy business was dull, the proprietor of this store used to spend a lot of time on the road, the understanding being that he was soliciting business in the small towns along the line. Gradually he won the confidence of conductors and his place became also a poolroom where "the gang" made their headquarters and compared notes. Certain conductors let it be known that if the proprietor would collect in their behalf \$2.50 a head, they would pass people over the road on a rather popular trip which cost properly \$7.50. The proprietor was instructed to furnish prospective passengers with a piece of red cardboard cut the size of a ticket and instruct them what trains to take. The conductors simply punched the red cardboard slips as they would any ticket and drew down their collections at the end of the run.

TRAPS THAT WORKED.

After about a year of that sort of thing, the candy store man and his wife sold their goods at auction and disappeared. Within a week twelve conductors, who had looted the company's treasury of thousands of dollars, had passed out of the service.

On another occasion, a lot of the boys were trapped by operatives who had been traveling men and were hired by a railroad to travel over one line for six months and collect evidence. Naturally they got plenty.

FEMALE SPOTTERS.

This calls to mind that the modern spotter is frequently more amateur than professional. That is he is drawn from real life like a certain type needed by a movie director. The Chief Operative will select a few Greeks or Italians and send them out occasionally where he has reason to believe the short fare artists are at work. The theory is that the average conductor will figure that a foreign laborer will not notice the fact that he is not given a receipt for his cash fare.

If the first bait is swallowed, then along comes a prosperous drummer who

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is physically inconspicuous. He has no distinguishing characteristic—such as height, build or prominent features by which he can be remembered or described. After the "drummer" has played his part, it frequently happens that the "female of the species" appears in the role of spotter. Women frequently neglect to buy tickets and never think of asking for a cash receipt. A fair damsel with insufficient funds to go to the bedside of her dying mother may be merely an operative trying to find out what the conductor would do under such circumstances. Suppose a woman, in the circumstances just cited, should give a conductor \$5 when the regular fare was \$10, and should explain that was all the money she had in the world. The conductor, when called on the carpet, explains that the lady worked on his sympathies.

"The devil she did!" snaps the superintendent scornfully. "You say you believed her story and yet you took the last five dollars she had in the world! What kind of sympathy do you call that? You should have paid the fare out of your own pocket and then demanded a refund, explaining the circumstances."

What can a conductor say when they get the goods on him like that?

I am not saying that the conductors are entirely to blame. Some passengers can give us a clear track and beat us to the crossing every time. I've never had anyone object when I slipped back part of the rightful fare in lieu of a receipt, though they knew it was hush money I was pocketing.

I've seen a passenger take his hat check just after I had worked past him, fasten it to a safety pin attached to a long string and watch it drawn back by his pal sitting six seats behind. When I came to the second passenger he was "sleeping" peacefully with the borrowed hat check conspicuously displayed. I collected what I chose from those fellows, for I knew they couldn't say anything.

Once I took from a passenger a complete set of hat-check punches made out of umbrella ribs. He had fastened to a cigar box cover but the rubber hand broke and spilled them on the floor. He confessed to me that he carried bits of cardboard of every color and as soon as he boarded the train he noticed what kind of a punch the conductor was using and made himself a hat check on the spot.

IT DOESN'T PAY.

From what I have said I hope no one will get the impression that grafting really paid. It never did and it never will. Money that comes easy goes just as easy, and there is the constant fear of detection and the knowledge of guilt that hounds a man continually. God! don't I know?

I've seen many a conductor who was feathering his nest and who had a nice wife and family unaware of what he was doing. I've seen that fellow come to work with his face haggard from lack of sleep and I knew what was troubling him. I, too, have lain awake nights wondering whether the last fellow I short-fared was what he represented himself to be. The suspense of waiting for the call from the superintendent—the call that was expected every minute of the day—was what finally drove me into retirement when I lacked only twelve months of being eligible for a pension. A lot I cared for pensions when I had been declaring myself in dividends for nineteen years! But I had the money today if I wanted it.

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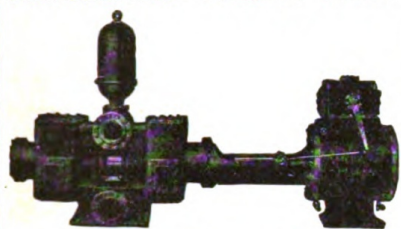
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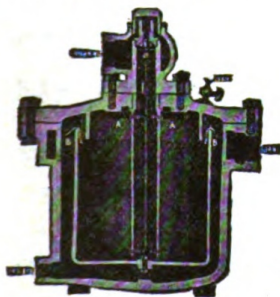
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go to the company's conscience fund and I would be able to look my son straight in the eye!

If I had the nerve of some passengers I would have been able to retire a long time ago. Speaking of nerve, I knew a conductor once who used to mingle with the people on the station platform and tell them not to buy any tickets. "I'll fix you up when you get on the train," he explained. The man must have needed the money pretty badly.

Conductors who had been fired from one road and wanted employment on another, made out a clearance card in the name of an employe whom they knew had left the employ of some railroad with a good record. Then, with the superintendent to whom they applied for a job, wrote back to verify the clearance card, it was fully corroborated that "John Smith" had a clear record. Had the record of John Jones been looked up, the reply would have been very different. Sometimes the real John Smith turned up and unpleasant complications developed.

With the taking over of the railroads by the Government, the gravy was hopelessly spilled. Uncle Sam is a "Bad hombre" to monkey with. There are signs posted up everywhere warning railroad men that any tampering with Government funds will result in Federal prosecution. We all know that a United States marshal has been known to trail an irregular employe three times around the world and then turn him over to the home town coroner. That's no business.

Even when the roads go back to private control, the short fare artist will find the days of easy picking over. The Brotherhood will not defend him. Conductors now are well-paid, conscientious and proud of their profession. The man who offers them money under his visiting card in lieu of a ticket is likely to be bawled out in front of everyone. Selah!

Current Events

(Continued from page 19.)

automobile show, died. His brother, Horace E. Dodge, also associated with him, was taken ill at the same time, but recovered. The Dodge brothers were originally associated with Henry Ford and their initial investment of \$5,000, which they made when Mr. Ford began the manufacture of cars, grew into many millions.

The "soviet ark," carrying Emma Goldman and Alexander Berkman, as well as 247 other undesirable aliens, landed on January 16 at Hango, Finland. They will be transported overland through Finland into Russia, where they will "enjoy" the blessings of "Red" Russia.

Frank A. Munsey, owner of the *New York Sun*, recently purchased from the estate of the late James Gordon Bennet the *New York Herald*, *Evening Telegram* and the Paris edition of the *Herald*.

The Supreme Council, on January 17, sent a letter to the Dutch government demanding the extradition of the former Emperor William II., who is wanted by the allies to stand trial on the charge of starting the war.

James Sherwood, Kansas mine inspector, in his annual report to the governor, states that during the year 1919 twenty-six miners lost their lives in accidents. There was 898 non-fatal casualties.

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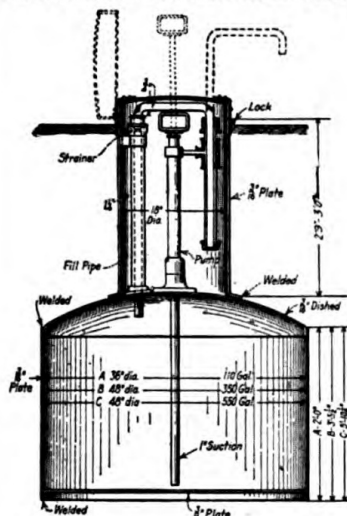
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Salvador Fernandez, a chief clerk in the Mexican department of foreign affairs, has been appointed ambassador to the United States, succeeding Ignacio Bonillas.

At Camp Grant, Ill., on January 5. General Pershing, on an inspection trip to that cantonment, directed the extinguishing of a bad blaze in the Knights of Columbus auditorium.

Mme. Maude Powell, famous violinist, died in a hotel at Uniontown, Pa., on January 8. She was taken ill at St. Louis a few days before, but recovered after the collapse and continued a concert tour.

The Siamese government has prohibited the exportation of rice and all rice products for the next crop year owing to the partial failure of the rice crop in most of the provinces of the kingdom, according to a cablegram from Vice Consul Hansen at Bangkok.

Representative Dyer of Missouri, introduced, on December 10, a bill in the house of representatives promoting Maj. Gen. Leonard Wood to the permanent rank of lieutenant-general because of "his meritorious services to the government in wars in which the United States has been a belligerent."

The Treaty of Paris was ratified by fourteen of the warring powers in January. Conditions of the armistice still govern relations between the United States and Germany. The United States Senate has not yet ratified the treaty, although efforts are being made by various factions to effect a compromise.

Sergt. William A. Miller of the United States marines, has been personal bodyguard of President Antegenive, of the Haitian republic, for four years. He has become so influential in Haiti governmental circles that he is often called 'vice-president of Haiti.' He recently was promoted to a lieutenantancy in the "gendarmierie d'Haiti."

Paul Deschanel, president of the French Chamber of Deputies, was elected president of France the other day by a large majority. Premier Clemenceau, who was a receptive candidate, withdrew when he found that Deschanel was the popular choice. The new president, who takes office on February 18, has long been active in affairs of the European republic and has been president of the chamber since 1912.

Adventure of the Engineer's Thumb

(Continued from page 5.)

"We are now," said he, 'actually within the hydraulic press, and it would be a particularly unpleasant thing for us if any one were to turn it on. The ceiling of this small chamber is really the end of the descending piston, and it comes down with the force of many tons upon this metal floor. There are small lateral columns of water outside which receive the force, and which transmit and multiply it in the manner which is familiar to you. The machine goes readily enough, but there is some stiffness in the working of it, and it has lost a little of its force. Perhaps you will have the goodness to look it over and to show us how we can set it right.'

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"I took the lamp from him, and I examined the machine very thoroughly. It was indeed a gigantic one, and capable of exercising enormous pressure. When I passed outside, however, and pressed down the levers which controlled it, I knew at once by the whishing sound that there was a slight leakage, which allowed a regurgitation of water through one of the side cylinders. An examination showed that one of the india-rubber bands which was round the head of a driving-rod had shrunk so as not quite to fill the socket along which it worked. This was clearly the cause of the loss of power, and I pointed it out to my companions, who followed my remarks very carefully, and asked several practical questions as to how they should proceed to set it right. When I had made it clear to them, I returned to the main chamber of the machine and took a good look at it to satisfy my own curiosity. It was obvious at a glance that the story of the fuller's-earth was the merest fabrication, for it would be absurd to suppose that so powerful an engine could be designed for so inadequate a purpose. The walls were of wood, but the floor consisted of a large iron trough, and when I came to examine it I could see a crust of metallic deposit all over it. I had stooped and was scraping at this to see exactly what it was, when I heard a muttered exclamation in German, and saw the cadaverous face of the colonel looking down at me.

"What are you doing there?" he asked.

"I felt angry at having been tricked by so elaborate a story as that which he had told me. 'I was admiring your fuller's-earth,' said I; I think that I should be better able to advise you as to your machine if I know what the exact purpose was for which it was used."

"The instant that I uttered the words I regretted the rashness of my speech. His face set hard, and a baleful light sprang up in his gray eyes.

"Very well," said he, "you shall know all about the machine." He took a step backward, slammed the little door, and turned the key in the lock. I rushed towards it and pulled at the handle, but it was quite secure, and did not give in the least to my kicks and shoves. "Hello!" I yelled. "Hello! Colonel! Let me out!"

"And then suddenly in the silence I heard a sound which sent my heart into my mouth. It was the clank of the levers and the swish of the leaking cylinder. He had set the engine at work. The lamp still stood upon the floor where I had placed it when examining the trough. By its light I saw that the black ceiling was coming down upon me, slowly, jerkily, but, as none knew better than myself, with a force which must within a minute grind me to a shapeless pulp. I threw myself, screaming, against the door, and dragged with my nails at the lock. I implored the colonel to let me out, but the remorseless clanking of the levers drowned my cries. The ceiling was only a foot or two above my head, and with my hand upraised I could feel its hard, rough surface. Then it flashed through my mind that the pain of my death would depend very much upon the position in which I met it. If I lay on my face the weight would come upon my spine, and I shuddered to think of that dreadful snap. Fasier the other way, perhaps; and yet, had I the nerve to lie on my back and look up at that deadly black shadow watching down upon me? Already I

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was unable to stand erect, when my eye caught something which brought a gush of hope back to my heart.

"I have said that though the floor and ceiling were of iron, the walls were of wood. As I gave a last hurried glance around, I saw a thin line of yellow light between two of the boards, which broadened and broadened as a small panel was pushed backward. For an instant I could hardly believe that here was indeed a door which led away from death. The next instant I threw myself through, and lay half-fainting upon the other side. The panel had closed again behind me, but the crash of the lamp, and a few moments afterwards the clang of the two slabs of metal, told me how narrow had been my escape.

"I was recalled to myself by a frantic plucking at my wrist, and I found myself lying upon the stone floor of a narrow corridor, while a woman bent over me and tugged at me with her left hand, while she held a candle in her right. It was the same good friend whose warning I had so foolishly rejected.

"Come! come!" she cried, breathlessly. 'They will be here in a moment. They will see that you are not there. Oh, do not waste the so-precious time, but come!'

"This time, at least, I did not scorn her advice. I staggered to my feet and ran with her along the corridor and down a winding stair. The latter led to another broad passage, and, just as we reached it, we heard the sound of running feet and the shouting of two voices, one answering the other, from the floor on which we were and from the one beneath. My guide stopped and looked about her like one who is at her wits' end. Then she threw open a door which led into a bedroom, through the window of which the moon was shining brightly.

"It is your only chance," said she. 'It is high, but it may be that you can jump it.'

"As she spoke a light sprang into view at the further end of the passage, and I saw the lean figure of Colonel Lysander Stark rushing forward with a lantern in one hand and a weapon like a butcher's cleaver in the other. I rushed across the bedroom, flung open the window, and looked out. How quiet and sweet and wholesome the garden looked in the moonlight, and it could not be more than thirty feet down. I clambered out upon the sill, but I hesitated to jump until I should have heard what passed between my savior and the ruffian who pursued me. If she were ill-used, then at any risks I was determined to go back to her assistance. The thought had hardly flashed through my mind before he was at the door, pushing his way past her; but she threw her arms round him and tried to hold him back.

"Fritz! Fritz!" she cried in English. 'remember your promise after the last time. You said it should not be again. He will be silent! Oh, he will be silent!'

"You are mad, Elise!" he shouted, struggling to break away from her. 'You will be the ruin of us. He has seen too much. Let me pass, I say!' He dashed her to one side and, rushing to the window, cut at me with his heavy weapon. I had let myself go, and was hanging by the hands to the sill, when his blow fell. I was conscious of a dull pain, my legs loosened, and I fell into the garden below.

"I was shaken but not hurt by the fall," she said. "I was not hurt by the fall."
Original in the University of Illinois at Urbana-Champaign
Rock Island Magazine for February, 1920

fall; so I picked myself up and rushed off among the bushes as hard as I could run, for I understood that I was far from being out of danger yet. Suddenly, however, as I ran, a deadly dizziness and sickness came over me. I glanced down at my hand, which was throbbing painfully, and then, for the first time, saw that my thumb had been cut off and that the blood was pouring from my wound. I endeavored to tie my handkerchief round it, but there came a sudden buzzing in my ears, and next moment I fell in a dead faint among the rose-bushes.

"How long I remained unconscious I cannot tell. It must have been a very long time, for the moon had sunk, and a bright morning was breaking when I came to myself. My clothes were all sodden with dew, and my coat-sleeve was drenched with blood from my wounded thumb. The smarting of it recalled in an instant all the particulars of my night's adventure, and I sprang to my feet with the feeling that I might hardly yet be safe from my pursuers. But, to my astonishment, when I came to look round me, neither house nor garden were to be seen. I had been lying in an angle of the hedge close by the high-road, and just a little lower down was a long building, which proved, upon my approaching it, to be the very station at which I had arrived upon the previous night. Were it not for the ugly wound upon my hand, all that had passed during those dreadful hours might have been an evil dream.

"Half dazed, I went into the station and asked about the morning train. There would be one to Reading in less than an hour. The same porter was on duty, I found, as had been there when I arrived. I inquired of him whether he had ever heard of Colonel Lysander Stark. The name was strange to him. Had he observed a carriage the night before waiting for me? No, he had not. Was there a police-station anywhere near? There was one about three miles off.

"It was too far for me to go, weak and ill as I was. I determined to wait until I got back to town before telling my story to the police. It was a little past six when I arrived, so I went first to have my wound dressed, and then the doctor was kind enough to bring me along here. I put the case into your hands, and shall do exactly what you advise."

We both sat in silence for some little time after, listening to this extraordinary narrative. Then Sherlock Holmes pulled down from the shelf one of the ponderous commonplace books in which he placed his cuttings.

"Here is an advertisement which will interest you," said he. "It appeared in all the papers about a year ago. Listen to this: 'Lost, on the 9th inst., Mr. Jeremiah Hayling, aged twenty-six, an hydraulic engineer. Left his lodgings at ten o'clock at night, and has not been heard of since. Was dressed in,' etc., etc. Ha! That represents the last time that the colonel needed to have his machine overhauled, I fancy."

"Good heavens!" cried my patient. "Then that explains what the girl said."

"Undoubtedly. It is quite clear that the colonel was a cool and desperate man, who was absolutely determined that nothing should stand in the way of his little game, like those out-and-out pirates who will leave no survivor from a captured ship. Well, every moment now is precious, so if you feel equal to it, we shall

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go down to Scotland Yard at once as a preliminary to starting for Eyford."

Some three hours or so afterwards we were all in the train together, bound from Reading to the little Berkshire village. There were Sherlock Holmes, the hydraulic engineer, Inspector Bradstreet, of Scotland Yard, a plain-clothes man, and myself. Bradstreet had spread an ordinance map of the county out upon the seat, and was busy with his compasses drawing a circle with Eyford for its center.

"There you are," said he. "That circle is drawn at a radius of ten miles from the village. The place we want must be somewhere near that line. You said ten miles, I think, sir."

"It was an hour's good drive."

"And you think that they brought you back all that way when you were unconscious?"

"They must have done so. I have a confused memory, too, of having been lifted and conveyed somewhere."

"What I cannot understand," said I, "is why they should have spared you when they found you lying fainting in the garden. Perhaps the villain was softened by the woman's entreaties."

"I hardly think that likely. I never saw a more inexorable face in my life."

"Oh, we shall soon clear up all that," said Bradstreet. "Well, I have drawn my circle, and I only wish I knew at what point upon it the folk that we are in search of are to be found."

"I think I could lay my finger on it," said Holmes, quietly.

"Really, now!" cried the inspector. "you have formed your opinion! Come, now, we shall see who agrees with you. I say it is south, for the country is more deserted there."

"And I say east," said my patient.

"I am for west," remarked the plain-clothes man. "There are several quiet little villages up there."

"And I am for north," said I, "because there are no hills there, and our friend says that he did not notice the carriage go up any."

"Come," said the inspector, laughing: "It's a very pretty diversity of opinion. We have boxed the compass among us. Who do you give your casting vote to?"

"You are all wrong."

"But we can't all be."

"Oh yes, you can. This is my point," he placed his finger in the center of the circle. "This is where we shall find them."

"But the twelve-mile drive?" gasped Hatherley.

"Six out and six back. Nothing simpler. You say yourself that the horse was fresh and glossy when you got in. How could it be that if it had gone twelve miles over heavy roads?"

"Indeed, it is a likely ruse enough," observed Bradstreet thoughtfully. "Of course there can be no doubt as to the nature of this gang."

"None at all," said Holmes. "They are coiners on a large scale, and have used the machine to form the amalgam which has taken the place of silver."

"We have known for some time that a clever gang was at work," said the inspector. "They have been turning out half-crowns by the thousand. We even traced them as far as Reading, but could get no farther, for they had covered their traces in a way that showed that they were very old hands. But now, thanks to this lucky chance, I think that we have got them right enough."

But the inspector was mistaken, for
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those criminals were not destined to fall into the hands of justice. As we rolled into Eyford Station we saw a gigantic column of smoke which streamed up from behind a small clump of trees in the neighborhood, and hung like an immense ostrich feather over the landscape.

"A house on fire?" asked Bradstreet, as the train steamed off again on its way.

"Yes, sir!" said the station-master.

"When did it break out?"

"I hear that it was during the night, sir, but it has got worse, and the whole place is in a blaze."

"Whose house is it?"

"Dr. Becher's."

"Tell me," broke in the engineer, "is Dr. Becher a German, very thin, with a long, sharp nose?"

The station-master laughed heartily. "No, sir, Dr. Becher is an Englishman, and there isn't a man in the parish who has a better-lined waistcoat. But he has a gentleman staying with him, a patient, as I understand, who is a foreigner, and he looks as if a little good Berkshire beef would do him no harm."

The station-master had not finished his speech before we were all hastening in the direction of the fire. The road topped a low hill, and there was a great wide-spread white-washed building in front of us, spouting fire at every chink and window, while in the garden in front three fire-engines were vainly striving to keep the flames under.

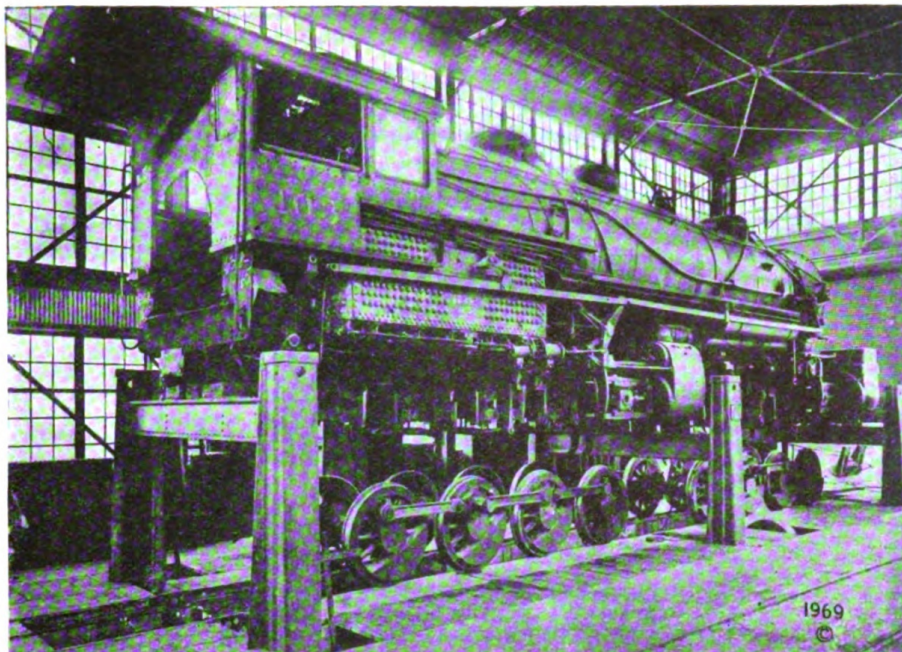
"That's it!" cried Hatherley, in intense excitement. "There is the gravel-drive, and there are the rose-bushes where I lay. That second window is the one that I jumped from."

"Well, at least," said Holmes, "you have had your revenge upon them. There can be no question that it was your oil-lamp which, when it was crushed in the press, set fire to, the wooden walls though no doubt they were too excited in the chase after you to observe it at the time. Now keep your eyes open in this crowd for your friends of last night, though I very much fear that they are a good hundred miles off by now."

And Holmes' fears came to be realized, for from that day to this no word has ever been heard either of the beautiful woman, the sinister German, or the morose Englishman. Early that morning a peasant had met a cart containing several people and some very bulky boxes driving rapidly in the direction of Reading, but there all traces of the fugitives disappeared, and even Holmes' ingenuity failed ever to discover the least clew as to their whereabouts.

The firemen had been much perturbed at the strange arrangements which they had found within, and still more so by discovering a newly severed human thumb upon a windowsill on the second floor. About sunset, however, their efforts were at last successful, and they subdued the flames, but not before the roof had fallen in, and the whole place been reduced to such absolute ruin that, save some twisted cylinders and iron piping, not a trace remained of the machinery which had cost our unfortunate acquaintance so dearly. Large masses of nickel and of tin were discovered stored in an out-house, but no coins were to be found, which may have explained the presence of those bulky boxes which have been already referred to.

How our hydraulic engineer had been conveyed from the garden to the spot



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where he recovered his senses might have remained forever a mystery were it not for the soft mould, which told us a very plain tale. He had evidently been carried down by two persons, one of whom had remarkably small feet and the other unusually large ones. On the whole, it was most probable that the silent Englishman, being less bold or less murderous than his companion, had assisted the woman to bear the unconscious man out of the way of danger.

"Well," said our engineer ruefully, as we took our seats to return once more to London, "it has been a pretty business for me! I have lost my thumb and I have lost a fifty-guinea fee, and what have I gained?"

"Experience," said Holmes, laughing. "Indirectly it may be of value, you know; you have only to put it into words to gain the reputation of being excellent company for the remainder of your existence."

* *

United States Railroad

Administration News

From Washington

(Continued from page 8.)

just to the public. The result in the fairly normal months of July to October clearly justified this prudent policy, because they indicated that in any normal volume of business the rate increase necessary under unified control would have been very much less than was indicated by the abnormal months preceding.

The entire increase in rates since 1914 has been on an average for the country only about 33 percent. In that time the increase in prices of the articles transported has varied from 60 and 80 percent up to 150 percent.

CONDITIONS PRIOR TO FEDERAL CONTROL

Let me in conclusion again remind you of the conditions which prevailed in 1917. We get no clearer or more striking picture of these conditions than that presented by the executives of the eastern railroads to the Interstate Commerce Commission in the late fall of 1917 in behalf of the effort then made to secure an increase in rates. The conditions were then summed up on behalf of the railroad interests as follows:

(a) Continuous increases in the cost of labor, fuel, supplies, taxes and of obtaining new capital.

(b) Inability to secure and retain efficient labor.

(c) Curtailment of maintenance expenses, which curtailment is due in part to inability to secure necessary labor and materials.

(d) Decrease in net operating income, notwithstanding large increase in operating revenues, in property investment, in carload and in trainload.

(e) Reduction in surplus, with consequent effect upon the credit of the carriers.

(f) Inability to secure new capital by the issue of stock, with the consequent weakening effect upon the financial structure.

(g) Inability to provide improvements and facilities, not only essential for the traffic of today but equally essential for the traffic of the future.

* *

CLEARING UP CLAIMS.

The total number of loss and damage claims on hand unsettled was reduced from 888,197 on March 1, 1919, to 465,722 on November 1, 1919—a reduction of 422,475.

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475 claims, or approximately 48 percent. At the same time the number of loss and damage claims on hand over four months old fell from 363,476 on April 1 to 148,683 on November 1—a total reduction of 214,793, or approximately -59 percent. The number of overcharge claims unpaid more than ninety days old fell from 70,215 on January 31 to 14,721 on September 30. In other words, on September 30, 1919, there were only one-fifth as many overcharge claims outstanding as there were on January 31, 1919.

* * PRACTICES TO BE CONTINUED.

At their meeting in Washington from January 3 to 5, the Association of Railway Executives, representing approximately 94 percent of the railroad mileage of the United States, gave earnest consideration to the desirability of continuing, after March 1, certain operating practices which have been developed during federal control.

Dealing with this feature, we quote Thomas De Witt Cuyler, chairman of the association:

"When the president issued his proclamation stating that the roads would be returned to their owners on March 1, 1920. I stated that the companies would be prepared to resume operation on that date. They are now actively engaged in making their preparations.

"It is their earnest desire to give the public the benefit of any and all improvements in railway operation which have been adopted during the period of government control, and all such changes are being carefully examined and considered. Among those which have been agreed upon during the present conference are:

"1. The adoption of rules for the distribution and interchange of freight cars. This step was first taken by the railroad companies during 1917, in order to expedite the handling of the country's extraordinary traffic at that time. This method was continued by the U. S. Railroad Administration through its Car Service Section, and on March 1 the railroad companies will themselves constitute a commission on car service, and every effort will be made to utilize to its highest capacity the entire freight equipment of the country.

"2. The continuation of the system of operating statistics established by the Railroad Administration. These represent a considerable advance over previous statistics and give additional information with regard to car and locomotive performance, which will be useful in promoting efficiency on the resumption of private operation.

"3. The continuation of the present methods of collecting transportation charges, as provided in the director-general's order No. 25. Such continuation is calculated to secure the prompt payment of transportation charges and has the further advantage of putting all users of transportation upon a basis of equality with regard to credit.

* *

"The various companies are engaged in arranging to re-establish agencies for the information and assistance of shippers in routing and tracing shipments.

"The companies, through this association, are trying, in a generous and liberal spirit, to agree with the government on the interpretations of the Federal Control Act and of the standard contract between the government and the companies. Every effort will be made to avoid litigation and make final settlement prompt and fair.

"Careful consideration is being given to the need for additional equipment, and

1920



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every possible effort will be made by the companies to provide such equipment.

"The problems on which the railroad companies are now engaged are the concern of every citizen. Transportation is the limiting factor on that enlarged production which the entire world needs. The expansion of railroad facilities had not kept pace with the growth of the country prior to the war, and the needs of the near future will run into billions of dollars. The credit to raise these vast sums cannot be had except by fair and liberal treatment by the public authorities and by good management on the part of the companies. The companies are making every possible effort to insure this good management on the resumption of private operation, and they confidently rely on the intelligence and good sense of Congress and the American people to do their share."

WOMEN EMPLOYEES.

An analysis of the figures compiled by the Women's Service Section shows the continued employment of women in railroad service, with few changes. On October 1, 1919, there was a reduction of but six-tenths of one percent, compared with the previous quarter.

On October 1 the total number of women employed in railroad service was 81,803, compared with the maximum number employed during the war—101,785. During the year to October 1, 1919, the decrease in the number of those employed was 19 percent. Clerks, including ticket sellers, accountants and cashiers, showed the smallest decrease, namely, 12.2 percent. However, as of October 1, fifty-five Class One roads reported that they had increased the number of their women employees, these additions amounting to 1,151, chiefly in clerical work.

During the year the employment of women as laborers and in other capacities requiring too great muscular exertion was discontinued.

Following is a summary showing the number employed on October 1, 1918, and at the end of each quarter-year thereafter.

	Oct. 1, 1918.	Jan. 1, 1919.	Apr. 1, 1919.	July 1, 1919.	Oct. 1, 1919.
	101,785	90,737	86,560	82,332	81,803
Pct. dec. by quarter	0.0	2.0	13.2	4.9	.6
Pct. dec. cumulative	0.0	2.0	14.9	19.1	19.6

NO SLOWING DOWN!

On December 24 President Wilson by proclamation stated that federal control of the railroads of the United States would cease at midnight of February 20.

To the great majority of employees, this matter is not one of moment as affecting their employment. Employees of the central and regional administrations are the ones most directly affected. It is really gratifying—in a way, remarkable—to see how these men in the central and regional administrations keep plugging away, with no lessening of interest in their work, with no desire to shirk or sidestep their duties. We say this, in a way, remarkable—yet there is, in fact, nothing remarkable about it, when one considers the caliber of the men employed.

They, in common with all railroad employees, have been schooled in an industry where fidelity to duty has become second nature—an unwritten law in the fraternity.

No man with any pride in himself seeks something for nothing. He is ready to deliver full value for the pay he receives. And so to the two million railroad employees it makes no difference, from a service viewpoint, whether they are working for the government or for individual railroad companies. They are ready now, as

Rock Island Magazine for February, 1920

they always have been, to prove that the American railroad man is a man worth while—a man who cannot betray a trust, who uses his head to make efficient the work of his hands, and who can turn a pair of honest eyes on any man without fear of just criticism of his workmanship.

During the remaining period of federal control let us maintain our reputation for service well performed and carry that standard of efficiency into our work under private management. Regardless of who operates the railroads, they must function efficiently, and all of us alike are interested in effecting this.

In a telegram addressed to all officers and employees immediately upon the issuance of the president's proclamation, the director-general said:

"I appeal to every officer and every employee to redouble his efforts to produce the best and most economical railroad service possible during the remaining period of federal control. During the unusually heavy business of the past few months and the extraordinary difficulties created by the coal strike, the officers and employees have done especially fine work, so that with more confidence than ever before I express the hope that all of us will give the very best account of ourselves in this remaining period, in our common interest and in the public interest."

The responses received to the foregoing wire were heartily gratifying. They left no room for doubt as to the eagerness of officers and employees alike to prove their loyalty to the service.

* *

A GREAT PUBLIC SERVICE.

"In making public the report of the Central Coal Committee of the Railroad Administration," says the director-general in a recent statement, "I wish to express my appreciation of the faithful work which was done by the Central Coal Committee, the regional coal committees and the various local coal committees.

"Suddenly confronted with an unprecedented and nation-wide fuel problem growing out of the coal strike, these gentlemen devoted themselves unreservedly to the task of ascertaining the needs of the various parts of the country, devising ways to meet those needs, handling the infinity of complex questions that speedily arose, and expediting methods for securing payment for the coal produced. They had the hearty co-operation of the United States Fuel Administration, of the United States Shipping Board and of the Division of Operation of the Railroad Administration, of other officers of the Railroad Administration and of the regional organizations as well as the local railroad organizations in the transportation of the extraordinary amounts of coal which had to be carried from Pennsylvania and West Virginia to new and distant destinations.

"Considering the great possibilities for public alarm and public inconvenience and suffering growing out of the most destructive strike the country had ever known, I feel that the results achieved by these coal committees in conjunction with the railroad operating officers constitute a public service of great importance."

* *

AFTER MARCH FIRST.

In accordance with the proclamation of the president, the United States Railroad Administration will on March 1 cease to be the agent of the government in the operation of the railroads. The proclamation, however, empowers the director-general to liquidate the affairs of the Rail-

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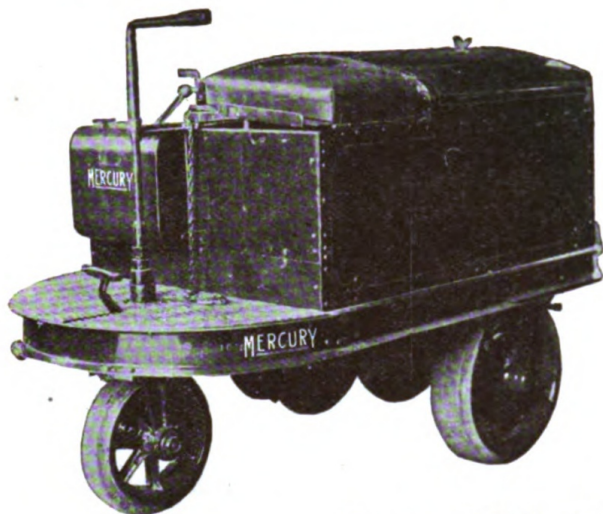
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road Administration, and to this end a skeletonized organization will be maintained.

The regional directors' offices in New York, Philadelphia, Roanoke, Atlanta, St. Louis and the two in Chicago will be abolished, although it is possible one or two representatives will be maintained in these cities to represent the Central Administration, specially in connection with legal matters. All files in the regional directors' offices will be transferred to Washington, where, together with the files of the Central Administration, they will be maintained in good shape, available for immediate access as occasion requires.

Some portions of the Central Administration will be abolished immediately, while others will have to be continued to liquidate affairs of the Railroad Administration; accounting and legal matters will have to be given special attention.

As of January 1, 1920, 1,652 employees were engaged in Washington or were at work throughout the country but carried on the Central Administration payroll. On the same date 1,196 employees were engaged in the seven regional directors' offices. The total number thus directly on the payrolls of the Railroad Administration was 2,848. This number, of course, will be rapidly diminished immediately after March 1.

LEGISLATION PROGRESSING.

Considerable progress has been made by the conferees appointed by the Senate and House to evolve legislation covering the railroads upon their return to private control on March 1. Conferences have been held by these committees practically without interruption since December 22 and it is hoped before long a bill will be presented for discussion in the two branches of Congress. The senatorial conferees are Senators Cummins, Kellogg and Poin-dexter (Republicans) and Pomerene and Robinson (Democrats). The House conferees are Congressmen Esch, Wilson and Hamilton (Republicans) and Sims and Barkley (Democrats).

PASSES AND FRANKS EXTENDED.

Annual passes issued by the Railroad Administration during 1919 will continue to be honored until March 1. Western Union telegraph franks will be honored until April 1.

AND MAY IT SO BE.

Asked what he would most like to see transpire during the new year, in connection with transportation matters, Director-General Hines replied:

"My predominant wish for 1920 regarding public affairs is that prior to the termination of federal control there shall be adequate railroad legislation which will be a sufficiently radical departure from the unsatisfactory railroad status prior to federal control to insure the continued development of railroad transportation in the public interest and the adjustment of railroad labor problems with mutual confidence and justice."

THREE THOUSAND CONVICTIONS.

During the six months to November 1, 1919, the Secret Service and Police Section secured 3,126 convictions against parties who had stolen freight or committed other depredations affecting the Railroad Administration. During the same period stolen property valued at \$786,683 was recovered, while the total value of property stolen during the six months was \$720,685. These figures would indicate that

tampering with railroad property is an unprofitable pastime.

NOVEMBER EARNINGS.

The Operating Statistics Section has prepared figures covering the financial results of operation for November for all Class 1 roads in federal operation. These comprise 232,092 miles of road, or 97 percent of the total of 240,177 miles of road federally operated:

CONDENSED INCOME ACCOUNT.

	Month of November, 1919.	1918.	Amt. of Pct. Increase, Inc.
Op. rev...	\$432,394,729	\$434,380,613	*\$1,985,824 * .5
Op. exp...	383,836,510	359,293,386	24,538,125 6.8
Net op. rev.	48,558,219	75,082,227	*26,524,008
Taxes, etc.	25,813,330	18,279,153	7,534,177
Net op. inc.	22,744,889	56,803,074	*34,058,185
Op. ratio..	88.8	82.7	6.1

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,370,517, so that the net loss to the government was \$51,625,628 for these properties. On the basis of the net operating income earned during the average November of the test period, the loss was \$59,556,501.

Most, if not all, of this deficit would have been avoided but for the loss in revenue and the extraordinary operating difficulties incident to the coal strike.

The results for the eleven months ended on November 30 were as follows:

CONDENSED INCOME ACCOUNT.

	Eleven months to Nov. 30, 1919.	1918.	Inc. or dec., amount.
Op. rev...	\$4,666,926,490	\$4,419,129,444	\$247,797,046
Op. exp...	3,940,122,848	3,560,788,512	379,334,336
Net op. rev.	726,803,642	858,340,932	*131,537,290
Taxes, etc.	225,120,118	201,531,063	23,589,055
Net op. inc.	501,683,524	656,809,869	*155,126,345
11-12 annual rental ..	818,075,682	818,075,687	
Op. loss..	316,392,163	161,265,818	155,126,345
Op. ratio..	84.4	80.6	3.8

It must be remembered that the comparison between the eleven-month periods is substantially affected by the fact that the rate increases, approximately 25 percent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

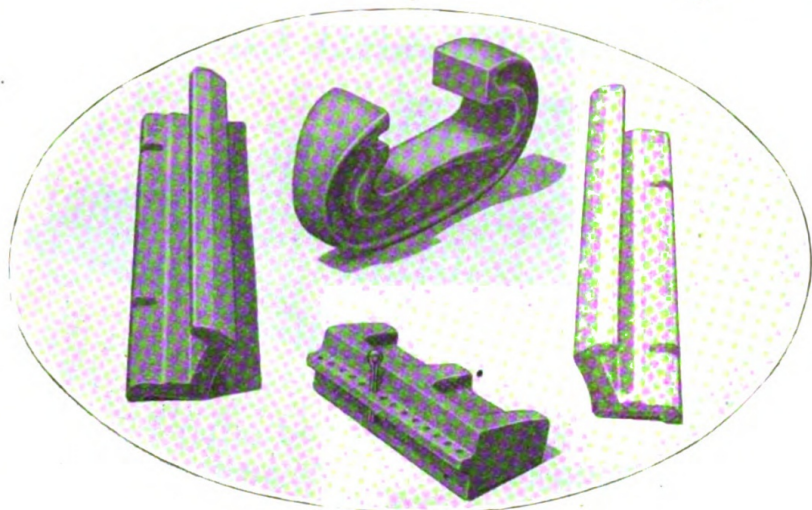
AUTOMATIC TRAIN CONTROL.

Following more than a year of investigation, during which many actual tests on railroads were made, the Automatic Train Control Committee has reported that on lines of heavy traffic, fully equipped with automatic block signals, "the use of train control devices is desirable, but that the relative merits of the various types of automatic train control cannot be determined until further tests have been made," also that "more extended service tests, including complete reports of performances, are necessary before a decision can be reached on the availability for general practical use of any of the devices that have been brought to the attention of the committee."

The committee recommends that it or a similar committee be continued to the end of federal control and that therefore the work of the committee should then be continued under the American Railroad Association, with a representative of the Bureau of Safety of the Interstate Commerce Commission on the committee, also that arrangements be made for the further practical test of such devices as may be available for that purpose. In its report the committee, without implying endorsement, found seventeen appliances available for further test.

"Train control devices will not prevent collisions due to brake failures, which are

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When broken rails are found in track, in place of holding up trains and delaying traffic until a new rail can be found to replace the broken one, apply the

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Apply the two bars to the fishing space of the rail, hook your clamp yoke over, drive your wedge and your rail is secure.

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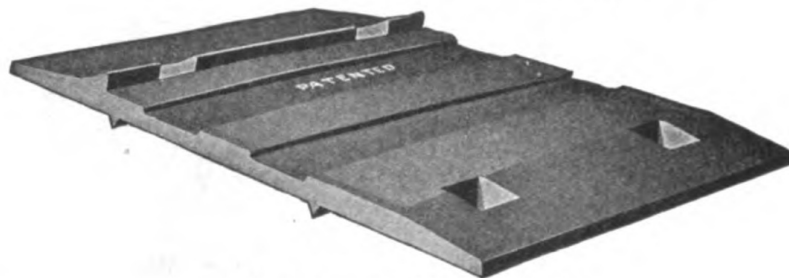


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infrequent and comprise only a small per-
 centage of such accidents," says the re-
 port. "Failure of signals to perform their
 functions is a comparatively rare occur-
 rence. Track circuit control block signal
 systems are so designed that, when any
 part fails, the signal should display the
 stop indication. In some cases of failure,
 however, the signal indicates 'proceed,'
 even though it should indicate 'caution' or
 'stop.' Such failures, known as 'false
 clear' failures, contain a serious element
 of danger, but their infrequency makes the
 possibility of collisions from this cause
 exceedingly remote.

"Collisions due to the failure of em-
 ployes to comply with rules form a large
 portion of the total number reported, and
 many of these could not have been pre-
 vented by an automatic train control de-
 vice.

"Automatic train control devices may
 be expected to prevent only such accidents
 as are due to the failure of employes to
 observe, understand and obey signal in-
 dications. Failure to see or understand sig-
 nals may be due to smoke, fog, snow, ab-
 sence of the night signal indications, com-
 plexity in the scheme of indication, un-
 familiarity of the engineman with the
 route over which the train is running, the
 division of his attention, or his physical
 incapacity, etc. Failure to obey signal in-
 dications that are seen and understood are
 rare and include only those cases where
 enginemen in their anxiety to make time
 take chances or where they use poor judg-
 ment in the interpretation of rules which
 permit them to exercise some discretion.

"There appears to be a popular miscon-
 ception as to the number of fatalities that
 might be prevented by automatic train
 control devices. Statistics show that train
 collisions have been the cause of less than
 six percent of the fatalities to persons
 other than trespassers.

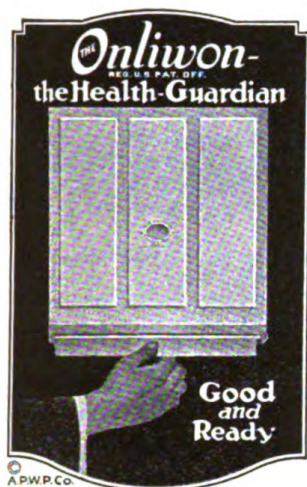
"All fatalities resulting from train col-
 lisions average, per year, 296, or 15.6 per-
 cent of the fatalities to non-trespassers,
 and of this number many result from col-
 lisions occurring on yard tracks or at
 other places where they would not have
 been prevented by an automatic train con-
 trol device."

The committee points out, however, that
 the foregoing should not be taken as mini-
 mizing the seriousness of the situation.
 However, the limitations of automatic
 control devices should nevertheless be
 clearly understood.

"The cost of the automatic train control
 system is an undetermined item which in-
 volves not only the original expense of
 installation but the cost of maintenance
 and the effect of its operation upon the
 capacity of existing facilities," continues
 the report. "Its installation where heavy
 traffic is handled may necessitate further
 expenditures for additional running
 tracks. The service, to meet such con-
 ditions satisfactorily, must therefore be one
 which will interfere as little as possible
 with the capacity of a railroad, and this
 requirement may necessitate the condition
 of speed control apparatus at an increased
 cost for its installation and maintenance."

The Train Control Committee was
 created on January 14, 1919. Its first
 chairman was C. A. Morse, assistant di-
 rector of the Division of Operation, now
 chief engineer of the C. R. I. & P. Its
 present chairman is A. M. Burt, assistant
 director of the Division of Operation. The
 other members are W. P. Borland, chief,
 Bureau of Safety, Interstate Commerce
 Commission; C. E. Denny, assistant fed-
 eral manager, New York, Chicago & St.
 Original Railroad; H. S. Balliet, assistant
 terminal manager, Grand Central Termi-

Rock Island Magazine for February, 1920



The white enameled cabinet protects the towels from dust and germs, locks securely to prevent waste and promiscuous handling of the towels and delivers automatically one **folded Onliwon towel** to each user.

Railroad Men take pride in seeing that their stations are equipped for sanitation. That is why so many **Railroad Stations** are equipped with the standard toilet room service that prevents the spread of disease germs—

THE Onliwon Paper Towels
REGISTERED U. S. PATENT OFFICE

ONLIWON Towels are made from clean wood pulp chemically treated to remove all impurities. They are cut and interfolded by machinery and are delivered to you paper-wrapped, one hundred towels to a package which is easily inserted in the protecting cabinet.

ONLIWON Towels are made in three types: Pure White, Type A and Type B—all equally sanitary, but each a different weight and finish.

Purchasing agents: Send for **free samples** of the three types of Onliwon Towels so that you may select the kind best suited to your lavatories.

A. P. W. PAPER CO.

Department B

ALBANY, N. Y.

MOGUL

UNION MADE

Overalls

Every seam in Mogul overalls is fortified by an extra stitching of stout, undyed thread. You never hear of a Mogul ripping.

All Sizes at All Dealers

WESTERN UNION MANUFACTURING COMPANY

Dallas, Texas

Kansas City, Mo.
San Francisco, Calif.

Sedalia, Mo.

More Wear For The Money

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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.

New York
Grand Central Terminal

Chicago
McCormick Bldg.

St. Louis
Commonwealth Trust Bldg.



T. S. LEAKE & CO.

General Contractors

RAILROAD BUILDINGS OUR SPECIALTY

7th Floor Transportation Building
608 South Dearborn Street

CHICAGO, ILL.

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nal, New York; Henry Bartlett, chief mechanical engineer, Boston & Maine Railroad; J. H. Gumbs, general superintendent, Pennsylvania Railroad, and R. W. Bell, general superintendent of motive power, Illinois Central Railroad.

Since beginning its work the committee has inspected thirty-seven different devices either in laboratory form or in actual services on the railroad, and in addition has examined plans and specifications of three hundred train control devices.

In its report the committee lays down clear-cut definitions of automatic train control and outlines the requisites for the design and construction of such devices. It discusses extensively all the mechanical elements of the problem. Automatic train control is popularly regarded as a panacea for railroad accidents. Persons who are not familiar with railroad operating requirements generally fail to understand fully the factors which must be taken into account in the practical use of train control devices.

The committee believes that any comprehensive study of automatic train control must begin with the block system, as the principle of the block system is fundamental to the subject and must be the foundation of any automatic train control system.

The superiority of the block system, as compared with other methods of train operation, is generally recognized. It is in use on practically one hundred thousand miles of railroad, including the busiest parts of practically all railroads.

The first step therefore which should be taken on lines which are not operated on the block system is not experimentation with, nor the adoption of, some form of train control device, but the adoption of the block system itself.

The committee states that from a practical viewpoint automatic train control devices are still in the development stage and that many problems in connection with their practical application remain to be solved.

* *

Standing of La Salle Bowling League

LA SALLE LEAGUE.

Following is the standing of the La Salle Bowling League:

Team Standing.					
Team.	Won.	Lost.	Pct.	Team.	Av.
1. Freight Traffic...	42	6	.875	24,428	509
2. Eng'g Dept....	27	21	.563	22,256	464
3. Tracers	27	21	.563	21,721	453
4. Checkers	20	28	.417	21,711	452
5. Federal Mgrs....	20	28	.417	21,417	446
6. Strippers	20	28	.417	21,150	441
7. Records	19	29	.396	20,952	437
8. Purchasing Dept.	18	30	.375	21,751	453

Individual Averages.

Name.	Games.	Total.	Av.
1. Stemm (1).....	45	7,968	177
2. Fowler (1).....	48	8,388	175
3. Browning (4).....	39	6,506	167
4. Peterson (7).....	45	7,502	167
5. Phillips (5).....	48	7,840	163
6. Magnuson (2).....	42	6,815	162
7. Scott (2).....	36	5,841	162
8. Scheeder (3).....	48	7,632	159
9. Ruehr (1).....	33	5,234	159
10. Anderson (6).....	36	5,629	156
11. Mueller (8).....	48	7,470	156
12. Godfrey (4).....	45	6,939	154

Individual high game—Scott, Engrs., 254.

Individual high series—Anderson, Strippers, 596.

Team high game—Freight Traffic, 648.

Team high series—Freight Traffic, 1,683.

* *

The little pig that went to market in original days now has descendants who spend all their time in the cold storage plants. Dallas News.

Rock Is. and Magazine for February, 1920

GOOD COAL

—PEABODY—

COAL mined by most modern methods.
COAL screened and picked with unusual care.
These are the reasons that the trade know
that coal from Peabody is Good Coal.
Ask your dealer for Peabody Coal.

Peabody Coal comes from 36 mines—all operated by us.

Peabody Coal Company
332 South Michigan Avenue, CHICAGO

ST. LOUIS

CINCINNATI

KANSAS CITY

BUFFALO

Springfield District Coal Mining Company

SPRINGFIELD, ILLINOIS

PRODUCERS

OF

SPRINGFIELD DISTRICT
STEAM COAL DOMESTIC

MINES LOCATED ON

CHICAGO & ALTON R. R.

WABASH R. R.

ILLINOIS CENTRAL R. R.

CHICAGO & ILLINOIS MIDLAND R. R.

BALTIMORE & OHIO S. W. R. R.

CHICAGO, PEORIA & ST. LOUIS R. R.

CHICAGO, INDIANAPOLIS & WESTERN R. R.

ILLINOIS TRACTION SYSTEM.

Income Tax Returns Face Many Now

On January 18, the citizens of the United States began sending in their income tax returns. This is of vital importance and every man or woman who comes under the requirements of the law should get busy without delay.

Most important of this year's regulations—rules for the most part following those of last year—is that which affects service men. Soldiers and sailors in the service during any part of the calendar year 1919 will not have to make a return on their army or navy salary unless it exceeds \$3,500, but will make the return only on the income gained since their discharge. They will have to make a return, however, if their income amounted to \$1,000 (single men) or \$2,000 (married).

Every citizen must file a net return if as a single man he received \$1,000 income during the year or as a married man \$2,000. This return must be made even though the amount of net income is not enough to incur a tax liability.

The same general exemptions as last year hold for 1919. Single men have an exemption of \$1,000, plus \$200 for each person under 18 years of age who received their chief support. Married men have an exemption of \$2,000, plus \$200 for each dependent child. If husband and wife file separate returns the exemptions for dependent children may be shared between them.

Practically every contingency is anticipated in the general instructions attached to each return blank. A work sheet is attached to guide the taxpayer.

Director Holden Issues New Year Proclamation

The following proclamation has been issued by the regional director of the Central Western Region:
To all officers and employees of railroads in federal control:

The proclamation which the president has issued fixes March first as the date for transfer of the railroads back to the possession and control of the railroad companies.

I appeal to every officer and every employee to redouble his efforts to produce the best and most economical railroad service possible during the remaining period of federal control.

During the unusually heavy business of the past few months and the extraordinary difficulties created by the coal strike, the officers and employees have done especially fine work, so that with more confidence than ever before I express the hope that all of us will give the very best account of ourselves in this remaining period in our common interest and in the public interest.

I extend to all my comrades in the railroad service and their families my sincere wishes for a Happy New Year.

HALE HOLDEN,

Regional Director, U. S. Railroad Administration.

Westview Is New Dakota Div. Station

The general manager, in Circular No. 41, announces that the new spur track located at M. P. 459.1, subdivision No. 23, between Pocahontas and Palmer, Dakota Division, will hereafter be known as Westview and will be a prepay station.

In 1913, under the "iniquities" of capitalism and Czarism, it cost 705,000,000 rubles to run the railroads of Russia, and their profits were 405,000,000 rubles.

Monstrous, indeed!

In 1918, under the heaven-born rule of the Soviet, the expenses were 7,300,000,000 rubles, and the loss, the deficit, was 5,300,000,000.

Superb!

Engineer Saves Life of Aged Pedestrian

Engineer F. C. Kugler of the Panhandle Division, saved the life of an unknown man in Oklahoma City recently, for which he has been warmly commended.

Policeman L. W. Lower was temporarily flagging a street crossing for Rock Island train No. 41 and as the engine started across the street at an ordinary rate of speed an elderly man stepped directly in front of it and stopped. The policeman promptly signaled the train to stop and the prompt action of Mr. Kugler stopped the locomotive just as the pilot touched the old man.

The policeman asked the old gentleman if he were not aware that he would get killed by such actions, and he replied that it didn't make any difference. "You saw what I meant," he stated rather testily. "I am worth more dead than alive, anyway."

Patrolman Lower, in reporting the matter to the Rock Island management declared that but for the prompt action of Engineer Kugler the old gentleman would have been killed.

The Meditations of Hambone

AH'S HEARD 'EM SAY DE
DANGEROUS-ES' PUHSON
IS DE ONE WHUT SMILES
W'EN DEY FIGHTS, BUT AH
DON' KNOW BOUT DAT--
DE OLE 'OMAN SHO DON'
NEBUH SMILE WEN SHE
SAILS IN!!



It's Cold and Warm at Chattanooga, Okla.

Since our last report in which we stated that good weather had been assured, the Gulf of Mexico has overflowed and the inhabitants of Oklahoma are building their arks. The new year brought with it breezes from the Gulf, accompanied with rain, hail, sleet, snow, thunder and lightning which later shifted to the North and found the country unprepared to cope with the unexpected drop in temperature. Jan. 13 is like a balmy spring day in Iowa or Minnesota. The birds singing, ducks flying and small, murmuring rivulets from the melting snow make sweet music to the ears and bring that longing to "dig out and roam."

Owing to the continued wet weather very little progress has been made. Even the old roadbeds not well ballasted can stand the extreme wet which has been our lot for the past six weeks. With good weather, the next ten weeks or three months should find all work on the extension finished and trains running.

There are no real news items to submit for this issue of the magazine, except to say that a preliminary survey has been made from Wichita Falls, Texas, to Waurika, Okla. We do not know at this writing whether or not a road will be built over that survey.

The oil fields of Burkburnett still continue to produce, but the railroads in this part of the country are apparently becoming a liability on the stockholders due to so much wet weather.

Our friend Pyle has hied himself to sunny southern Texas. We do not know whether he will come back singlehanded or a martyr.

Goodland Newspaper Prints Rock Island News

The *Western Kansas News*, published at Goodland, Kan., on the Colorado Division, is to be congratulated on its "Rock Island News" column, which appears regularly. From one to three columns of railroad notes are published in each issue and Rock Island men on the Colorado Division look forward eagerly to each issue. The *News* has taken the lead in this direction, and finds that it is very profitable to cater to railroad employees. In some of the Rock Island towns along the system, the newspapers have not shown such initiative and many of them could do far worse than to pattern after the Goodland paper.

Carl Robinson Dies Suddenly at Moline, Ill.

Carl Robinson, assistant boiler foreman of the Silvis shops, died suddenly on January 14, at his home in Moline, Ill., after an illness of only a few days. Death was caused by pneumonia. The entire boiler department attended the funeral in a body. The Odd Fellow lodge, of which Mr. Robinson was a member, had charge of the services at the cemetery.

Mr. Robinson was very well liked among his fellows and will be greatly missed throughout the entire shops. Sympathy is extended to his family.