

**SIGNALING DEVICE**



Due to the Failure of an Engineer to Observe the Signals, the Use of This Safety Appliance Now Being Tested by Railroad.

**HUMAN SIDE**

ROAD MEN NOT ALL WITHOUT HEARTS.

It is a Transaction in the Life of James J. Hill Which is Recalled by One Who Knows Him.

Do you think the hard-headed railroad men have no hearts?

There was a prominent executive of the New York Central and Hudson River Railroad Company. For several years of the big financial lines of America and in constant contact with kings of the money market.

One man who is acquainted with the life of your exacting business replied, "would imagine that you think the hard-headed railroad men have no hearts."

It is the common conception, "The public reads of the exploits in deals and in dividends. So people doubt the existence of the human side. Yet if you think, this human side must be the whole fabric which is upon personal co-operation of service and service falls to the ground."

Two years ago I was in the office of the Great Northern, with headquarters in St. Paul. Mr. Hill was supposed to have "retired."

He had "retired" like the boys in the trenches did after the peace had been declared and terms were submitted to the victors.

Mr. Hill was a very unusual man. He never bored anybody. Men always liked and loved him. Many times I had heard the misfortune of his heart simply served as a lesson.

There was a reason for this. He had an employee residing on the mountain side of the Great Northern. This employee soon would be good-by with an impetus which would be his back teeth loose.

He would tell everybody that he was in the top of refrigerator cars.

Mr. Hill did things that proved the existence of the human side. Here's a story that will tell you why. It shows the "soft" side of Jim Hill.

Two years ago a boy of twelve was starting a ride on one of the Great Northern trains near St. Paul. A few days an adjuster of the Great Northern interviewed the boy. He asked the little fellow what he thought of the Great Northern.

"That's all right," replied the little fellow. "You see I hadn't any business in the car. I'd run away from the engine. I'd stole the ride on the train. You see, that's all. No, the road men are not all without hearts."

The adjuster, marveling, went away. He told the story at the office and in the home of Jim Hill.

Somebody who admits that a railroad doesn't owe him anything? Mr. Hill said, "Is he human?"

"You see the leg," he was told. "Of course, he's only a boy. That ought to be all right."

"I never met a young boy yet who would consider that the world owed him anything," replied the trail adjuster. "I think this youngster is a little bit of a human."

As a starter he would be the best artificial leg that money could buy, and he would be a good leg as the boy grew.

Mr. Hill figured out a substantial start in the road reports are that the young man is developing as the veteran experienced.

Mr. Hill looked up the boy's father. He was a discouraged man. He started him in business and he is prospering. That particular youngster is numbered among the myriad of "road boys" today.

When the signalman or other monkey has been trained to do his job, he is a very useful animal. However, should be made in the form of a baboon that took the form of a signalman on a railway.

Swiss Railroad Lines. Railroads were introduced in Switzerland in 1844 with the construction of the Basel-St. Ludwig line. The Zurich-Baden line followed in 1847.

By 1890 there were 1,000 kilometers (621 miles) of normal-gauge lines in use, and in 1912 their length reached 3,500 kilometers (2,175 miles).

Helping Out the Milk. Bacon—This paper says the volume of water estimated to be contained in the oceans and the inland seas connected with them is 323,800,000 cubic miles.

Robert-Well, that would indicate that we are responsibly sure of something in the way of a milk supply for some time to come.

Keeping Horses at Work. One of the hard jobs on the average farm is keeping horses profitably employed throughout the year.



**AVERAGE LABOR FOR HORSES**

Horse on Grain Farm Works Three Hours a Day—Different on Diversified Crop Farm.

On the grain farm the heaviest work for the horses comes in April, May, August, September and October. The rest of the time there is practically nothing for the horses to do. But enough horses have to be kept during the year to take care of the work during these busy months. When averaged up, the horse on the grain farm only works three hours a day. These figures were secured in an investigation by the Minnesota experiment station, under the direction of Thomas Cooper, now director of the North Dakota experiment station.

In this same investigation it was found that when the crops are diversified, the horse labor is better distributed. There is less work for the horses in the seasons that are the busiest on the all-grain farm, and there is no work for the horses on the all-grain farm.

**WINTER WORK FOR STALLION**

No Reason Why He Should Not Be Worked Like Any Other Horse—Give Reasonable Exercise.

It is a mistake to keep a stallion idle during the fall and winter. Though this is often done there is no reason why he should not be worked like any other horse. If this is not possible he should at least be given the opportunity of taking a reasonable amount of exercise. Also the feed should be about the same as that of other horses.

**KEEP TRAIN CREW AT WORK**

Difficulties of Railroad in Alaska Will Be Understood From the Following Incident.

A correspondent writing from Seward, Alaska, under date of December 12, states: "Last week the train service over the government railroad was discontinued for the winter beyond Mile 34. Beyond the thirty-fourth mile of track only double-headers have been used during the past six weeks, two engines being required to force the snowplow over the line. The train crew handling the last train of the season over the mountain summit to Mile 52 brought back some strange news of the freaks of frost out there. At Tunnel No. 3 a couple of icicles six feet in diameter barred the way, and while these obstructions were being removed the engine became frozen to the tracks. It took several hours to thaw it out. On the back trip, between Mile 40 and Mile 54, the coldest spot in this section of Alaska, the trainmen's lanterns became extinguished every time they went outside, the oil congealing so that it could not enter the wicks. The previous train got beyond Mile 54, but was intercepted on the return trip by an immense snowslide near Spencer glacier and was put in winter quarters constructed for the purpose. The train crew returned to Seward on foot."



**NEW BRIDGE QUICKLY PUT UP**

Union Pacific Engineers Successful in What is Called a Remarkable Piece of Work.

The old steel bridge of the Union Pacific railroad over the Missouri river between Omaha and Council Bluffs, which had been in service for 30 years, was recently removed and replaced by a new steel bridge, which had been built on false work alongside the old. The actual operation of removing the old bridge, which weighed 5,000,000 pounds, and putting in place the new, which weighed 11,200,000 pounds, required 15 minutes, four and a half minutes for the removal of the old and ten and one-half minutes to replace it with the new. Five hoisting engines, equipped with block and tackle, were used. Union Pacific officials said the work was an unusual engineering feat. An hour after the new bridge was in place trains were running over it.

Russia to Build More Lines. The war has awakened Russia to her poor facilities in the matter of railroads, according to a late report from Petrograd. Immense extensions are being planned. Russia now has only 44,000 miles of railway, an amount equal to about three miles per 10,000 inhabitants. The United States has 26 miles of railway per 10,000 inhabitants. Russia's plans for the next five years include extension at the rate of 4,000 miles of new line annually. This will be more than equivalent to a new transcontinental railway built annually in this country. The construction will cost \$450,000,000, or more for each year of the 4,000-mile program.

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**FEW SUGGESTIONS ON HORSE**

Pedigree Has Considerable Weight—Keeping Animals' Skin Clean is Essential to Health.

While pedigree does not make the horse it has considerable weight when his value is to be taken into consideration. It should not be one good breed of horses against another, so much as the well-bred skin of the work horses clean enables them to sweat freely and this is essential to their health.

If a horse's neck is tired by tight reining, he is a tired horse and he has been tired without accomplishing anything.

Feeding Baby Beef. The man who feeds baby beef must be able to conduct his business in spite of what others think or say he should do.

Keep Mare in Condition. Don't let the breeding mare run down on short feed. It is bad for her and bad for her colt.

January Pullets. Pullets hatched in January make excellent summer and fall layers when the mature hens are molting.

Keep Horses at Work. One of the hard jobs on the average farm is keeping horses profitably employed throughout the year.

**SOLID FOUNDATION FOR POULTRY HOUSES**

(By PROF. H. L. KEMPSTER, Missouri Agricultural College.) Stationary poultry houses should always be built on a foundation. It is poor economy to allow the sills to rest on the ground and keep replacing them as they decay, except in the case of portable houses. Stone or brick may be used for foundations, but the best material, all things considered, is concrete. Posts are objectionable because they are short-lived. Stone blocks are subject to heaving by frost and settling, the result being warped houses in which doors and windows open and shut with difficulty. The concrete foundation is not only easier to construct, but prevents rats from burrowing underneath the floor.

A few simple rules should be observed in building a concrete foundation. A trench should be built below ground and filled with concrete and a small form built for the portion above ground. The trench should extend below the frost line, usually 14 to 18 inches below ground. This foundation need not be as heavy as for larger buildings. Eight inches at the base and five inches at the top is usually sufficient. It should extend about eight inches above the ground level, and the ground sloped so as to carry the surface water away from the house. Inserting a few bolts in the concrete so

conditions are necessary to prevent water from working up from beneath. There should be a two or three inch fill of some coarse material, such as cobble stones or coarse cinders, and this covered with a layer of thick clay so that the loose soil from above will not work down between the coarse material. By covering the clay with two or three inches of sand or soil, dryness is secured and an ideal floor is obtained. A common mistake in the use of earth floors is to remove some of the dirt each cleaning time, no effort being made to replace the soil removed often resulting in the floor being lower than the ground outside. One of the chief disadvantages of earth floors comes from invasion of rats. Burying wire screen often prevents their working up from beneath, however. Cinders are also said to check the invasion. Another disadvantage of earth floors is that they dirty the litter used in the house, making it necessary to remove the foul dirt and replace with fresh to insure perfect health. In spite of these disadvantages, its desirable features, especially economy of construction, make the earth floor one of the most popular used.

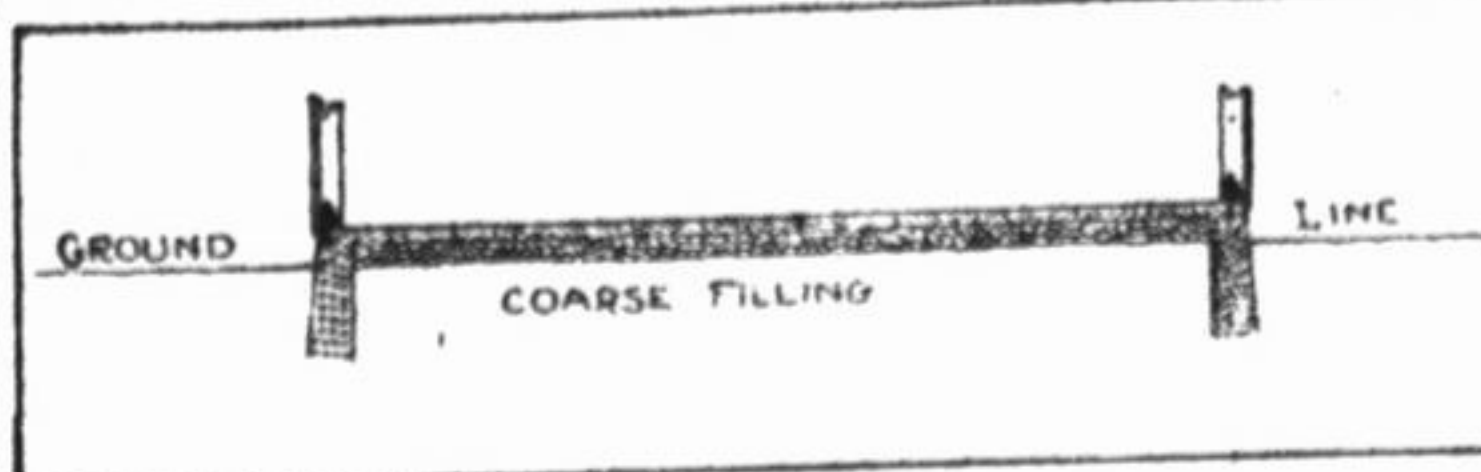
Concrete floors are rapidly coming into use. The first cost is high, but it is probably the cheapest floor of all



IDEAL MISSOURI HOUSE FOR POULTRY.

A small house to the foundation, the injury from severe cold winds is eliminated. The floor should exclude vermin and dampness. The three common types of floor are earth, wood, and concrete. In portable houses either type of floor are earth, wood, and concrete. In stationary houses, the floor in a stationary house should be raised 6 to 8 inches above the ground level to prevent surface water from affecting it. Earth floors are most common because of economy in construction. In such a case, a good earth floor is probably the most desirable if dampness can be prevented. On wet soils special precau-

in the end. The litter does not require changing as often as on earth floors and all expense of removing and replacing the soil each year is eliminated. It is also proof, and can be easily and thoroughly disinfected in case of disease. Poultry should not be permitted to run on a bare floor in which the grain can be fed. A bare floor is cold and causes deformed feet and rheumatism unless covered with the litter. The construction of a concrete floor is comparatively simple. By filling in a few inches of coarse material such as cinders, and tamping thoroughly, the floor may be laid at the same time as the wall, without the use of inside forms.



CONCRETE FLOOR AND FOUNDATION.

**MALE FOWL OF IMPORTANCE**

His Presence in Flock Absolutely Necessary to Secure Fertile Eggs for Hatching.

The productive function of the hen is a natural one, and if furnished the food necessary to both sustain her body and manufacture the eggs, she will lay. If a vigorous specimen, prove disappointing. The germ is present in all eggs alike, but it requires the contact of the male element to give it vitality. Hence the necessity of the male bird being a fine specimen, not having his vigor impaired by disease, or with crooked breast, very tall, long slender shanks, or other bodily defects indicating a lack of vigor. Like hegets like. To be sure that eggs are fertile, none should be used for hatching from a flock until at least the third day after mating. After the third day, should the male be removed most of the eggs will prove fertile until the tenth day.

**HINTS FOR PACKING POULTRY**

Rough Handling Causes Bruises, Broken Bones, Scarred Skins and Soft Places in Flesh.

Never handle chickens roughly, either before or after killing. Rough handling causes bruises, broken bones, scarred skins, and soft places in the flesh. undue haste on the part of the killers and pickers results in lowered keeping quality and poor appearance of the product.

Piece work which leads to quantity rather than quality, makes for lower prices on the market. Those who pay by the piece should remember that they sell by the quality of the piece. These directions will apply with equal force to turkeys intended for the holiday market.

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Downers Grove Lodge No. 119. Royal League—Meets first and third Tuesdays in each month in Morris hall, Glen E. Chester, H. P. Jones, Commandant; Mrs. L. G. Hearty, Archon; George Staiger, Scribe.

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Honor Camp No. 833—Meets the third Thursday evening of each month in Morris hall, Mrs. M. E. Collier, Oracle; Mrs. Anna Venard, Recorder.  
**MAPLE CAMP NO. 88**  
M. W. A. meets the second Thursday of each month in Morris hall, V. C. R. O. Miller, Clerk.  
**GROVE LODGE NO. 119**  
M. W. A. M.—Meets second and fourth Fridays at 8 o'clock p. m. at Masonic hall, Curtis and Main streets.  
F. H. Logan, Secretary; H. E. Tank, Worshipful Master.  
**GROVE CHAPTER, No. 28**  
H. A. M.—Meets first Thursday of each month in Masonic hall, at 8 o'clock p. m. Valentin, Secretary; H. E. Tank, Worshipful Master.

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Daughters of the American Revolution—Hold a monthly meeting on the third Tuesday of each month in the homes of the members. Officers of the chapter are: Report, Vera Frankenthal; Mrs. L. G. Hearty, Secretary.