

the telephone engineers are
 Europeans with some Syr-
 natives and the operators
 natives.
 British officer calling a fellow
 will ask for the number in
 switch to Arabic when he is
 with the switchboard of his
 department, address his
 secretary in French and,
 employ his own tongue in
 to his brother officer.
 machine switching system will
 the necessity for familiarity
 many languages, but the tele-
 wires will still carry polygot
 of many nationalities.

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**AUTOMATIC SIGNAL
 CUTS RAIL DANGER**

NOTABLE SAFETY DEVICE

Fewer Accidents Occur to Per-
 sons on Trains Than in the
 Homes, According to
 Prof. King

Fewer accidents occur to persons on
 trains than in the homes because of
 safety factors, says E. E. King, pro-
 fessor of railway civil engineer, Uni-
 versity of Illinois. He explains
 further:
 The average individual who rides
 along in a comfortable coach on one
 of our trunk railroads seldom thinks
 or inquires concerning the outlay for
 equipment or the expense incurred to
 safeguard and expedite the move-
 ments of that train. He takes it for
 granted that it is all a part of the
 intricate task of moving trains and
 seldom concerns with himself with
 the details of its operation.

The one who studies the situation
 carefully, however, and who finds
 that there are fewer accidents occur-
 ing to person on trains than in
 homes, is bound to conclude that the
 safety appliances in railway train
 service must be well nigh perfect to
 operate so efficiently on such a large
 scale. Throughout the country thou-
 sands of trains are moving at every
 hour of day and night, and in propo-
 tion to the number of movements the
 per centage of accidents is very
 small.

Use Block Signals

Much of the safety in operation is
 brought about by the use of automat-
 ic block signalling devices that are
 controlled by the movements of the
 trains themselves. One type of such
 equipment for daylight signaling is
 made by mounting a movable blade
 on a high post placed at the side of
 the tracks or on a short post on a
 signal bridge placed above the tracks.
 The position of this blade conveys to
 the engineman of the moving train
 certain information about the loca-
 tion and movements of other trains
 ahead that he can use to governing
 the running of his own. The track
 is divided into sections called blocks
 a mile or more in length and each
 section is governed by one of these
 signaling stations at the beginning of
 that block. Colored lights are used
 to give signals to the engineman by
 night and even in some cases by day.
 A blade in the horizontal position or
 a light showing red indicates that
 the block immediately ahead is oc-
 cupied and that he should stop his
 train. A blade standing at an angle
 with the horizontal or a light show-
 ing some other color than red is a
 proceed indication telling the engin-
 man that he may advance his train
 with caution or at full speed, depend-
 ing upon the particular angle of the
 blade or the color of the light. A
 large majority of these signals are
 operated and lighted by electric cur-
 rent-drawn from batteries or power
 plants.

Expedite Train Movements

While signals serve a very useful
 purpose in providing safety for train
 operation they find a more useful
 purpose in expediting train move-
 ments. They permit a more econom-
 ical movement of trains because to
 a certain extent they automatically
 control the intervals between the
 trains themselves. The eliminate in
 a large measure the train order with
 its attendant stops and delays, sav-
 ing the railroads millions of dollars
 annually in train operation.

The cost of this equipment is com-
 paratively small as railroad expenses
 go; yet it makes an item of consid-
 erable proportions when figures for
 all the roadway that is operated un-
 der block signal control. The cost
 automatic block signal equipment
 would probably average a little over
 \$2500 for a single mile. At this rate
 the 40,000 miles of track so equipped
 would total an amount in excess of
 \$100,000,000. This is for automatic
 block signaling alone, and does not
 include the 60,000 miles operated un-
 der other forms of block signal con-
 trol and allows nothing for the vast
 amount of equipment installed for the
 protection of railway and highway
 crossing and for the successful oper-
 ation of large railway terminals.

**MERGED SCHOOLS ARE
 REPORTED EFFICIENT**

Compared With One-Teacher
 Type in Connecticut
 Show Better Results

Comparing costs and results of edu-
 cation in consolidated and in one-
 teacher schools in Connecticut shows
 that 29 per cent of pupils 14 years
 of age in one-room schools drop out
 during the school year, but only 8 per
 cent in consolidated schools drop out;
 41 per cent of those 15 years of age
 in one-room schools drop out, as com-
 pared with 12 per cent in consolidated
 schools. The percentage of elimina-
 tion in the fifth, sixth, seventh, and
 eighth grades of one-teacher schools
 is approximately twice as great as
 in the same grades in consolidated
 schools. Of the teachers in one-
 teacher schools, 23 per cent have had
 two years or more of professional
 training, compared with 49 per cent
 in consolidated schools; and teachers
 in consolidated schools have on the
 average two years more experience
 than those in one-teacher schools.

**BUICK CAR MAKES
 TRIP 'ROUND WORLD**

Globe-Circling Auto Visits Chi-
 cago; Driven In All by
 350 Persons

The Buick car which has just com-
 pleted a trip around the world visited
 Chicago Dec. 14 to 18, inclusive.

The globe-trotting Buick circled the
 world without a permanent driver or
 mechanic. It made the trip in less
 time than that consumed by the
 round-the-world flyers. The car
 passed from the hands of one Buick
 dealer to the next, entirely around its
 big circle—some 350 persons driving
 it before it returned to New York, its
 official starting point.

The car, a standard six touring
 model, completed the trip without
 needing repair or replacement of any
 part, tho it had the assurance of
 Buick authorized service during all of
 its journey. Every one of its nearly
 20,000 land miles was within the sales
 and service territory of some Buick
 dealer.

The only special preparation for the
 trip was the installation of two extra
 spare tires on the running boards—
 four spare tires altogether—and then
 the installation of supplementary oil,
 gasoline and water tanks also on the
 running boards. These were to carry
 supplies for the desert miles where
 filling stations are hundreds of miles
 apart instead of every few hundred
 yards.

One of the most difficult parts of
 the trip was the long run completely
 across the continent of Australia.
 Many of the roads on this leg of the
 trip were almost impassable—mere
 sheep trails. Across the mountains
 and the Great Victorian desert it held
 to its schedule and arrived on the
 dot in Melbourne, where it took ship
 for Hawaii.

Being told that women should have
 equal privileges, some men think they
 should have the privilege of support-
 ing their husbands.

**URGE COMPLETION
 BOND ISSUE ROADS**

State Highway Supts. Show
 That Original Plan Must
 First Be Finished

Following is a resolution adopted
 at a called meeting of the Association
 of County Superintendents of High-
 ways held at Springfield December 15,
 16, and 17, 1925.

Whereas, it has been brought to
 the attention of the county superin-
 tendents of highways of the state of
 Illinois that, on account of legal re-
 strictions, work on the \$100,000,000
 Bond Issue System cannot be started
 until the roads on the \$60,000,000
 Bond Issue System are under con-
 tract, and

Whereas, several counties of the
 state are not co-operating with the
 state department in securing right-of-
 way, which must be obtained before
 contracts can be let, and otherwise
 helping to complete the \$60,000,000
 Bond Issue System, and

Whereas, the rest of the state is
 suffering by reason of this delay
 which is depriving the general pub-
 lic of the use of the roads.

Therefore, be it resolved, that we
 urge the counties that have not se-
 cured this necessary right-of-way to
 do so with all possible haste, there-
 by enabling the state to award con-
 tracts for the remainder of the \$60,-
 000,000 Bond Issue System, and thus
 removing the last legal obstacle for
 the department to start on the \$100,-
 000,000 Bond Issue System.

Be it further resolved, that a copy
 of this resolution be sent to the chair-
 man of the board, the county clerk,
 and the county superintendent of
 highways of each county in the state.

Claimed the legislators enacted too
 many laws the past year, but they
 will soon be meeting in the various
 capitols to relieve that situation by
 passing a lot more.

**ESTIMATED LOSSES
 UNDER NEW TAX BILL**

According to revised estimates, rev-
 enue losses under the new tax bill, if
 passed will be \$325,000,000 in 1926,
 \$335,000,000 in 1927 and \$345,000,-
 000 in 1928. It is not shown that there
 will be any loss in revenue in 1926
 under the estate tax and these are
 expected to bring in \$110,000,000. It
 is expected that there will be a loss
 from these taxes of ten millions in
 1927 and twenty millions in 1928.

Revenue estimated from income
 taxes in 1926 under the new bill would
 amount to \$1,685,425,000, as against

\$1,880,000,000 under the present law.

Other revenue receipts under the
 new bill would be \$110,000,000 from
 the estate tax, \$93,500,000 from the
 capital stock tax, \$361,000,000 from
 tobacco taxes, \$21,000,000 from dis-
 tilled spirits, etc.; \$69,600,000 from
 automobiles, \$46,000 from stamp
 taxes, \$29,000,000 from admissions
 and dues, and \$10,239,000 from miscel-
 laneous taxes.

In these days when we have con-
 densed milk, evaporated fruits, dried
 vegetables, etc., it would be fine if
 the orators would put out some con-
 densed speeches.

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This is so because they do not realize that such appliances are an investment which adds to the permanent value of the home, and that it is good business to buy them, whether the payment is made in one sum or Little by Little.

"I'll Buy It—Little by Little"

Always remember that you can purchase an electric refrigerator, an ironer, a sewing machine, vacuum cleaner, toaster, or any other home appliance—large or small—and pay for it with your electric service statement—Little by Little with a slight carrying charge.

Purchases made the Little by Little way are hardly felt. They call for only a gradual paying out of money; yet at the end of a short payment period, you are the owner of appliances that will serve you faithfully for years and years.

We shall be very glad to have you drop in and look over any appliance you may desire. When you find the one that suits your needs, all you do is to say, "I'll purchase it Little by Little" You will then be taking the first easy step in making Your Home an Electric Home

Small Appliances as Well as Large
 May Be Purchased Little by Little.

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