



Steel ingot being taken from reheating furnace preparatory to rolling into rails

Rails and Research

THE New York Central Lines have placed orders for 172,400 tons of heavy open-hearth rails for 1922 delivery, enough to lay a new single track from Chicago to New York. In 1921 more than a thousand miles of rails were replaced.

In the New York Central research laboratories, out of the experience of never-ending road tests, has been developed the highest type of rail used in this country.

This search for absolute dependability in rails, to carry the weight of more and more powerful locomotives and heavier trains, insures the safety and comfort of the millions of passengers who ride each year on the New York Central Lines.

The rail ingots are made on precise physical and chemical specifications. From the time the ore enters the furnaces until the rails emerge from the great rollers, every step in the process is in conformity to the most rigid scientific requirements and under the eyes of New York Central rail experts.

When fabricated, the rails are subjected at the steel mills to exacting tests in machines of scientific precision. These tests are for the purpose of making certain that the finished rails are as nearly flawless as it is humanly possible to make them, and will withstand the strains of the heaviest traffic.

The 1922 rail order is an important part of the program undertaken by these Lines that they may efficiently perform a maximum share of the work of national transportation.

NEW YORK CENTRAL LINES

BOSTON & ALBANY - MICHIGAN CENTRAL - BIG FOUR - PITTSBURGH & LAKE ERIE
KANAWHA & MICHIGAN - TOLEDO & OHIO CENTRAL - AND THE
NEW YORK CENTRAL-AND-SUBSIDIARY LINES

BY THE WAY

BIG department stores try to be abso-
lutely truthful in their advertising. An instance is pointed out in a new book called "The Romance of a Great Store." An advertisement featured coats for small boys at \$8.74. These were advertised as "wool chinchilla," and so potent was the appeal that by ten o'clock on the morning when the advertisement appeared the entire stock of nine hundred coats was sold. Then one of the store executives discovered that the coats were not all wool and things began to hum. The big boss said "wool" means "all wool" except where it is clearly specified that the garment contains cotton. Another advertisement was inserted the following day in the newspapers. It apologized for the misstatement and said, "We would deem it a favor if our customers would bring in these coats and accept a return of their money." But out of the nine hundred coats only two were returned, for the customers realized that they were getting good value for the price charged.

Belgian industries, hard hit by the war, are slowly coming back. An example is that of the "Wagons-Lits," a company which controlled almost entirely the international sleeping car business in Europe before the war. Many of its cars, which were replete with devices for the comfort and safety of passengers, were confiscated by the Germans when the war began. These ill-gotten gains have lately been restored, according to the "Railway Gazette" of London, and the company's business is approaching its pre-war proportions.

The trouble with communism as a social system has rarely been more tersely set forth than in the following extract from an article on Russia in the "Chase Economic Bulletin:"

The great advantage of a system of private enterprise, where a large number of competing firms conduct the business of the country, over a unified communistic system is that less ability is required to make it work right. A communistic system, undertaking to control the industries of a country, must be guided by a central brain of such extraordinary grasp and power that it can visualize the industrial situation as a whole, and can work out the co-ordinations required to keep things in proper proportions. Under a capitalistic system, industry is kept in proper proportions by the automatic regulations which market prices supply.

"A subscriber wants to know what we think of the proposed deal between Uncle Sam and Henry Ford," the "National Stockman and Farmer" observes. "We are certain of only two things about it. One of them is that the place should be spelled Mussel Shoals. That is the way it was spelled during the Civil War, when some of the hungry boys of both armies tried to eat the mussels after much and various cook-

"The only trouble with this comment is that the word "mussel," denoting a bivalve mollusk, is also spelled "muscle" by the dictionaries. The man who tries to get a bet on "mussel" as the only spelling is in nearly the same case as the joker who asked, "How do you spell the word that describes singers in a church—it's q-u-i-r-e, isn't it?" The "certain" man says, "No, it's c-h-o-i-r, of course," and loses his bet on a sure thing when the dictionaries are consulted and quire is found to be a legitimate variant.

An English missionary preacher, the late Archibald Brown, told this story on himself, according to the London "Chronicle." A representative of the East London Mission visited a sick man who had been influenced by Brown. "Ah," said the man, "before Archibald Brown came I feared neither God nor the devil. But now, under his blessed teaching, I've learned to love 'em both."

One of the great burdens on our National transportation system, the "Railway Age" says, is involved in the necessary renewal of city terminals, for roads whose mileage has not measurably increased. It cites work of this character in Chicago alone which involves many millions—that of the North Western, now completed, costing \$20,000,000; what is known as the Union Station group, to cost over \$65,000,000; that of the Illinois Central, to cost \$85,000,000; and plans for other stations involving an expenditure of \$50,000,000. Besides this, the railways of Chicago are carrying out a vast scheme of track elevation to cost \$150,000,000. Against these immense sums must be set, however, the intangible assets of beauty, convenience, and safety which are associated with these stupendous improvements, as well as their tangible value in handling increased traffic.

A teacher asked, as reported by a London comic paper, "What would King Alfred, if he were alive now, think of the Home Rule Bill?" and the boy answered, "If King Alfred were alive now he would be too old to be interested in politics."

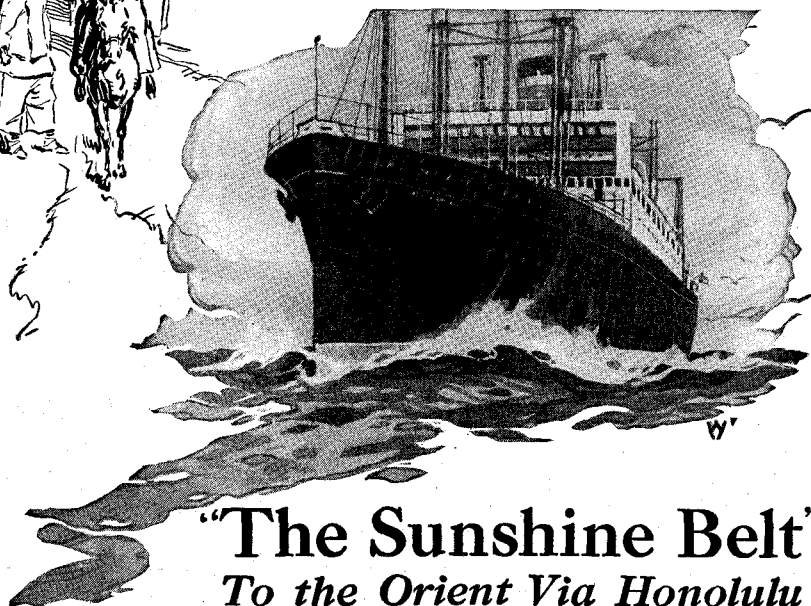
The numbers seven and nine seem to have been regarded as lucky or sacred in the older days, judging from the numerous entries under these numbers in a recently published reference book. There are the seven ages of man, the seven arts, the seven bibles of the seven religions, the seven bodies in alchemy, the seven champions of Christendom, the seven churches of Asia, the seven deadly sins, the seven sages of Greece, the seven seas, the seven senses, the seven virtues, the seven wonders of the world, etc. Then there are the nine gods, the nine Muses, the nine orders of angels, the nine spheres, the nine worthies, and a "nine days' wonder." The last-named phrase receives this curious explanation: "Said to be derived from the interest and excitement of children over the nine days' blindness of a newly born kitten."



ASIA

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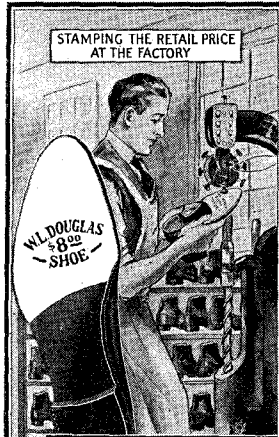
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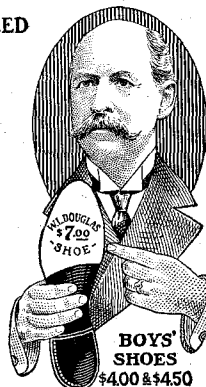


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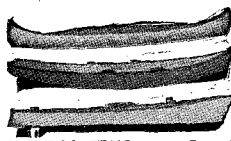
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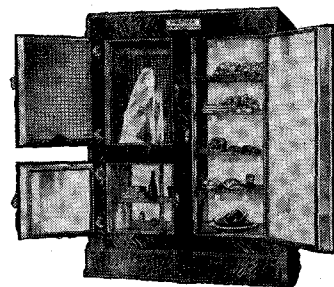
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