

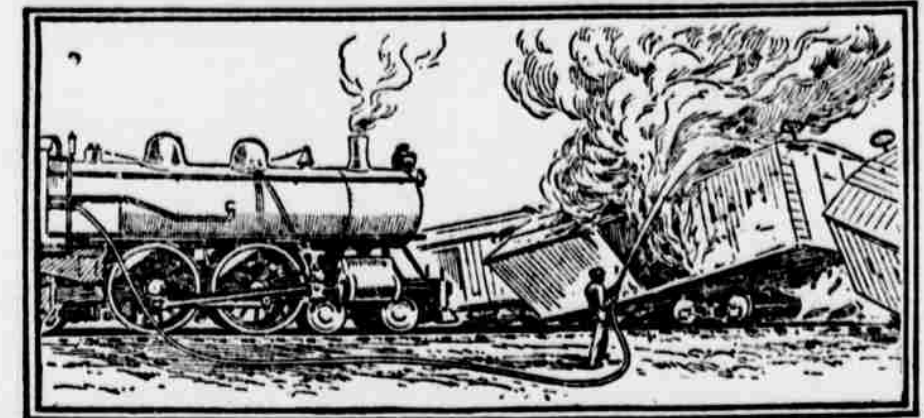
## USED AS FIRE FIGHTER

LOCOMOTIVE EMPLOYED IN SOME WHAT NOVEL MANNER.

Tests Recently Made Show Application to Be an Unqualified Success—Can Be Quickly Brought to Conflagration.

An ever ready and ingenious fire-fighting apparatus, which is applied to locomotives, has recently been tested out by the Missouri Pacific railway at the Ewing avenue shops, St. Louis, Mo., to the satisfaction of the fire chiefs of that city and the officials of the road. It is simply a three-way valve placed in the feed-water pipe of the locomotive between the injector and the boiler. A regulation steam hose, about 50 feet in length, is used for the fire hose and is kept on a reel under the running board of the engine.

It was found necessary to use the regulation steam hose, as an ordinary



Fighting a Freight-Yard Fire with the Water Carried by a Locomotive. A Simple Three-Way Valve Placed in the Feed-Water Pipe Between the Injector and the Boiler, and 50 Feet of Regulation Steam Hose Convert the Locomotive into a Fire Fighter.

fire hose would soon be destroyed on account of the hot water coming from the injector. The water tanks of the ordinary yard engine hold about 6,000 gallons of water, and the idea is that when the engine reaches the scene of a fire in the yards, the switchman is to jerk the hose from the reel and attach it to the valve connection in the feed-water pipe and pull the hose to the fire. Meanwhile the engineer is to start his injector while the fireman gets on to the running board and opens the connection to the fire hose.

## MIGHT BE CALLED BABY LINES

Small Railroads That Are Little Known, but Yet Fill Distinct Field of Usefulness.

The picturesque little Yreka railroad of California links the town of that name with Montague, the distance between the two points being less than eight miles. Its rolling stock consists of two engines, two freight and two passenger cars. The road makes a profit. In 1910 it carried 24,041 passengers, its net earnings were \$3,269 and its surplus \$555.

The Otis railroad is away up in the Catskill mountains in New York, and is used to carry summer visitors to Otis Summit, which is all that its name implies. When vacation time is on this six mile road and its transportation facilities are pretty well strained. It connects with the Catskill Mountain and the Cairo railroads. It has one stationary engine, two passenger and two baggage cars. Last year the net earnings of the little road were \$7,061.

Fishermen and sportsmen know of the Adirondack and St. Lawrence railroad, running from Hermon to De Kalb Junction, N. Y., a distance of three and a half miles. It is controlled by the St. Lawrence Pyrites company. In spite of the fact that its little right-of-way is pretty well patronized at certain times of the year, it doesn't seem to be very flourishing, according to its published balance sheets. Yet in 1910 it carried 18,416 passengers, keeping busy its two locomotives and two passenger and express cars.

## Track-Laying Record.

It is to the American engineer and contractor that the world is indebted for its first lessons in rapid construction of railroads and particularly in rapid track laying.

The lesson as taught on our western prairies has led to systematic methods of railroad construction, particularly with a view to time and labor saving, in other countries where extensive lines are being built. Thus, we notice that recently a record was made of 61.3 miles of main track and 1,200 feet of siding laid with rails in one day. The work was done under British engineers on the Baro Kana railway in northern Nigeria.—Scientific American.

## Men Ride Engine Trucks.

When engine No. 1461 of the Santa Fe came in from the east pulling No. 3 and was taken to the round house a fine large Rhode Island red hen was found sitting on the pony trucks of the locomotive, just back of the pilot, relates a Newton (Kan.) dispatch. Engineer McNeil says he ran into a flock of chickens near Peabody, 30 miles distant.—New York World.

## LEARNED WORK BY DEGREES

Safe and Economical Management of Railroads Has Been a Matter of Slow Growth.

Railroad running had a remarkably slow development. As late as 1865, on one of the most important roads, the plan was that a conductor should telegraph from a station to the conductor of an opposing train at the next station announcing when he would leave and where he would meet the other. After the two had arrived at an understanding they went ahead on their own initiative.

With the growth of traffic following the Civil war it did not take railroad men long to discover that this was not the best way of managing operation. At the outset the train despatcher was usually a conductor or an engineman who knew the road and its rules, but knew nothing of the Morse code. To supply this deficiency he was supplied with an operator.

The early train despatchers were on duty whenever required, regardless of the clock. Traffic was light, extras were rare, and in general the time table sufficed to direct the operation of a division. So far as possible trains were run only in the daytime.

As business increased two despatchers took the place of the one previously employed. The senior worked by daylight, the junior at night. Then it occurred to the railroads that they

could save one salary for every despatcher by turning the whole job over to the operator, and today, except on roads where telephone despatching has been adopted, familiarity with telegraphy is the first essential to tenure of a train despatcher's desk.

## MEN'S WORTH IS SET FORTH

Practical Illustration Given Employees of Railroad as to Their Value to the Company.

In a recent address H. U. Mudge, president of the Rock Island railroad, undertook to estimate a man's commercial value from his earning capacity. He figured, for instance, that a man earning \$83.33 a month, or \$1,000 a year had a capitalized value of \$2,000. He rated the salary as interest at 4 per cent.

In speaking to the employees of the company, President Mudge said: "You can make yourself worth more, while a locomotive can not. You can direct your own energies, while a locomotive must be directed by a driver. It rests with you to raise your own capitalization to \$50,000 to \$100,000, or even to \$500,000. Therefore be careful about your food, treat your body decently, and, above all, feed your mind. You are working for a large corporation. In the nature of things it can not know you very well personally, but it knows you by the work you turn out. It sets a real value on your work, higher than you think. Your value is measured by the quality and quantity of results you produce. Somebody knows your actual worth, appreciates your honest endeavors and has you in mind for better things. It is a business proposition. Each of us is capitalized."

## Preventing Accidents.

As a means of cutting down the number of accidents to employees the Chicago & Northwestern railroad has organized what is called the safety committee system. It consists of 500 officers and men in the employ of the organization at different points who are directed to make reports of all sources of danger that they may encounter in the course of their business. For instance, the members of the committee call official attention to a protruding arm or deposits of lumber at stations, unprotected openings and make suggestions of any character which may serve the desired object. The work of this committee has shown a very practical result in that the number of persons injured about the yards and shops of the company has shown a reduction of 17 killed and 2,144 injured.

## Translated It for Him.

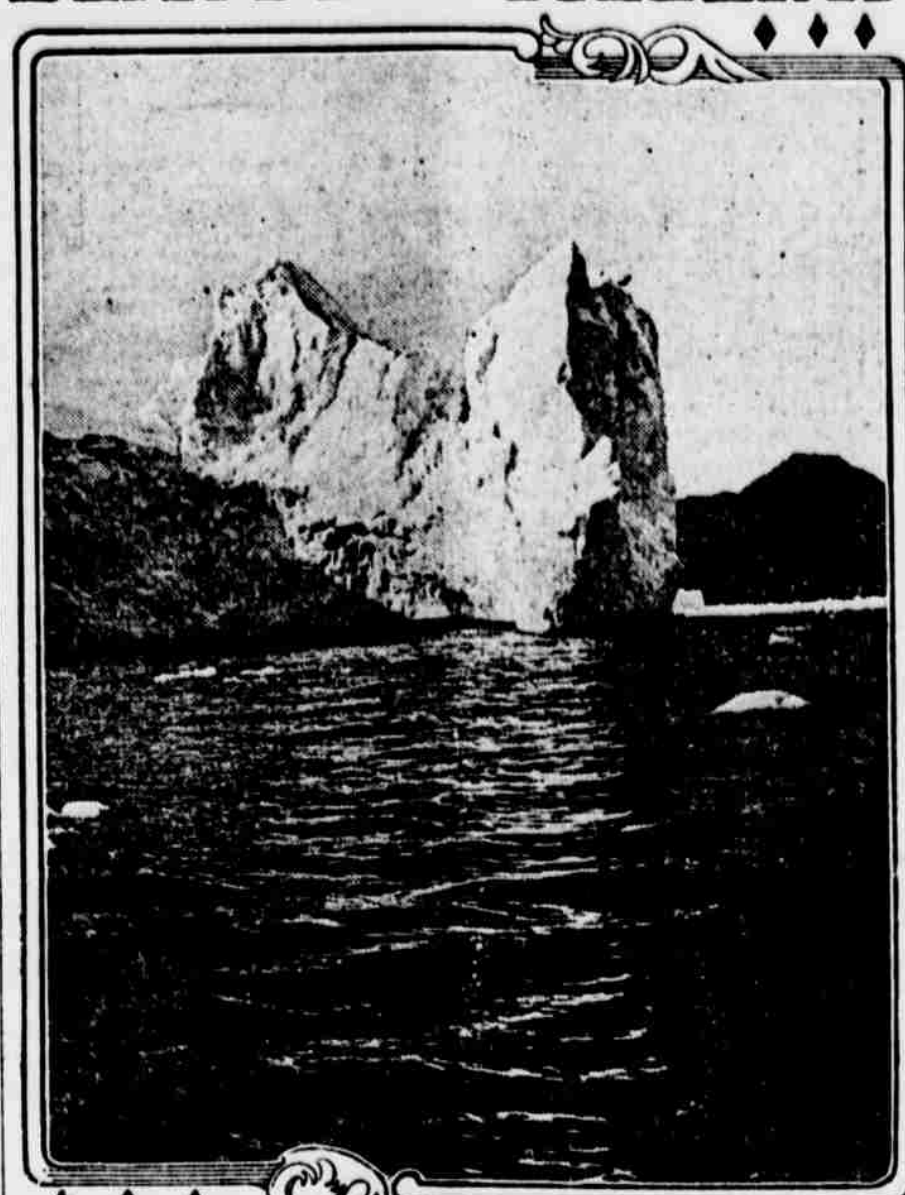
Arthur W. Thompson, general manager of the Baltimore & Ohio railroad, was riding in a freight engine in the Cumberland division of that road a time ago.

The train was a heavy one, made up of refrigerator cars loaded with the maximum tonnage for the engine. As they approached a grade the engineer leaned over to the fireman and yelled: "Warm her up, old tallowpot, warm her up. Slam a potpie into her so she'll be katish to take the big dip for the knob."

"Will you kindly translate that for me?" asked Thompson.

"Why, sure," said the engineer. "I told him to slip some chow to her so she'll rattle dabble the hump."—Saturday Evening Post.

# BEAUTY OF ICEBERGS



ICEBERG OFF NEW FOUNDLAND

ATLANTIC liners not infrequently treat their summer season passengers to a view of one or more icebergs when steaming along a little to the south of Newfoundland. The spectacle really is a treat, though sometimes rather perilous.

The chief fascination is the curious shapes and the marvelous coloring of the icebergs, no two of which are alike, says a writer in the New York Sun. Some are like Arab's tents, others like cliffs, castles, cathedrals, yachts or even familiar animals. Sometimes the pinnacles rise 1,000 feet up on the water, while the base (or water line area) may be ten or twelve acres in extent.

The colors are beyond description; at times pure white; at times of a greenish tint, caused by the reflection of light upon the mass of ice under the water being thrown back upon the exposed surface. The side in shadow is a beautiful blue, the reflected color of the sky. Others are of a darker blue because built up of ice formed from fresh water that had melted on the surface of the glaciers, or rain or melting snow.

Beautiful cobalt blue bands are sometimes seen running through bergs, and these are the streams of fresh water frozen before the berg is formed, invaluable as the fresh water supply of arctic ships. Crews from the sailing ships in the arctic regions are often forced to land on icebergs for a supply of fresh water, and it is pretty exciting work.

The men approach in small boats, clear away the snow with their oars and then land. If the berg is big enough all may go well. But sometimes the smaller ones with the additional weight of three or four men will suddenly settle to one side, or even turn turtle, throwing the sailors into the icy waters. Not only do these sailors get water from the bergs, but they often find seals upon them and occasionally a polar bear. There are often water fowls and many arctic birds.

It has generally been believed that for every cubic foot of ice above water there are seven below, and a berg, therefore, that towers say 100 feet above the ocean level has a total height of 800 feet. Lieut. Peary, the conqueror of the north pole, declares that this is not always the case. "It is true," he says, "that the heaviest part of the berg is submerged, but it is wrong to say that seven-eighths of its height is under water. I have noted several instances where only two-thirds of a berg was submerged."

## Offshoots of Greenland Glaciers.

It is known, of course, that icebergs are merely chips from the great glaciers. It was thought at one time that as the glaciers pushed themselves into the sea it was pressure from behind that caused masses to become detached from the main body. It is now known that the calving of icebergs, as the breaking off of blocks from the parent glacier is called, is produced solely by the action of the tide. Upward and downward pressure, exerted by water at the rise and fall of the tides, on submerged portions of the glacier front forces off a strip of ice, which floats away as a berg.

Those seen in the North Atlantic by ships passing to and from the United States and Canada represent the wastage from the glaciers of Greenland. There is found one of the very largest glaciers in the world, the Humboldt glacier, discovered by Dr. E. K. Kane only as late as 1853. It is 60 miles in length and has a perpendicular face of 300 feet. How many icebergs are sent on their career through the ocean by this glacier it is impossible to say, though several explorers declare that the Humboldt is responsible every year for at least half a million icebergs.

The bergs from Greenland are carried down toward the middle of the Atlantic by the Labrador current. They travel right down the coast of Labrador, passing Newfoundland, until they reach the warm waters of the gulf stream, when they disappear—melting completely away. It is only the largest bergs that reach the middle of the Atlantic before they disappear. On one occasion a berg 100 feet in height and nearly 200 feet in breadth was found in latitude 38 degrees 40 minutes, or nearly in a line with southern Spain.

Generally speaking icebergs travel at the rate of three to five miles an hour. They are carried forward entirely by the strength of the currents. The distance they cover is enormous. Thousands do not get further than the coast of Labrador, where they become stranded. As they have come from the Greenland glaciers they have covered at least 1,800 miles, while those that reach the warmer waters of the Atlantic make journeys of from 2,500 to 3,000 miles. Steamers traveling northward from St. John's are often in view of bergs all day, passing an endless procession of fantastic and beautiful shapes. As many as fifty or sixty bergs are sometimes in view at one time.

The captains of these vessels often witness a wonderful sight. All along the coasts of Labrador there is what is termed sheet ice—that is, miles of stationary ice, caused by icebergs having frozen solid over open water, and varying from ten to fifteen feet in thickness. Down through the center of this frozen field will crash a mighty iceberg, tearing along at a speed of three miles an hour, right through the ice, so strong is the current that is carrying it forward.

After it has passed steamers will make their way into the channel and sail along it. Instances have happened, indeed, in which even sailing vessels have followed in on icebergs' wake, and St. Nicholas printed years ago an incident of a Norwegian bark that was actually towed for some distance by a berg.

## Near Death in Notre Dame Bay.

The captain of a steamship that arrived in Glasgow recently from St. Thomas reported that some 130 miles west of Belle Isle his vessel steamed right into a great ice floe field, which he estimated at 64 miles long and about as many broad. The steamship was held fast in the ice for 30 hours. Some of the icebergs that passed were from 500 to 600 feet in height and threatened at times to crush the steamship. As it was, blocks averaging a ton in weight frequently fell on the deck.

One of the most striking iceberg adventures is that which befell the steamship Portia in Notre Dame bay last season. In clear daylight an iceberg was sighted, and passengers and crew begged the captain to approach nearer in order that they might inspect and photograph it. The Portia therefore was steered close to the towering sides of the mighty berg, whose highest pinnacle glistened several hundred feet above the sea.

Then the unexpected happened. There was an explosion like the shock of a volcanic eruption, and the mighty berg was riven asunder. One of the pieces grew too heavy and toppled over, its base, far under water, catching the Portia and lifting her high and dry some ten or twelve feet above the sea.

The mighty overturning of the berg created enormous swells, and these huge waves were the only thing that saved the ship from destruction. The weight of the ship caught on its shelf of ice, kept the berg from turning a complete somersault, and a huge swell picked up, the vessel and launched her again, stern first in the sea.

## EVEN BY FEATHERWEIGHTS.



He—Some preachers say dancing is hurtful. Do you believe dancing hurts any one?  
She—Yes; if you get your feet walked on.

## ALMOST CRAZY WITH ECZEMA

"I, the undersigned, cannot give enough praise to the Cuticura Remedies. I had been doctoring for at least a year for eczema on my foot. I had tried doctor after doctor all to no avail. When a young girl I sprained my ankle three different times, paying little or no attention to it, when five years ago a small spot showed upon my left ankle. I was worried and sent for a doctor. He said it was eczema. He drew a small bone from the ankle about the size of a match and about an inch long. The small hole grew to about the size of an apple, and the eczema spread to the knee. The doctors never could heal the hole in the ankle. The whole foot ran water all the time.

"My husband and my sons were up night and day wheeling me from one room to another in the hope of giving me some relief. I would sit for hours at a time in front of the fireplace hoping for daybreak. The pain was so intense I was almost crazy. In fact, I would lose my reason for hours at a time. One day a friend of mine dropped in to see me. No more had she glanced at my foot than she exclaimed: 'Mrs. Finnegan, why in the world don't you try the Cuticura Remedies?' Being disgusted with the doctors and their medicines, and not being able to sleep at all, I decided to give the Cuticura Soap and Cuticura Ointment a trial. After using them three days that night I slept as sound as a silver dollar for eight long hours. I awoke in the morning with but very little pain, in fact, I thought I was in heaven. After using the Cuticura Remedies for three months I was perfectly restored to health, thanks to the Cuticura Soap and Ointment. I will be sixty-four years of age my next birthday, hale and hearty at present." (Signed) Mrs. Julia Finnegan, 2234 Hebert St., St. Louis, Mo., Mar. 7, 1911. Although Cuticura Soap and Ointment are sold by druggists and dealers everywhere, a sample of each, with 32-page book, will be mailed free on application to "Cuticura," Dept. L, Boston.

Money sometimes talks when you want to keep it quiet.

For torpid, inactive or disordered liver, take Garfield Tea. All druggists.

Some men never brag about themselves—and don't blame them.

## HAPPY THO' MARRIED?

There are unhappy married lives, but a large percentage of these unhappy homes are due to the ill-will of the wife, mother or daughter. The feelings of nervousness, the befogged mind, the ill-temper, the pale and wrinkled face, hollow and circled eyes, result most often from those disorders peculiar to women. For the women to be happy and good-looking the most naturally have good health. Dragging-down feelings, hysteria, hot-flashes or constantly returning pains and aches—are too great a drain upon a woman's vitality and strength. Dr. Pierce's Favorite Prescription restores weak and sick women to sound health by regulating and correcting the local disorders which are generally responsible for the above distressing symptoms.



Mrs. Dickover.

"I suffered greatly for a number of years and for the past three years was so bad that life was a misery to me," writes Mrs. B. F. Dickover, of Utica, Ohio, Route 4. "The doctors told me I would have to go to a hospital before I would ever be better. A year ago this winter and spring I was worse than ever before. At each period I suffered like one in torment. I am the mother of six children. I was so bad for five months that I knew something must be done, so I wrote to Dr. R. V. Pierce, telling him as nearly as I could how I suffered. He outlined a course of treatment which I followed to the letter. I took two bottles of 'Favorite Prescription' and one of 'Golden Medical Discovery' and a fifty-cent bottle of 'Smart-Weed,' and have never suffered much since. I wish I could tell every suffering woman the world over what a boon Dr. Pierce's medicines are. There is no use wasting time and money doctoring with anything else or any one else."

The Medical Adviser by R. V. Pierce, M. D., Buffalo, N. Y., answers hosts of delicate questions about which every woman, single or married ought to know. Sent free on receipt of 31 stamps to pay for wrapping and mailing only.

## COLT DISTEMPER

Can be handled very easily. The sick are cured, and all others in some cases, no matter how long they have been suffering from the "bug" of the throat. Acts on the blood and expels germs of all kinds. Guaranteed to cure one case. 50c and 1.00 bottles. Sold by all druggists and hardware dealers, or sent express prepaid by manufacturer. Cut shows how to apply. Cut free from every bottle. Local agents wanted. Largest sales made in any one day in any one place.

SPORN MEDICAL CO., Chicago and Easton, Pa., Coshon, Ind., U. S. A.

## W. L. DOUGLAS SHOES

\$2.25 \$2.50 \$3.00 \$3.50 \$4.00 & \$5.00  
FOR MEN, WOMEN AND BOYS  
THE STANDARD OF QUALITY FOR OVER 30 YEARS  
WEAR W. L. DOUGLAS SHOES  
You can save money because they are more economical and satisfactory in style, fit and wear than any other makes. W. L. Douglas name and price stamped on the bottom guarantees full value and protects the wearer against high prices and inferior shoes. Insist upon having the genuine W. L. Douglas shoes. Substantiate. If your dealer cannot supply, W. L. Douglas shoes, write W. L. Douglas, Brockton, Mass., for catalog. Shoes sent everywhere delivery charges prepaid. Patent Office Registered.

## FREE TRIP TO SAN FRANCISCO

during the Panama Pacific International Exposition, including first-class transportation, Pullman double berth, two weeks in modern hotel, admissions to exposition grounds and twenty special attractions, sight-seeing trips in and around San Francisco. Will be given in return for some pleasant work during your leisure hours. Write at once giving references. T. R. McClure, State Manager San Francisco Exposition Tour Co., 963 Bee Building, Omaha, Neb.

Reduced.  
Potash—Cohen can never make a good goulash blazer.  
Perlmutter—For vy not?  
Potash—He never hollers fore—always he yells dreë ninety-eight.—Wisconsin Sphinx.

A better thing than tooth powder to cleanse and whiten the teeth, remove tartar and prevent decay is a preparation called Pastine Antiseptic. At druggists, 25c a box or sent postpaid on receipt of price by The Paxton Toilet Co., Boston, Mass.

In Fashion.  
Husband (seethingly)—You get nar nower every day.  
Wife (complacently)—Yes, I have the fashionable figure.

Literal.  
"This dentist calls his office a dental parlor."  
"Well isn't it a drawing room?"

A woman is so used to pinning things that she can't understand why a man should make so much fuss about a missing button.

Mrs. Winslow's Soothing Syrup for Children teething, softens the gums, reduces inflammation, allays pain, cures wind colic, 25c a bottle.

Look for crosses; and while it is fair weather mend the sails of the ship.—Samuel Rutherford.

No harmful drugs in Garfield Tea. It is composed wholly of simple health-giving herbs.

The man with money speaks the truth.

## HAVE YOU A BAD STOMACH

Then don't wonder at your run-down condition. Your food is not being properly digested, thus causing Heartburn, Gas on Stomach, Belching, Indigestion and Costiveness. You should try a bottle of

### HOSTETTER'S STOMACH BITTERS

It makes weak stomachs strong and maintains health. At all Druggists.

## PARKER'S HAIR BALM

Keeps the hair clean and healthy, and prevents itching. It is the best hair dressing ever used. Sold by all druggists and hardware dealers.

## THE NEW FRENCH REMEDY, No. 1, No. 2, No. 3, THERAPION

Used in French Hospitals with the most successful results. Cures Rheumatism, Gout, Chronic Ulcers, Skin Eruptions, Stiffness, Headache, Neuralgia, etc. Sold by all druggists and hardware dealers.

Readers of this paper desiring to buy anything advertised in its columns should insist upon having what they ask for, refusing all substitutes or imitations.