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Leading Railway Poards of Scotland Take Their Time Combining.

LIKELY TO GET TOGETHER SOME TIME

People is Agreement of Churches on New Catechism Just Ordered Published.

GLASGOW, May E .- (Special.)-The speculation that has arisen over the suggested ponference of the three leading railway boards of Scotland and their officers on the subject of more harmonious traffic working has been all out of proportion to the facts of the case. At the recent meetings of the proprietors in Glasgow and were promised remedy resolve themselves after all into purely administrative matters. Buch a large question as railway amalgamation is, of course, more difficult of execution than of comprehension. The neessity of holding the conference on the lines proposed, and promised at least by the chairman of the North British company, does not seem very real to some at all. At any rate, the railway boards have been in no hurry about meeting. Neither is the date nor place fixed, and many questions have been raised as to whether a conference will be held. Some of the directors are at present abroad, and a difficulty has arisen on this account. Communications have passed, but with no definite result. The suggestion, however, that the officials of the three great railway companies are on anything but friendly relations is, of course, absurd, and it is just probable that all of the features of rallway working complained of may be amicably adjusted in the ordinary course of managerial administration.

### One of the Young Baronets.

There can be few, if any, younger baronets than Sir Windham Frederick Carmichael-Anstruther, who is just 5 years of age. This little fellow is honorary carrer to the royal household of Scotland and one of the hereditary masters of th household for Scotland, honors plainly rather obsolete today which were conferred on one of his ancestors by James VI of Scotland before that monarch became James I of England. The family of Anstruther descends from William de Candala. who as far back as the year 1600 was lord of the isles and barony of Anstruther, in Fifeshire. The castle of Dreel, a grim fortress close to the sea, was in Charles H's time the seat of the family. The oferry Monarch stayed there soon after is coronation. At the conclusion of the banquet, the king jokingly said to the owner: 'Eh! What a fine supper I've gotten in your craw's nest." This remark greatly offended the head of the An struthers, more especially as it was punctuated by the loud laughter of the courtiers. so that he built a new house and allowed hts "craw's nest" to disappear,

The general officer commanding-in-chief is authorized to convey to all ranks the entire satisfaction of his royal highness. the prince of Wales, with all military arrangements in connection with the visit of the princess of Wales and himself to Glasgow. His royal highness was much pleased with the smart appearance and steadiness under arms of the troops that formed secorts and guards of honor that lined the this last named duty and was struck with a costermonger's donker,

Publish New Catechism. A notable event has just occurred in the

tives of the Episcopal, Established, United Free Congregational, Baptist and Wesleyan churches in Scotland have just held a meeting in Edinburgh and have approved the draft of the catechism and have ordered it to be published forthwith. This was the third gathering in connection with a move ment initiated in 1968, which resulted early the following year in the Church of Scotland issuing an invitation to representatives of the reformed churches in Scotland to attend a conference "to consider the whole question of religious instruction in public schools." Till then no such meetings had ever taken place in Scotland since the second reformation in-15%, and it is regarded as a happy sign of the times that ecclesiastics can sink their differences and as-Edinburgh the points of criticism which semble together to discuss, as they have done at epoch-making conferences, purely religious and moral questions. The importance of these conferences, the labors of which have just been completed, cannot be overestimated and throughout the country nothing but satisfaction will be felt that representatives of the reformed churches in Scotland should have been able to meet and co-operate in performing a piece of work, the practical benefit of which will of the Scottish people.

> At the first conference in 1904 a small committee was appointed with the late tend to upset it. Principal Rainey as its convenor to prepare a simple catechism embracing such acted as the convenor of the committee. Another smaller but no less important committee was appointed to prepare a syllabus tions for the schools. This committee also expects to be able to submit the result of its completed labors to the conference at an early date. In the number of questions and answers the new catechism is very nearly the same as the old, but the text has been made very plain.

Not a Prize Puzzle. The nithean cuidreamach agam ri aithris huidh aig an am so. MILLICENT SUTHERLAND.

m-shaothair nan Gaideal. The above is not a prize puzzle or the work of an amateur practicing on a typewriter or a lin-o-type. It is part of a cirafar letter signed by the duchess of Suthrland on behalf of the Scottish Home Industries association. There are larger districts of the United Kingdom where the circular of written in English would be as trange to the Gaelle speaking Britons who receive it, as the present circular is to

Provost Eadio recently paid a high trib-

English readers.

ute to journalism at the Institute of Journalists which met recently at Paisley. Provost Eadio said he had nothing but admiration for the speed and facility with which they epitomize, condense and seize the susence of that which is going on around them. He said the world had passed through a great transformation even buring his lifetime adn no agency has contributed more towards this than the printing press. It was a greater teaching agency than church or school and consequently a high standard of principle was required. The information the journalists furnished comes over mountain ranges, through ocean depths, and lately ther ad suddled and bridged the very ether of streets. His royal highness was glad to heaven outstripping in the race the chariot see so many cadet corps taking part in of the sun, as a motor car would outstrip led M. Lartigue to devise his system of

The Gyroscepe Wonder and Those Which Have Gone Pefere. history of the Scottish church, Representa-

EARLY PROMISES AND PRACTICAL TESTS

Experiments with Monorail Devices at Home and Abroad-Germany's Suspended Method is a

Success.

Considerable interest has been aroused among railroad men and mechanics in this country by accounts of the inventions of a gryoscope railroad, a working model of which was on exhibition in London rereally. The inventor, Louis Brennan noted as a builder of submarine torpedors, the single rail, with apparently nothing to balance automatically. "The characteristic feature of this system of transportation." he said, "is that each vehicle is capable of maintaining its balance upon an ordinary rall laid upon ties on the ground, whether it be standing still or moving in either direction at any rate of speed, notwithstanding the center of gravity is tell on the present and future generations several feet above the rail and the wind pressure, a shifting load, centrifugal action, or any combination of these forces may

"Automatic stability mechanism of extreme simplicity, carried by the schicle Rteachings in the facts and doctrines of self, endows it with this power. The mech-Christianity as might be acceptable to all unism consists essentially of two Cywheels branches of the reformed church. Since rotated directly-by electric motors in opthe death of Principal Rainey Dr. Mair has posite directions at a high velocity, mounted so that by their gyrostatic action their stored up energy can be utilized. These flywheels mounted on high-class so both air and journal friction is reduced quired to keep them in rapid motion is extremely small.

> The wheels are placed in a single row ried on bogies or compound bogies, which are not only pivoted to provide for horirun upon curves even of less radius than of 540-yard radius. the length of the vehicle itself, or on crooked rails, or on rails laid over uneven ground without danger of derailment.

The motive power may be either steam most suitable for local conditions. In the two cities in twenty minutes. first instance, however, it had been decided to use petrol and an electric generating set carried by the vehicle itself to supply the current to the motor's stablity mech-

A mechanical export, reviewing the

Brennan idea in the Boston Transcript, asserts that it is without novelty or practicability. Continuing, the writer says: There has never been but a single type of monorallway that was entirely satisfactory. That is the Decauville system. It consists of a single rail on which is balanced a two-wheeled car with a wide platform and an outrigger. The load is baianced on the car, the coolie or mule is fastened to the outrigger to complete the balancing as well as to furnish power, and the whole, whether for a street car or a truck, is exactly suited to North Africa Persia, India and other slow places where is used. It costs almost nothing and does just about twice that much work.

An Irish Line.

a the Decauville, however, which

ground are other rails for the cars to put Each car is also double and hangs over the fence. Each has a set of horizontal steadying wheels pressing against the lower rails. This little hump-backed affair, which cost but \$15,000 per mile, has been practice. running with eminent satisfaction (to the Irish) for twenty years. It is useful for more purposes than transit. It keeps the cows out and cannot be used by the pig as explained to wendering spectators as his a sleeping chamber. To be sure, a switch miniature car and locomotive sped around on this road is a whole section of fence, but it has the proud record that in its balance it, that the vehicle maintained its twenty years no train has fallen through or tumped the track. The little cars, which obviously cannot mount up over the fence. whirl around sudden corners at dizzy speed, and the engineer in charge dreams of what it might be if he had money to build a bigger and a better one.

This engineer in charge, in fact, Behr, has been for several years badgering Parliament to bulld him an experimental line from Manchester to Liverpool, on which he will startle the world. Parliament is impressed with the speed be promises, but so far has not been convinced that he can stop the cars without banging into Liverpool. Mr. Behr built a little line in Paris in 1893 which was a great success, and then put up another in Brussels, at the expense of the Relgian government, in 1897. It was this Belgian track which first convinced Europe that there was a good deal to be said in favor of or scheme of lessons in religious instruc. bearings are placed in air exhausted cases, of a single-rail road. Mr. Behr had an elliptical track three miles long, of which to a minimum, consequently the power re- 75 per cent was curved, and the government furnished him only one-fourth the promised power. Nevertheless he attained on it a speed of seventy miles an hour beneath the center of the car and are car- with his animated saddlebags in a sixtyfoot car which weighed seventy tons and had 200-horse-power motors. Later, with zontal curves in the track, but for vertical a car of fifty-nine tons he attained a speed ones also. By this means the cars can of eighty-three miles on hour on curves

These figures he presented to his own government in the endeavor to establish an experimental track, but the project has apparently fallen through. He expected petrol, oil, gas, or electricity, as considered to go the thirty-five miles between 'the

Moody Boynton's Coney Island Road Mr. Bebr's Lartigue system is not, of course, properly a monorail system. Neither is any other except the Decauville and the Brennan. All the others have supplementary rails which preserve the balance and prevent derailing. Of these the first to be developed in America, was Moody Boynton's little line at Coney Island about twenty years ago. There his motor ran upon a single rail, and, balanced by another rail overhead, drew its train of cars at gratifying speed. Mr. Boynton's tram men who look up the study of monoralls, Mr. Brott and Mr. Beecher. Brott's Mea was an eletric road with cars running on big drive wheels on a central rail, and rails at either side, the whole upon an elevated structure. The cars of this line

The projectile idea also appealed to Cap-

show. It is a train upon a fence, with its was little to choose between Brott and that it seems likely to a careless observer or left angle curve and a wheel which has legs hanging over to balance it. Every one Beecher, nor any great fault to find with that a persistent and gentle breeze would its bearings upon the upper rail of curve. in America is familiar with the game of either, except the cost of installing an do so. The gyroscope yields a little at a usually follows the sprend place in the straidling the fence. The conception of elevated structure of great strength where time. It gives before steady pressure. And track, which allows the inner wheel on the Lartigue railway might have come from a simple surface line was giving pretty fair a political campaign in Massachusetts. The satisfaction. In 1965 Prof. A. C. Albertson the pull of the weight of a few extra pas- the crossties. In such a case as this tha track consists of a single rail set upon a was ready to go both of them, and Boyntop board and upheld by A frames set at ton, too, at least one better, by putting many more and longer experiments before this wheel in trouble-would take the piges short intervals. Along these near the magnets under the rails instead of safety wheels, and on them lifting the weight of their feet on. The engine is double and the train until it skimmed along the steel of gravity and sag off to the side on which hanes with a boiler on each side of the as fightly as a swallow in air. It was mys- the extra weight is placed. driving wheels, which run on the top rail | teriously announced that the heavier the train the more swiftly and easily it would freight congestion was allowed to drop from sight without getting a test in daily

### The Suspended Railroad

"The only power-driven, high-speed "mon orall' which has attained success in commercial operation, and that one so simple and easy of construction that it has excited admiration in many countries, is the suspended railway which runs from Barmen to Elberfeld, in Germany. This line, which has often been described in print, operates upon a different principle from of gravity is below the rail. The car, of light construction, is hung by a big steel closely to a guard on the inside, thus preventing the train from jumping the track or flying out on a curve. The motors are carried on this hook and the whole apparatus is light, easily attains its highest velocity in a short distance, and is operated with a minimum of power. Barmen-Elberfield line is almost noiseless and free from vibration and it has so many other advantages that it has renewed the struggles of all mono-experimenters.

The Amusing Halford Gradient. Of course, all seekers after 200-mile-anhour speeds have not triffed with the monorail. Of all the widely heralded inventions of twenty years none has been more loudly exploited than the so-called "Halford gradient." which was patented in England eight or nine years ago. Mr. Halford, the inventor of this, designed a road which was supported on hydraulic pended by journal from a frame which is rams. The whole road was in sections, strapped securely to the journal boxing and The train hung suspended from a moveable track. When the engineer wished to start he caused water to enter the ram back of the train, which began to rise, tilting the track up and shooting the train forward. Thence on the train automatically reguisted the rams, causing them to rise as it passed, keeping the cars continually sliding on a down grade. It was evident that split switch, and Mr. Andrews claims that down enormous speeds could easily be obtained and there appeared to be no difficulty about controlling the trains by reversing the process. But the cost of constructing a road which must be more heavily framed than an ordinary elevated and must in addition be equipped with powerful hydraulic rams every few feet and with pumping power to lift entire trains continuously prevented it ever coming to a practical

No such fate as that awaits Mr. Bren nan's new mode. The gyroscope is well at once drew the attention of two other known. Every top follows its principlesor those of its cousin, the gyrostat. Whitehead torpedo is steered by one, and only a couple of weeks ago a German tornedo boat was fitted out with two small auxiliary wheels held down under inverted gyroscopes set horizontally to counteract a hopeful Englishman constructed a ship were, for the first time, to be pointed like with its cabins all hung on pivots so that of the car and all parts of the truck above talking to do find themselves greatly tain Lina Beacher, who had exhibited the objects, when revolving, to having its plane air brakes are applied automatically to the Gret centrifugal railway at Concy Island of rotation altered. Once it has assented remotest part of the train. In the same peg-legged railway, which is still in opera- | and so led the way for all the "loop-the- to that alteration, however, it no longer | manner it operates in case of a broken | comfortably and speak well-

while it might for a few moments resist lower side of the track to drop is toward sengers on one side we will have to see outer quarter wheel-for the protection of we are convinced that it will not in a long of the regular wheel, lifting it and plowing run gradually yield to the soft persuasion it back upon the track after the spread

## SAFETY ON RAILROAD TRAINS

Invention of a Georgian Will Reduce Railroad Wrecks to a Minimum.

Out at the Withers Foundry and Machine works, at Atlanta, Ga., J. T. Andrews, an car wheel is on the main track, while the old railroad man, whose home is at Mentgomery, Ala., has just constructed his the regular car wheel drops between the first working model of a patented attach- side track rall and the main line rall Mr. ment for railroad cars which every railroad | Andrews claims that the main line rail will expert who has seen it declares will prevent be caught by the inner quarter whoel and wrecks from any cause resulting in a derailment of cars.

Mr. Andrews' patent is an attachment regular car wheels above the cross-over which is fitted to the trucks of the freight "hook" which curves over the track car, the passenger couch or to the engine and his model is now practically complete Nothing now remains but to put the trucks and the train brought to a standstill under a regulation box car and secure a! track in or near Atlanta, when the inventor will demonstrate how his patent will save about \$400, about \$250 for fitting to pasmillions of dollars every year to the rail- senger coaches and about flow for fitting roads of this country.

> inside of the wheels are quarter wheels, the cost of his attachment will soid little operative on journals with eccentric propor- to the cost of the cara but if it does what tions. In its periphery a cable cord is at- be claims for it and what experts who have tached to the quarter wheel running over a geen it are confident it will do. Mr. Anroller at each end of the truck, thence be- drew's fortune is made and the railronds ing carried to the air valve of the cur. quarter wheels are carried three inches above the rail and are held in normal post- of lives will be prevented every year.tion by cell springs to the front and rear. Atlanta Journal. On the outer side of the regular car wheels are two other quarter wheels, susstrapped securely to the journal boxing and ister in the south wrote to Mr. Morgan the equalizer beam, and connected by tio the equalizer beam.

> Wrecks resulting in a derailment are generally due to one of seven causes: 1, from join the Einster subscription to and buildbroken axle; I from broken journal; L from loose wheel; 4, broken flange; 5, ing your new church, though, you are spread track, 6, irregular track, and 7, a going, I understand, to tear the old church his invention will prevent a wreck from

If the axle of a truck should break, there would be no wreck where his attachment was used, as the axle being in a case, the casing and the journal bearings would keep the wheel in alignment. If the journal should break, the Inner Journal boxing of the inner wheels, frame bracing, etc. would take the place of the regular car

If the wheel of a truck should expand to the point of forcing flanges to mount the rails, or should contract or wobble ough in ordinary cases to cause derailment with Mr. Andrews attachment the truck would be taken care of by the one inner and outer quarter of the pair wheels in trouble, putting the loose wheel original method he has tightened and out of commission. Operative by the friction of the track and the momentum of the the effect of the waves at sea. Years ago train, the quarter wheel when coming in contact with the rail lifts the regular wheel gyroscopes might keep them horizontal, the cross raffs, frogs and switches, the handicapped by loose teeth. As they but without avail. In brief, the gyroscope cable cord pulls open the air valve and the

place is passed, and allowing any number of cars to pass the spread place in the track, yet not permitting a single wheel to

hit a crossite. In case of a split switch the quarter wheels would convey the train safely over the trouble, at the same time applying the air brakes and stopping the train automatically. In going into a split switch, when the track strikes the point of the curve leading to the side track, one regular other takes the side track rail. Now when outer quarter wheel, on other main line of track, the quarter wheel will lift the rails and through the frogs, and the truck is kept on the main line, at the same time the air brake being automatically applied

Mr. Andrews estimates that the cost of fitting his attachment to engines will be to freight cure. When is seen that freight Mr. Andrews attachment consists of a cars usually cost from \$500 to \$1,000, pusheavy steel case encompassing the axle en- sengar coaches from \$0,000 to \$10,000 and Suspended to a heavy frame on the engines all the way from \$15,000 to \$80,000 of the country will annually be saved miltions of dollars and the less of hundreds

### How J. P. Subscribed.

One Easter not long ago a Methodist minand asked him to subscribe to the erection of a new church.

"Since I am an Episcopalian," Mr. Morgan wrote back, "I can't conscientlously ing of a Methodist church. Before erect-For that purpose I gladly inclose my check for \$20,"-Cleveland Leader.

### HIS TEETH WERE LOOSE

BUT ARE NOW TIGHT IN HIS JAW OWING TO GOOD WORK OF LOCAL DENTIST.

Dr. Fickles, a dentist of 338 Bee Building believes that ofttimes ones own teeth are better than any that can be put in. By the aid of a clever and kept in their mouths the natural teeth of some of Omaha's most prominent men, men. Who have a great deal of dare not wear plates it is a great boon to them to be once more able to eat