

LIVE NEWS OF THE INDUSTRIAL WORLD

CASE OF RUNNING FAST RAIL-BOAD TRAINS.

Way the D., L. & W. Board Is Made Up for Today-Revised Freight Classification on the Trunk Lines. Work of Clearing Up the Interior of the Dodson Shaft Is Progressing-New Lehigh Valley Station at East Mauch Chunk.

One of the most interesting problems which confront the railroad men of today is to determine what is the exact increase of cost to the railroad companies in running a train at high speed over the cost of running it at a moderate speed. Thus far the problem has not been answered with anything like mathematical exactitude.

There are certain items, however, which can be brought together in a group. These must be taken into account in the solution. F. A. Delano, superintendent of motive power of the Chicago, Burlington and Quincy railroad, in an address made before the Western Railway club, classified the items. The Burlington runs the fastest train in the west. The matters to be considered are, he says:

1. Increased fuel consumption. 2. Higher grade or standard of machinery, material and service required for extra fast trains. 3. Increased wear and tear, cost of maintenance of machinery, permanent

4. Increased risk of accident by breakage of machinery, injury to track,

5. Increased risk of accident, such as collisions with other trains, and risks taken to avoid collisions. 6. Delay to traffic on account of keep-

ing the road clear. Increased fuel consumption will approximate 75 per cent. This on the supposition that a speed of sixty miles an hour is made instead of thirty miles an hour. As a result of this demand engines which formerly handled ten or twelve cars to a train have been discarded or put on branch or light serand weight under the new conditions of required speed.

In the extra fast service no expense is spared. The master mechanic gives increased attention to the conditions of the engine and cars. Only the very best of materials is used. Just as an instance. The waste is specially prepared and the coal is selected and broken before it is put on the engine. man the road service is keyed up to top notch to keep the track safe to

The added cost in the wear and tear determine the risk to other trains. The would not be required were it not for the high speed trains. cost is small compared with the cost of their maintenance.

A most difficult and serious factor is speed trains. Altogether it is not going too far to say that the increase in rate of speed is not accomplished without the expenditure of at least two dollars where one suffeed before,

D., L. & W. Board for Today. Following is the make-up of the Delaware, Lackawanna and Western board for today:

Wednesday, Feb. 28, 1900. WILD CATS SOUTH. 1 a. m.-P. Singer. 3 a. m.-J. Rowe, with W. D. Warfel's

men.
4.30 a. m.—W. A. Bartholomew,
8 a. m.—A. E. Ketchum.
8 a. m.—D. Kearney.
10 a. m.—P. Gilligan.
1 p. m.—J. McCue.
2 p. m.—James Ginley.
3 p. m.—W. H. Bartholomew.
4.46 p. m.—F. Hallett.
4.45 p. m.—D. Wallace, with A. Polhamus' SUMMITS.

6.30 a. m., north-G. Frounfelker. 11 a. m., south-McLane, with Warrick's men. 11.30 a. m., north-H. Bush. PULLER.

PUSHERS. 8 a. m., south-Houser. 11.30 a. m., south-M. Moran. 7 p. m., south-M. Murphy. 10 p. m., south-C. Cawley.

10 a. m.-Peckins.

PASSENGER ENGINE. 6.30 p. m.-M. Magovern. WILD CATS, NORTH.

9 a. m., 2 engines—J. E. Masters, 11 a. m., 2 engines—C. Kingsley, 3 p. m., 2 engines—J. O'Hara. 5 p. m., 2 engines—T. Fitzpatrick.

George Wandall and men and C. Town-send and men will report at my office at \$.00 a. m., Wednesday, Feb. 28. A. C. S.

The Revised Classification Nearly all of the trunk line railroads and connections which use the official greight classification have sent in their votes on the changes recomtheir votes on the changes recom-mended by the classification commitfee. It is expected that a supplement-ary classification will be sent out within a few days. The leading traffic managers believe that they have eliminated the objectionable features of the official classification and have met

wishes of a large proportion of the There is scarcely a doubt as to the on of the changes recommended the committee. The complaints of ust differences between the rates car-load lots and less than carload have been adjusted in what the fic managers term "a liberal spirit." we is no truth in the report from west that the number of classes of

freight has been increased from six to

This and That.

The plans for the new Lehigh Valley depot at East Mauch Chunk have been changed to such an extent as to save the company almost \$200,000. Even with this change the building, when complete, will be a credit to the town and to the railroad company.

An extra large force of carpenters will be put to work so as to get coal running through the breaker as soon as possible, as there is an increased demand for coal. The officials of the company will lose no time in hurrying the work along.—Wilkes-Barre Times. The work of clearing up the interior of the Dodson No. 12 shaft which was damaged by fire last July is progressing rapidly and a large force of men has been put on this week to hurry the work along. The work in the shaft is about completed and the carriage has been placed in position. The surveyors were on the ground on Friday and staked out the ground for the new breaker and as soon as that is done work on the new structure will com-

MELON THRESHING TIME.

A New Industry Among the Farmers on the Kansas Plains.

From the Kansas City Star. This is watermelon year in Kansas The fields that seem good for nothing in ordinary seasons are producing great, luscious melons that are the wonder of the local newspapers, and furnish more refreshment than the gatherings on the rear steps of the court house can dispose of. Prices, which early in the season were "25 cents straight," have gone down and down as the melons grew larger and more numerous, until they have become "two for a nickel," or anything that the buyer would give. The melons have attained to an enormous size, too. Whole wagon loads, in which the melons average fifty pounds in weight, are common in the central and western towns, while the king melon, raised at Clifton and carefully shipped to the St. Louis market, is said to have weighed 107 pounds.

The sand hills that are found in many Kansas counties have been the best producers. These sections are worthless for corn, and make only fair farm lands under the best of circumstances. But when melons are planted there is almost no end to the number that will be produced.

Ranking along with the sand hills are the level plains out on the Arkansas river, through Kearney and Finny counties. The soil is light and free from injurious grasses. Irrigation is possible from the ditches fed from the river. These ditches are near enough the Colorado line to get some of the water that flows by the Colorado irrigators, but is lost before it reaches the lower countles in central Kansas. The melon raising industry here has taken a new form. There are not enough people to eat a hundredth part of the number that is grown, but the farmers raise them for the seed.

The men who raise melons for the seed find it a very profitable undertaking. They utilize the wide level fields and get from a few acres as much as ordinarily they could from a quarter section by the usual course of farming. The object of the crop being to secure seed, they do not give the tillage necessary in producing melons vice, while ergines of twice their power cannot handle trains of equal length mous yields. The crop is planted from the middle of May to June 20, and is, after being cultivated, well irrigated twice-in dry season three times. As the season progresses, the melons grow so large that there is no possibility of horse cultivation, and the farmer simply waits for the ripening. which comes in the latter part of August up to September 20.

During this month is the threshingunique experience on the plains. Two kinds of machines are used, both of the same principle-one run by hand and the other by horse power. The latter is more common, and may be of the machinery and the track is seen in operation on any of the melon more than considerable. It is hard to patches. The thresher has for its basis a large cylinder, from the surface of expensive block and signal systems which project many small iron spikes intended to tear and break the melon This cylinder is set at the bottom of a hopper, into which the melons are thrown from wagons. Leading from the cylinder is a large sieve-bottomed the delay to other traffic due to high inclined carrier, over which the mingled melon pulp and rinds are worked, the finer portion, with the seeds, passing through and falling to the ground, the rinds and pieces of vines being shoveled out to a heap as

The melons are cut several days before the threshing, and are allowed to begin to decay, so that they may be more easily broken and the seeds come out with less difficulty. The pulp, which comes through the sleve, is placed in a vat or tank, where water is added and the whole mass is left to ferment. In this process the seeds sink to the bottom, and the pulp, which remains on top, is ladled out, the seeds washed, then spread on sheets in the sun to dry. The pile of rinds, when it becomes too large for comfort, is not moved—the threshing machine is changed to a new location. The machine is run easily by two horses with

tumbling rod attachment. The hand machine is a simple affair It is hauled around the field where the melons have been previously cut and placed in piles for its coming. The feeder, as in the case of the large machine, throws the half-rotten melons against the obstructions in the hopper

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A Single Str is often sufficient to cure the most torturing, disfiguring, and humiliating skin, scalp, and blood humors, with loss of hair, when all clee fails. Potter Daug and Chem. Cont., Sole Frops., Boston.

of the machine with such force that age, is the inflection of the adjective. turned with a crank and the pulp, seeds and rind come out below. The sieve is on an incline and the seed pulp the pulp rots and seeps away into the roll, and the seeds may be gathered and put on a sheet to dry. This is a cheap way to harvest the seeds, and in some ways is fully as satisfactory.

The seeds are sold to the Chicago and eastern wholesale seed dealers. The price varies from 8 to 15 cents a pound, this year being rather low on account of the large yield. The yield to the acre runs from 159 to 300 pounds, which, as the land is worth only \$5 or less, makes a good return. With an income of \$25 and the cost of raising estimated at \$5 to \$12 an acre, giving fair wages for all work, this makes one of the most profitable crops that the western Kansas prairie lands can raise. In addition to the melons threshed for seed there are a few hundred to be sold for eating, often making quite an addition to the returns of the year. It is estimated by the farmers engaged that the crop is far better than any of the grains when the price is an average one, as there

is seldom a failure. Kearney county is this year the cen-Among the farmers who are engaged largely in the business are G. R. Podds. Henry Entz and Lewis Kell, of Lakin: A. K. Downing, John Freu-ser, H. C. Wills and William Logan, of Deerfield. These have from fifteen to sixty acres every year, and this year are threshing large crops. Scores of farmers are entering the business, and it promises to become one of the leading industries of that portion of the west. While the distance from the market and the proximity to the Rocky Ford region prevent a satisfactors market for melons for eating, seed raising is easily handled and returns an income that is satisfactory.

THE MATTER OF GENDER.

Its Humors as Exemplified in Variou Curious Languages.

from the Pall Mall Gazette. There is fun which the vulgar do not suspect in the study of languages. European tongues, springing from the same root, except Basque and Magyar and Turkish, have been drilled into uniformity of structure. They give no no tion of the tricks and complications which savage men devise to express their simple thoughts. But the reader must not suppose I am more learned than himself in this science; it is only in miscellaneous skimming of books that a few odd little examples have impressed themselves upon my memory Observe the detail of gender. It seems to us that nature itself has regulated that matter once for all. In most languages, of course, inanimate things are treated as masculine or feminine; everybody knows that our forefathers did the same thing long ago. But, it any case, male, female and neuter genders exhaust the possibilities. You cannot have more than three genders. or less than two, for the sexes must be distinguished. So it appears to the civilized mortal. But an Australian of Daly river contrives to recognize four, while an Algonquin of North America and a Dravidian of India have two, indeed, but they are not male and female. For the Daly river person insists that plants shall have a gender of their own; the Algonquin and the Dravidian agree that it is the distinction of living and dead, not that of sex, which should be maintained. The great Fulah nation also ignores male and female, making one comprehensive gender of human beings and everything that relates thereto, and another for all creatures and things outside. Thus, tame cattle are distinguished from wild, and a tree planted with intention from one that springs naturally. Upon the other hand, those poor Armenians have not even one gender to bless

But the Australians of the Daly river ectually put gender into their verbs. Humane persons would not credit such an outrage upon lower authority than that of Rex. D. McKillop, in charge of a Roman Catholic mission there. Only to think of learning such a language gives one a shiver. We do not hear how many moods go to a verb, but the tenses are vaguely and awfully described as "endless;" perhaps the reverend gentleman had not yet succeed-ed in dislodging them. Thirty-five reckoned in the speech of the Basuto Kaf-firs—no less do those interesting bar-barians require for conversation. But barians require for conversation. But they do not call upon them to agree with the noun in gender as well as in number and person. That is the exclusive demand of the Mullok-Mulloks. Cherites and Ponga-Pongas, among whom Mr. McKillop and his brethren spend their days, desperately wrestling with the parts of speech. Another contrivance, not exclusive but more highly developed on the Daly river, apparently, than in any other land or

they are shattered. The cylinder is Besides singular and plural they have, turned with a crank and the pulp, as we should expect, the dual, "and they are very strict about the use of it." One would say that the resources works through, to be caught and of human speech do not allow the placed in pits in the ground. Here plural number to be formed unless by plural number to be formed unless by change in the first or last syllable of the noun or in the interposition of one midway, as in the Turkish. But Antipodean ingenuity is equal to the task. These black fellows express the plural by a change, not in the noun, but in the verb. Upon the whole, there is no such lively example of the perplexing rule that language is more complicated, and more scrupulous to interpret the speaker's meaning, in proportion to the barbarism of those who use it. There are exceptions enough, of course.

Nothing New Under the Sun. Aleck-Well, Uncles this is very different from the farm, isn't it?
Uncle Rube-it feels strange, sure
enough; but I guess the owners of them
new-fangled things know all about watering their stock, just the same.—Auto-mobile Magazine.

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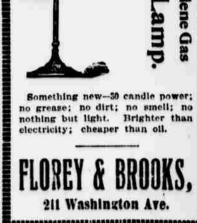
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