ge Two



### **MEYERSDALE COMMERCIAL, THURSDAY, JANUARY 3, 1929**

the Turkish military police and the Satan must be propitiated and wor-pair of offenders promptly hanged. From Mosul we derive the word subjects and take vengeance upon muslin. While it is true that the them. Over the Yezidis the Mir exercises vegetables and fruits have meat.

meat, vegetables and fruits have largely displaced the products of the loom in our bazaars; yet if one walks around the walls of the city m a gaged in weaving and dying the de-licate fabric which at one time in his-tory spread the fame of the city. The Turks, may it be said to their weaving and external spread to be an about the fame of the city. The Turks, may it be said to their will and thus become chief. As



Mechanical Unloaders Removing Ore From Lake Steamer.

(Prepared by the National Geographic Society, Washington, D. C.) INING the ore that makes most of America's steel is a vastly different procedure feet long and 64 feet beau, drawing about 20 feet 6 inches of water, when sa uncanny appartions of the unsalted seas. The William P. Snyder, Jr., 617 feet long and 64 feet beam, drawing about 20 feet 6 inches of water, when loaded to capacity, broke the world's bulk freighter record carrying 13,694 tons of ore on one trip.

Modern Ore Carriers

These ships, in spite of the fact that they are able to work only eight months and notwithstanding the wonderfully low ton-mile freight rate they offer, are verifable gold mines. With the progress in the art of bulk freight-er construction that a quarter of a century has brought forth, miracles of efficiency have been wrought. Vessels of the largest type are operated today with engines of the same pattern and power as were fitted into ships of one-third their tonnage two decades ago. Indeed, so economical in operation are the big ore carriers of today that they use only a shade more than half an ounce of coal in carrying a ton of freight a mile-a statement so remarkable that one could not believe it except upon the authority of R. D. Williams, editor of the Marine Review. Another authority puts the cost of operating such a ship at between \$200

and \$300 a day. Even at the latter figure and ten days to the trip, with cargo only one way, the cost of a trip to the owners is only \$3,000, while the receipts may reach \$6,000. But even at a dollar a ton, moving ore a thousand miles in these vessels costs only one-sixth as much per ton-mile as moving it on the railroads.

the railroads. When the big ore carriers arrive at the lower lake ports—Lorain, Cleve-land, Ashtabula, Conneaut, Erie and Buffalo—they hasten up to the ore-handling plants, every hatch open and ready for the unloading. Gravity may load a ship, but it has never yet un-loaded one, and so machinery does the loaded one, and so machinery does the loaded one, and so machinery does the work. Instead of the old way of holst-ing shovel-filled buckets by horse-pow-er and dumping them into the wheel-barrows of picturesque longshoremen, a method by which it cost 50 cents a ton to get the ore from hold to car or pile, today gigantic unloaders, the most modern of them grabbing- up 17 tons at a mouthful, save so much labor that it costs in some cases less than five it costs in some cases less than five cents to take a ton of ore out of the hold and put it on the small mountain the ore folk call the stock pile, or in empty railroad cars waiting on the track hard by.

Unloading the Vessel.

The Hulett unloader reminds one of glorified walking beam of the sidewheel steamboat variety, with one of the legs left off. Instead of the other leg connecting with a crank shaft, it has a wonderful set of claws at the lower end, and above them an ankle of startling agility. These great claws open and shut by electricity, and they take up 17 tons with as much ease as you might close your hand on an apple. The operator is stationed in-



**KINDNESS TO DOGS** 

Nick and Nancy hurried down a then turned down another and ran almost all of five more blocks to reach their cousins' home. They had just

heard something and they wanted to arrive before it CAR was too late. Nick went half-way down the half when he bumped straight into Jack

C L coming up fro the cellar stairs. from and Nancy in his arms the lit-

tle fox terrier Ma-Hurried, rian had just bought a week before with her birthday money.

(ANNI)

Nick

The dog was still only a tiny puppy. a lovely little soft white puppy with one brown ear and one black, one and two black spots on his soft white-

back "Oh, you didn't do it, did you?"

cried Nick. "It's no affair of yours," answered Jack.

"Fox terriers look absurd with their tails long. And everybody said it would be all right in a week."

The poor little fox terrier was shiv-ering with pain. His eyes looked so sad, his little body hurt him so—at the end of his little body there was-such a terrible pain. "The bones are soft, the man said it

didn't hurt. And that he'd look so

rid and cruel. "That little puppy never did anyone any harm, and he was at your mercy. "You wouldn't want to have a foot cut off and not be able to do anything

about it. "And for the sake of a little style you'd let that tiny loving dog go

through all that pain and misery. "For shame! For shame!" "Why can't people decide they and that they'll change the fash ion and have it

stylish for tox ter-riers to keep their tails?" cried cried Nancy. And Jack and Marian did feel badly after this, for they loved MMFifer

Terrier.

the next week not so much. But they always felt ashamed of themselves, and so grateful to the little dog for not hating them. And always, after that, when they we his little about tail weeking them

saw his little short tail wagging, they thought that they would have loved him just as much with a longer tail. There was really no reason in the world for such a style-and it was wicked to have a style hurt an ani-mal who could do nothing about it.

## Fawns for Pets

The pet problem has been solved for the children of the government staff at Grand Canyon National park. De-nied the customary cats and dogs through the park regulations, the fawns have been given them from the deer herd in the Kaihab National for-est, north of the park. Dogs and cats are forbidden in the park partly be-cause they are predatory animals and likely to kill or at least ensure the



their little puppy The Little Fox and he was suffer-

and other easter spread into the and the South s It is also an

of those who se for this useful Roman or Arab down to us from But there are that it was know Orient. Breitsc scientist, discov in a book publis

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foolish with a tail," Marian said. "What did you care what people said?" screamed Nick. "You are hor-



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By T. E. WNU

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furance plants. Many of the plants are right alongside the unload-ing docks and save the cost of rail-road haul. But there are still millions

upon millions of tons of ore that mu

apple. The operator is stationed in-side the leg just above the claws and gets all the sensations of riding a rollercoaster, as he jumps in and out of the ship hour after hour. When the claws are full, the oper-ator turns a lever; the walking beam seesaws back to the opposite position; the load comes out of the hold and is dumped into a bin. From this bin it flows by gravity into hig coal and ore ment between the United States flows by gravity into big coal and ore cars to be hauled to the furnaces, or else is delivered to the buckets of the great cantilever bridge, which carry it tional park service and the United States forest service, and were transported from the north rim to the south by truck. One of the ten escaped, and one died not long after its arrivel at park headquarters, but the surviy-ing eight are thriving and have beacross to the big stock pile. Once it took a week, with a regiment of men, to unload a small ship, whereas now half a day and a corporal's guard can come very tame. send the biggest ore carrier afloat on its way empty.

## A Game for Rainy Days

There are several other types of un-loaders, some of them having huge horizontal beams reaching out over A Japanese fan race is a fine game or Edna and Jean to play on rainy the hatches of the ship and forming trackways for the big buckets that run out to the end on carriages, and then drop down on a cable into the hold for a load of ore. Whoever has days. Read this description of it from days. Read this description of it from the July issue of Child Life to them: "The fans are used to fan a three-inch square of tissue paper towards the goals. Place two books on the floor about a foot apart and call that the goal. Then mark the pieces of tis-sue paper on the starting line. When the word is given each one tries to fan word is given each one tries to fan his paper through the goal first.

# Postponed Ablution

Mother-Junior, you didn't wash your face this morning. Efficiency Expert's Little Boy-No, Mother-I heard you say we were go ing to have grapefruit for breakfast

Peak of the Program "Here, young man, you shouldn't hit that boy when he's down." "Gwan! What d'yer think I got 'Im down fer?"

southern part gan very soon gan trading wi America. (©. 1928, West

What Flavor anything you w morning?" 'Yes; you mi traffic jam I've

Puss! Puss think Mary loc er?" "Yes; like o plants."-Yale

take a second ride by rail before it can reach the hour of its transforma-tion into pig iron.

being only eight months long, the ships must bring in enough ore to keep the furnaces running during the additional four months, and so the red ore pile is seen everywhere at lake ports

watched a farmer store hay away in his barn with a modern hay fork will understand the roles the beam and the other store. cable play. The mining and navigation season