

THE RESIDENCE OF LORD FAIRFAX AT ALEXANDRIA VA.



PRESBYTERIAN CHURCH AT ALEXANDRIA VIRGINIA

TOWN WASHINGTON LOVED



TREAT TIES WITH OIL

METHOD CONSIDERABLY LENGTHENS THEIR LIVES.

Idea is Comparatively a New One, But It Has Amply Demonstrated Its Value—Giant Bathtubs Used in the Process.

At Twenty-third street and the Blue river is a busy little industrial electric railway. It is quite unknown to Kansas City, says the Star, save as seen from car windows of passing steam trains, yet it operates over a narrow-gauge track of six and one-half miles. The trackage is in the yards of a creosoting company which was built to take care of a single contract. Its sole function is to give a creosote bath to the railroad ties on two divisions of a great western railroad system. Last year 1,213,000 ties were treated. It is estimated that the process doubles and even triples the ties' term of service. Thus the process is not only a great railroad economy, but a part of the nation-wide movement for timber conservation.

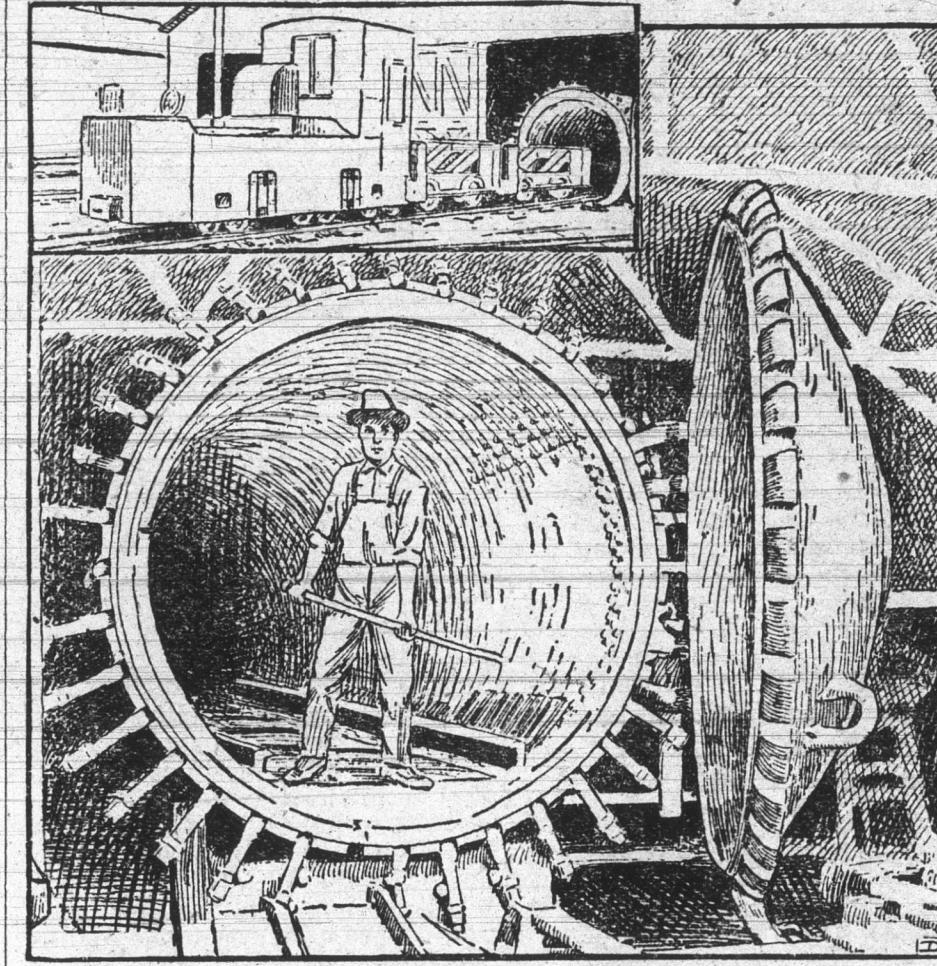
There are two bathtubs at the cre-

sote bathing plant and there is nothing quite like them in Kansas City. The tubs, for instance, are 130 feet long and eight feet in diameter and hold a small railroad train.

The narrow gauge tracks, over which the electric locomotive operates, extend through each of the bathtubs or giant retorts. A train of trucks loaded eight feet high with ties is run into the retort. The locomotive pulls away and the five-ton doors to the retort, or bathtub, are closed and bolted airtight with a great circle of screw bolts.

The train of ties then is deluged with the oil. The pressure pumps are started and at the end of two or three hours three and one-third gallons of oil has been forced into each tie. The oil then is drained off. An 80 per cent. vacuum subsequently is created and for a period of one and one-half hours the vacuum sucks oil from the tie, until it is left impregnated with about two and a half gallons of oil which is to act as an antiseptic against timber destroying fungi. Between \$70 and 1,060 ties are treated at one bathing.

There are now about a hundred timber preserving plants in America, mostly in the timber regions. The larger per cent. of the oil is imported from England. It is obtained in a coal process.



Opening Up One of Two Huge Bath Tubs That Hold Railroad Ties at Creosoting Plant. The Tub Weighs Five Tons.

MEET NEEDS OF THE COUNTRY

American Electric Locomotives Differ From European on Account of Business Reasons.

It has often been remarked by Americans that European electric locomotives are built like watches, and the regret is implied that similar refinement in workmanship is not to be expected of the American mechanic. This to a certain extent is true. The design, construction and repairs of locomotives in this country have assumed simplicity as a keynote.

In this country it is a rule that the needs of economical operation are best conserved when the locomotive mileage is kept high, and this in turn means long intervals between overhauling in the shop together with the minimum of tinkering between trips. Parts so designed as to require extraordinary care and skill in fitting are not likely to survive either the heavy stress or the rapid wear of railway service, and a construction which involves their use should be changed in preference to the alternative of keeping the engine out of service while delicate adjustments are being made.

—Electric Railway Journal.

WILL THE LIGHTS BE WHITE?

Oft, when I feel my engine swerve, As o'er strange rails we fare, I strain my eye around the curve For what awaits us there.

When swift and free she carries me Through yards unknown at night, I look along the line to see

That all the lamps are white.

The blue light marks the crippled car,

The green light signals slow;

The red light is a danger light,

The white light, "Let her go."

Again the open fields we roam,

And, when the night is fair,

I look up in the starry dome

And wonder what's up there.

For who can speak for those who dwell

Behind the curving sky?

No man has ever lived to tell

Just what it means to die.

Swift toward life's terminal trend,

The run seems short tonight;

One God knows what's at the end—

I hope the lamps are white.

"Will the Lights be White?" Cy Warner, in National Magazine.

Pioneers in Traction.

According to our contemporary, the Engineer, in order to accommodate the increasing use of track and signaling circuits on railroads, with the necessity for bonding joints, points and crossings, and separating rail sections to form the desired electric circuits, it is proposed by a German engineer to use non-magnetic rails. The non-magnetic track rails are made of nickel steel containing about 18 to 20 per cent. of nickel, and they are inserted at desired points in the ordinary magnetic track for controlling signals, brakes, etc., from the vehicles. For light railroads, the whole of the track may be formed from these rails, which do not affect the action of the weak electric current used in controlling the railroad.—Scientific American.

SURE TO BE ALL ELECTRIC

Time Certainly Coming When Use of Steam as Power Will Be Given Up by the Railroads.

The time is coming when all railroads will be operated by electricity. Even now we are in the period of the swift speeding, powerful electric dreadnaught of the steel highway. The New York Central railroad, part of whose system is operated by electric power, is having built for its terminal service six electric locomotives, to be the most powerful yet constructed.

They are being built at Schenectady, and will have a higher efficiency than any other high-speed locomotive yet constructed. They are to develop 2,000 horsepower for one hour. Of this the equivalent tractive effort is 14,000 pounds at 54 miles an hour continuously, or 20,000 pounds at 49 miles an hour at one hour rating.

Each locomotive can haul a 1,200-ton train on a level track continuously at 60 miles an hour. Talk about pull!

BRITISH LINES MAKE ADVANCE

Important and Costly Changes Which Will Add Greatly to Their Present Efficiency.

It has been decided to banish "dead" buffer wagons from British railroads. "Dead" buffers are a survival of the early railroad days.

Their absolute rigidity, which is said to have helped to shorten the life of a wagon through shunting operations, has been the cause of their undoing, and they are to be superseded by spring buffers, which for some years have been rapidly finding favor with all companies. Goods in transit are not as liable to be damaged where these are in use and in addition there is an added lease of life to the wagons.

The change is the outcome of regulations made by the railway clearing house authorities, and it is expected that no fewer than about 50,000 "dead" buffer trucks will be banished.—London Tit-Bits.

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The Onlooker

HENRY HOWLAND

Hunting Trouble



When you start out to inquire
Whether Brown called you a liar,
You may in your indignation
Think you're doing something bravely.
To preserve your reputation,
But give heed a moment gravely;
When you start out on such a mission
Wildly threatening to send
Your defender to perdition
You are not a hero, friend—
You are merely hunting trouble.

When you start out, gentle lady,
To discover naughty, shady
Things your husband has been doing,
Or of which he is suspected.
You may think you are pursuing
Sins that ought to be detected.
But the truth you seek may hurt you
And in setting forth to get
Sweet revenge for outraged virtue
You may find to your regret
That you've merely hunted trouble.

Those who search for sorrow find it;
Every door has hid behind it.
Trouble in some shape or guise;
It may be imaginary,
Thin, inconsequential, airy,
But he finds it there who tries.
What a world of useless sorrow
Might be headed off tomorrow
If by prayer or through petition
'Twere arranged so that Suspicion
Should have neither ears nor eyes.



Practical Suggestion.

"Whatever are we going to do with nine chafing dishes?" exclaimed the bride when she and the groom had at last been permitted to look at the presents.

"We might exchange two or three of them for a couple of skillets and perhaps trade the rest in on a sack of flour and a peck of potatoes."

He May.

"A man who deliberately avoids marriage so that he may not be called on to support a family is the personification of selfishness."

"He may be that, but he may also be sparing both the public and himself a lot of unprofitable trouble."

A Penalty.

"Beautiful married women," says one of the philosophettes, "are not happy."

This is one of the penalties of a social code that makes it ungentlemanly to tell a married woman that she is beautiful.

He Should Remember It.

Scientists have found that a grasshopper can jump 200 times its own length. This fact should be remembered by the collegian who thinks he is going to be needed in the world because he has broken the jumping record.

A Kind Retort.

"If I ever have a son I hope he will inherit his father's brains, but I should want my daughter to have my beauty."

"Why should you wish your son to have such an advantage?"

No Chance.

"Brooks says he and his wife hardly ever engage in conversation."

What is the matter?

"The lady is generally so busy doing a monologue that conversation is out of the question."

A Sign of Progress.

"Do you think people are really making any progress? That we actually gain in knowledge and worthiness?"

"Certainly. Why, hardly any woman bleaches her hair now."

How Could She Help It?

"Do you ever think that your marriage was a mistake?"

"Yes, often. One of the men whom I refused is getting as large a salary as my husband is drawing."

It Seems Strange.

One sometimes wonders why it is that the first words of some people's babies do not happen to be: "Get the coin."

There's a Reason.

"He seems to be able to dress mighty well."

"Yes. He travels and has an expense account."