

RAILROAD PLANS OF YOUNG HARRIMAN

Son of Dead Railroad King Sees How Roads Are Built By Surveying in West.

STARTS FROM THE BOTTOM

PHYSICALLY, AVERELL IS THE IMAGE OF HIS FATHER, AND HAS SAME TASTES AND MODE OF LIVING AS PARENT.

Arden, N. Y., Sept. 11.—W. Averell Harriman, is what might be termed a freshman in the university of railroading. He has for three months been engaged in making surveys with a party along the line of the Oregon Short Line, which his father controls, and he purposes working his way up the ladder, studying railroad building and operating in all its phases, until such time as he can graduate into the place his father holds.

The young man was about the Harriman estate this morning, with C. T. Ford, the superintendent, inspecting the "improvements" that have been made, and viewing the sites of those that are projected. He was particularly impressed by the funicular railway, which is the only fast means of approach to the mansion, and he enthusiastically congratulated Mr. Ford upon the excellence of the work.

Contractors Egotistical.

"It is perfect grade," he said, "and the correctness of it is a demonstration of careful engineering and close application to details in building."

"The greatest trouble we find in the West is that the contractors or builders have too many of their own ideas, and do not like to subject themselves to the absolute dictation of the engineer. Very often the contractor

knows more than the engineer and then there comes an understanding. After this things generally run along all right."

The West possesses a more intelligent lot of railroad builders than the East. I won't say "intelligent" but rather "more practical." Everything in railroad building in the West is done on practical lines. Very little theory is depended upon. The great demand for more railroads makes this necessary. They can't afford to trust to theory. A good railroad surveyor and land engineer in the West is the man who has built railroads and who has practical knowledge of the country. The Eastern surveyor or engineer finds himself in trouble in the West if he looks for a supervising position as engineer or surveyor. The fellows who have been in the West for a number of years can give our Eastern yellow cards and spades.

"Yes, I like railroad work. I don't think I could ever accomplish as much as father for I believe he was born a railroad financier and builder."

"Do you intend to start railroading from the bottom?" Mr. Harriman was asked.

"Yes, in asense. Surveying is the first essential by which good railroad men attain to the success of a railroad manager. And to get this information I am working with a surveying party now."

With Common Workmen.

Mr. Harriman has not been located in any one particular place, but has been transferred wherever his corps went. He says he will not become a fireman or an engineer, believing that the practical side of railroading does not necessitate going that far.

The knowing of just how far to reach a given point and at the lowest cost is the main point about building railroads and extending them, young Harriman believes. However, the young railroad man will work with a fireman and with the engineers, riding with them in their labs and carefully studying their line of work, their hours of employment, their conditions, etc. He will also enter the shops and there study mechanical engineering and draughting. Then he will enter the general offices as a clerk, get the

Care in Preparing Food.

In recent years scientists have proved that the value of food is measured largely by its purity: the result is the most stringent pure food laws that have ever been known.

One food that has stood out prominently as a perfectly clean and pure food and which was as pure before the enactment of these laws as it could possibly be is Quaker Oats; conceded by the experts to be the ideal food for making strength of muscle and brain. The best and cheapest of all foods. The Quaker Oats Company is the only manufacturer of oatmeal that has satisfactorily solved the problem of removing the husks and black specks which are so annoying when other brands are eaten. If you are convenient to the store buy the regular size packages; if not near the store, buy the large size family packages.

general knowledge of this work and then pass on up the ladder.

Physically Averell is the image of his father, and his manners, actions, mode of living, and choice of amusements add to the resemblance.

A COAT OF EMPEROR

Along With Meredith's Sword And Spurs Were Shown.

Cambridge City, Ind., Sept. 10.—The Farm and Home club held a harvest meeting at Norborough Farm, the home of Mrs. Virginia Meredith, Wednesday. Mrs. Elizabeth Earl of Connersville, was present and exhibited a number of rare pieces of Chinese and Japanese embroideries. Among the articles exhibited was a coat worn by the Chinese emperor, which was a gift to Mrs. Stewart, who has just returned from a sojourn in the Orient. An old silver pitcher, two hundred and forty years old, belonging to Mrs. Perry Wilson, of Dublin, Gen. Meredith's sword and spurs, beautiful chin and quaint old garments were also displayed.

WORK THAT TELLS.

Plenty of It Has Been Done Right Here in Richmond.

Cures that last are cures that tell. To thoroughly know the virtues of a medicine you must investigate the cures and see if they prove permanent. Doan's Kidney Pills stand this test, and plenty of proof exists right here in Richmond. People who testified years ago to relief from backache, kidney and urinary disorders, now declare that relief was permanent and the cure perfect. How can any Richmond sufferer longer doubt the evidence?

Miss Frances Hamilton, 27 N. Ninth Street, Richmond, Ind., says: "I was annoyed greatly by pains through the small of my back and in my shoulders. When my sister advised me to try Doan's Kidney Pills, I procured a supply at A. G. Lukens & Co.'s drug store and two boxes freed me from the trouble. I think highly of Doan's Kidney Pills and consider them worthy of recommendation."

The above statement was given in July 1906 and on December 12, 1908, Miss Hamilton added: "I had no return of kidney complaint since Doan's Kidney Pills cured me. I am always glad to say a good word in praise of this excellent kidney remedy."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

AKBAR'S EXPERIMENT.

Result of His Whimsical Search For a Natural Language.

Akbar, one of the first of the great moguls who ruled India, has been named the Asiatic Charlemagne. He was a statesman and an educator and built a palace for the reception of men who loved learning and sought after wisdom. The great mogul's passion for knowledge is said to have been shown by a whimsical experiment he once made to determine if it was true, as he had heard, that Hebrew was the natural language of all who had never been taught any other tongue.

To test this assertion Akbar caused a dozen nursing children to be shut up in a castle six leagues from Agra, his capital city. Each child was reared by a dumb nurse. The porter also was a mute, and he was forbidden, upon pain of death, to open the gates of the castle. When the children were twelve years of age Akbar ordered them to be brought before him.

Men learned in Sanskrit, in Arabic, in Persian and in Hebrew were assembled at the royal palace to tell what language the children spoke. Akbar, seated on his throne and surrounded by these linguists, ordered the children to be brought in. Each child was addressed, and, to the surprise of the assembly, every one answered by a sign. Not a child could speak a word. They had all learned from their nurses to express themselves by gestures!

First Come, First Served.

A week before commencement Jones, a senior, who was weary of boarding house fare, was happily engaged in donning his dinner clothes. A smile of delighted anticipation played upon his features when Robbins entered in a dinner coat.

"Hello, Charley!" greeted Jones cheerily. "What's up?"

"Oh, nothing up," said Robbins. "I'm just going round to the Clemenses to call—going to see if I can't get asked to dinner."

The smile faded slowly from Jones' features.

"Oh, I say, Charley," he expostulated, "can't you go somewhere else? I was going there."—Youth's Companion.

Strictly Private
\$1.20 is the weekly payment on a \$50 loan for fifty weeks. Other amounts in the same proportion. Loans made in all parts of the city; also surrounding towns and country. Kept lowest rates and absolute secrecy. You need not leave your home to get a loan. If you need money and cannot call at our office, fill out and mail to us the following blank and we will send a representative to you.

Name

Address

Amount Wanted

Kind of Security

Richmond
Loan Company
Room 8, Colonial Bldg.,
Richmond, Indiana.

GOLD MEDAL FLOUR

THE ATLANTIC LINERS

Signs, Signals and Flags Used by the Various Companies.

COLORS OF THE BIG FUNNELS

In Some Cases They Are Very Much Alike, but the Night Lights Used by the Vessels of the Different Lines Are Quite Distinctive.

It is said that but comparatively few of the many thousands of persons that each year patronize the various lines of steamships crossing the Atlantic are familiar with the various distinguishing signs and signals employed by the vessels of the respective companies. Yet it is a very easy thing to tell at a glance to what line any given ship belongs—the American line, for instance.

About all that one must remember in the case of the vessels of our own line is that the funnels are black, each with its white band. When you see an Atlantic liner at night with a blue light forward, a red light amidships and a blue light aft you know at once that she is of the American line.

All Cunarders show a red funnel with black rings and a black top, while the night signals consist of a blue light and two roman candles, each throwing out six blue balls.

There are but two of the leading transatlantic lines the ships of which carry cream colored funnels—the North German Lloyd and the Holland-American lines. The first employs a perfectly plain funnel without any other color than cream, and the latter shows a cream funnel with a white band and green borders. Signals displayed at night by these lines are, in the case of the North German Lloyd, two blue red lights, one forward and one aft, and, in the case of the Holland-American line, a green light forward and aft, with a white light under the bridge.

Two lines use buff tunnels, the White Star and the Hamburg-American, the difference between the two being that, while the former shows a black top, the latter is plain buff throughout. White Star night signals are two green lights flashed simultaneously.

Quite a number of lines carry black funnels—the American with a white band, as mentioned above; the Anchor, which is entirely black; the Bristol, with a variegated and fancy touch, the black smokestack being relieved by a white band in the center and a blue star in the middle of the white band. In the regular service of the Hamburg-American line, as distinguished from the express service, we find that the color is plain black, while the Red Star is black with a white band and a black top.

The Scandinavian-American and the Wilson lines have red and black funnels black in the first case with a red top and red funnel with a black top in the second.

The red funnel of the French line has a black top similar to the funnels of other lines, but with different proportions of color. On this line the night signals are a blue light forward, a white light amidships and a red light aft, forming the French tricolor.

At night the Anchor line of vessels shows a white light, then a red. The Bristol displays a green light only. The Hamburg-American ships for both services, regular and express, show two red-white-blue lights in quick succession at the stern. The Red Star displays three red lights, one forward, one aft and one amidships, all flashed together. The Scandinavian line employs one white-red, followed by one red-white light, and the Wilson puts out two red lights about sixty feet apart.

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It will be observed from the foregoing that the night signals of all the different lines vary, while the funnels in some cases are very similar. This, however, does not lead to confusion, for in determining the line to which a vessel belongs one must also take into consideration the flag or pennant she flies. Every line, of course, carries a different "house flag," as it is called.

The flag of the Cunard line is red with a golden lion in the center, while that of the White Star vessels is of the same color, but swallowtail in shape and containing a white star. The house flag of the Red Star line is exactly the same as that of the White Star company with the colors reversed—flag white, star red.

The flag of the Hamburg-American line is an elaborate affair—white and blue diagonally quartered with a black anchor and a yellow shield in the center. The North German Lloyd flag is a handsome one, showing a design of a key and an anchor wreath in blue on a white field.

The Atlantic Transport line flies a pretty flag of red, white and blue horizontal bars, with stars.—Edwin Torisse in Cincinnati Commercial Tribune.

Just One Sentence.

"They say that Stevenson frequently worked a whole afternoon on a single line."

"That's nothing. I know a man who has been working the last six years on one sentence."—Boston Transcript.

The Two Power Standard.

"England thinks her navy ought to be just twice as large as that of her principal rival."

"My wife likes to regulate her wardrobe along those identical lines."—Pittsburg Post.

The liar is sooner caught than the crippler.—Spanish Proverb.

POLE JOKES BEGIN.

Washington, D. C., Sept. 10.—The open season for foolish editors is on.

On the day the discovery of the north pole was reported by Dr. Cook, the Washington correspondent of a New York newspaper got the following message:

"Frederick A. Cook has reported that he discovered the north pole. Interview Polish minister at once."

The smile faded slowly from Jones' features.

"Oh, I say, Charley," he expostulated, "can't you go somewhere else? I was going there."—Youth's Companion.

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