

drove LINCOLN FUNERAL PARADE

"Oldest Engineer" Tells of Experience of Early Days.

Fort Worth, Tex., July 15.—Addressed to "The Oldest Engineer in Captivity, Fort Worth, Tex.," a letter received at the postoffice here recently was delivered without hesitation to the person for whom it was intended, A. J. Wemple, of this city. It is probable that no one will dispute the title with him when the statement is made that he had been a full-fledged engineer for eleven years when he piloted Lincoln's funeral train over his run.

It was in February, 1851, that Alonzo John Wemple, then a lad of 17, got his first taste of railroading, hauling iron and ties getting a berth as fireman in September of the same year. The road, which connected Schenectady and Troy, is now a part of the great New York Central system, along with half a dozen other short lines, the consolidation having been made in 1872.

Railroading in those days was not what it is now. To begin with, the engines were dinky affairs, with one pair of four and a half foot driving wheels, and burned wood. It is reported that many a mile of good rail fence along right-of-ways of the period disappeared mysteriously, until the farmers learned to watch the trains go thru. Wemple has seen wood supplanted and peat, soft coal, blacksmith coal and oil burned at different times since, with electricity now looming as their final successor.

Dispatching the Maximum.
Electricity was unheard of in those days, as far as railroading was concerned, and so, of course, were the telephone and telegraph. "Dispatching" was an art unknown. Wemple relates, and trains were run by "time cards." If an engineer was thirty minutes behind schedule he had to stop and let the first approaching train pass him. Sometimes he waited until he saw the smoke of his fellow engineer's engine in the distance and then "scoted" for a siding. It was an exciting life.

Engines were not numbered in those days, but bore names, after the maritime fashion. Wemple's first charge was the "Buffalo." There was nothing sombre about the "Iron Horse" in those days either. They were enlivened with a profusion of nickel and brass work, all of which was kept burnished until it looked like a piece of jewelry in the sunlight, and it is not unlikely that the captain of the ship felt no more pride in the appearance of his craft than did the old-time engineer in the high-stacked engine over whose throttle he presided.

It was in 1854 that Wemple became an engineer on his transfer to the Greenville and Miami line, running from Dayton, O., to Union City, Ind., a distance of forty-seven miles. Later the road was extended to Indianapolis, making the length of the line 130 miles. He remained there until March 1855, when he went to the Illinois Central at Centralia, Ill., then a town with about ten houses, now a city around 20,000 population.

Remembers Confederate Prisoners.
It was on this line when the Civil War broke out, and remembers how his pity was stirred when Confederate soldiers, clad in a few rags, were loaded into boxcars and shipped into the frosty North as prisoners. Closely guarded by Union soldiers in heavy overcoats, their breaths smoking in the crisp atmosphere, they made a picture Wemple could never forget.

In 1863 an offer came to Wemple to return to his old love, the same branch of the New York Central on which he had worked before. It was here that he piloted the funeral train which bore Lincoln's body from Schenectady to Troy—there being no bridge at Albany at that time—on the long run from Washington to Springfield, Ill., where the martyred President's body still rests.

Great solemnity marked the progress of the presidential cortege, Wemple relates. A pilot train ran ahead of the funeral train and cleared the way. Both were heavily draped in mourning and ran at a constant speed of twenty miles an hour. One of the duties of the pilot train was to stop all trains on the parallel track and make them wait until the funeral train had passed.

At each station the bell of the engine tolled in proclamation and at the larger cities the train stopped to let the populace file thru for a glimpse of the body as it lay in state, heavily guarded. Both trains carried a crew of workmen and repair materials, so that there might be no delay from breakdowns.

Wemple worked a while for a private company which leased his engine in 1871, coming to Texas in 1886. For two years he had the run between Texarkana and Whitesboro, which was the Western limit of the Texas and Pacific Railway at that time, and in 1888 he took over a switch engine in the Bonham yards,

which he operated continuously until January of this year. Rheumatism then intervened and forced him to pay a visit to the home of his son here.

Not Thru Railroading.
Wemple insists that he is by no means thru railroading, and that as soon as he can walk a little better he will return to his throttle. And in the meantime, if there is an engineer still on "active duty" who can boast a longer record than his Wemple would like to hear from him.

Catarrhal Deafness Cannot Be Cured
by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure catarrhal deafness, and that is by a constitutional remedy. Catarrhal Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result. Unless the inflammation can be reduced and this tube restored to its normal condition, hearing will be destroyed forever. Many cases of deafness are caused by catarrh, which is an inflamed condition of the mucous surface. Hall's Catarrh Medicine acts thru the blood on the mucous surfaces of the system.

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TRY THIS ON YOUR PIANO

If the finish of furniture or wood-work has been cut or broken thru so that the white wood shows touch the spots with a small brush lightly dipped in linseed oil. A day or two later rub with a clean soft cloth and polish. The oil darkens the wood and makes the blemish almost unnoticeable.

MUCH WEALTH FOUND ON FLOOR OF PORT

Cases of Liquor in Quantity Brought From Watery Depths At Los Angeles

Los Angeles, Cal., July 15.—A veritable gold mine lies on the floor of Los Angeles harbor.

At least that is the belief of seamen, who say the local port is covered with cases of whisky, gold plates, machinery and other valuable articles.

J. W. Ludlow, assistant harbor engineer, said recently that dredges have picked up six cases of liquor within the last two months and apparently have only tapped the rich vein. It is believed that countless cases of spirits have been heaved overboard by persons on incoming vessels who, feared discovery at the hand of port authorities.

Proprietors of launches are authorities for the statement that in some instances "floats" were attached to the cases to facilitate the finding and recovery of the treasure by persons "in" on the secret and working with persons on the ships.

Diver Fred Henderson reported that while he was walking on the bottom of the harbor he came upon a new motorcycle, equipped with all modern appliances. Unable to find the owner of the machine, he took charge of it.

Persons working on dredges say they have picked up many valuable anchors and implements.

One diver reported that he found a dozen gold plates, studded with diamonds, and, according to inscriptions on them, they came from India.

It is believed that some immigrants tried to smuggle them into this country, but, becoming apprehensive, tossed them overboard, hoping to recover them later. The story goes that each of the plates was worth \$300.

BEAT WAY ON TRAIN; ARRESTED

Claiming to be the widow of a once wealthy Seattle real estate operator, Mrs. Mary McGrew was arrested in Jacksonville, Fla., along with two male hoboos, for beating her way on a freight train. She had shingled her hair and was attired in overalls. Sentence of 60 days at the county prison farm stares her in the face.

BAMBONE'S MEDITATIONS

A MULE KICKED ME SO HARD TOTHER DAY. DOCTUH SAY AH LOS' MAH CONSCIENCE BUT JEDGIN' FUM DE BILL HE SONT ME, DAT MULE MUS' ER DONE KICK HIM TOO!



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FAMOUS GEYSER IS SLOWING-UP

Old Faithful Now Adds Four Minutes Between Spouting Periods.

Yellowstone Park, Wyo., July 15.—Old Faithful, Yellowstone's most famous geyser, has slightly changed the period of its eruptions.

According to the observation of the park naturalist and the rangers, the geyser now spouts on an average every 64.6 minutes. Last year the average period was sixty minutes.

The alteration in Old Faithful's "tempo" does not indicate any lessening of its vigor or "faithfulness." On the contrary, Naturalist M. P. Skinner's observations show the mighty fountain to be increasing in volume. The change is believed to be due to an alteration in the subterranean tube of the geyser.

For the last year or so Old Faithful has acquired a habit of occasionally throwing out small rocks. The passage of the rocks thru the tube is believed to have enlarged its dimensions slightly, this in turn being responsible for the lengthened period between eruptions and the increased volume of water.

A number of other interesting changes, lending a constantly varying interest to the mysterious manifestations of the park's performing, natural wonders, are also reported by the park's official observers.

Constant Geysers, after a period of quiet, has resumed regular activity with an interval of one minute between eruptions.

The White Dome Geyser, in Lower Basin, has also become more active, and now plays to a height of fifty feet every hour. For many years past it has seldom spouted over 20 feet.

In the Upper Geyser Basin Morning Glory has changed its color from blue to a brilliant green, owing to a decrease in temperature that allows yellow algae, the minute vegetable growth giving color to the geyser basins, to develop. The green color is produced by the combination of blue water and yellow walls of the geyser mouth.

A new geyser is developing in the Upper Basin, three hundred feet south of the Giantess. It is small at present, but will be an important addition to the park's array of spectacular geysers, since it is near the regular tourist route, and plays regularly every nineteen or twenty minutes.

Naturalist Skinner's observations show a considerable increase in the animal population of the park since last year. Besides the addition of 100 calves to the buffalo herd this spring deer, bear, elk and even mountain sheep are more numerous.

Mountain sheep are seen more frequently on Mt. Washburn, and the weary antelope quite frequently near Tower Falls and Camp Roosevelt.

As an added attraction to the park this year a museum has been established at Mammoth Springs where a complete exposition of the Yellowstone's flora and fauna and geological curiosities is being accumulated.

Surgeons agree that in cases of Cuts, Burns, Bruises and Wounds the first treatment is most important. When an efficient antiseptic is applied promptly, there is no danger of infection and the wound begins to heal at once. For use on man or beast, Borozone is the Ideal Antiseptic and Healing Agent. Buy it now and be ready for an emergency. Price 30c, 60c and \$1.20. Sold by The Ohio County Drug Co.

WIFIE LIKES SNAKES; HUBBY GETS DIVORCE

Akron, O., July 15.—Declaring that "no man should be required to live with a snake charmer, if it is not agreeable to him," Common Pleas Judge H. C. Spicer issued a decree granting the request of Walter Albright, of Akron, for a divorce from Rachel Albright, now of Saint Clairsville. The wedding took place in April 1918.

"That's enough," said Judge Spicer, picking up his pen to sign the decree, when a witness testified that Mrs. Albright, "had short skirts around her knees and long snakes around her neck," when she emerged from a snake pit at a recreation park here in 1918 while her husband was serving in the army.

Doing hard work in a bent or stooping position puts a stitch in the back that is painful. If the muscles have become strained, you can't get rid of it without help. The great penetrating power of Ballard's Snow Liniment will appeal to you most strongly at such times, because it is the very thing you need. Price 25c, 60c and \$1.20 per bottle. Sold by Ohio County Drug Co.

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WOMEN OF MEXICO FIGHT FOR RIGHTS

State of Yucatan May Soon Have Woman As Mayor Of One Large City.

Mexico City, July 15.—Participation by a delegation from Mexico City in a feminist congress in the United States has revealed the existence of a woman's rights movement in the Mexican capital. But the feminist agitation in the capital is insignificant compared with the activities of the militants of the state of Yucatan, whose high chief, Senora Elvira Carrillo Puerto, is a visitor here. Senora Carrillo is a sister of the Yucatan governor, whom American press reports have pictured as a communist, but who recently defied the actual communists of the state when they undertook to paralyze the industries and the railroads of Southeastern Mexico by means of a general strike.

Senora Carrillo soon may be Mayor Carrillo, for her sisters of Merida, the state capital, propose to nominate her for the post of municipal president, a project in which they have been encouraged by the recent elevation to a judgeship in San Luis Potosi of Senora Dolores Arriaga Buch.

The 200 federated feminist leagues and parties of Yucatan have a total membership of ten thousand, who are working for the uplift of the sex thruout the republic, for the elevation of the love thru the elimination of the liquor evil, for the better education of the young and for increased economic efficiency among the women workers.

The feminist movement in Yucatan dates from 1915, when the first congress was held. Within the next two years it assumed a more aggressive character, since which time Senora Carrillo has directed the propaganda, overcoming step by step the obstacles placed in her path by social, racial, religious and political prejudice as embodied in the reactionary social aristocracy.

These organized women of Yucatan are particularly proud of the results of their local option campaign against alcoholism. Senora Carrillo quotes one of the mestizas as saying: "The less wine our husbands drink the more and better food we have, to say nothing of the family automobile rides on Sunday."

SUGAR-CANE LUMBER

A factory has been established at New Orleans for the manufacture of lumber from bagasse, the sugar-cane fiber after the extraction of the juice. After long experiment, says the Scientific American, the process was discovered by Prof. C. E. Monroe, inventor of smokeless powder. Celotex as the new product is called, is made entirely from waste cane fiber and certain chemicals. It is insulat-

ing, waterproof and indestructible. Within a radius of 60 miles of New Orleans, there is, according to estimates, enough waste sugar-cane fiber to produce 200,000,000 square feet of the product annually.

The fiber, which is brought to the factory in 200-pound bales, is taken by automatic machinery successively through breakers, soaking tanks, steam cookers, washers and dryers, until it finally reaches the finishing room where it is sawed into boards four feet wide and eight to 12 long. Celotex is made in one-half and one-quarter inch thicknesses; a square foot of one-half inch boarding weighs six-tenths of a pound, which is much lighter than any wood lumber.

Celotex may be handled like ordinary lumber, to which it is superior for many purposes. Its lightness and durability make it desirable for boarding and furniture manufactures

are already buying it in large quantities for veneer work, drawers bottoms etc. Sound does not easily pass through it and tests show that building with this lumber will save at least one-third the fuel ordinarily used owing to its quality of resisting the passage of heat and cold.

GERMAN HUMORIST IS SUED BY THE KAISER

Berlin, July 15.—The ex-Kaiser's lawyer in Berlin, has filed suit for libel against the well-known satirist, Carl Sternheim, for poking fun at the ex-Kaiser in his latest book, "Libussa," in which the ex-warlord's charged "Libussa" knocks its memoirs on the floor of the stable. It is a sharp satire on the role the ex-Kaiser played in politics at Petrograd, London and Berlin while he was in power.

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