

RAILROAD NEWS.

Santa Fe Adopts a New Train Signalling Device. Invented by Amos McKanna, an Ex-Engineer. GETS A GOOD PRICE. Reward for Four Years of Work and Study. Train Orders Can Be Given to Trains in Motion.

Amos McKanna, an old Santa Fe engineer at Emporia, has been in Topeka this week closing up a contract with the Santa Fe for the adoption of that road's device for giving train orders to engineers on engines going at full speed.

This invention has just been patented by Mr. McKanna, and will be at once put into use on all parts of the Santa Fe system. It will be manufactured at the Santa Fe shops in this city.

Mr. McKanna was injured four years ago at Emporia, where he was employed on the Santa Fe near Strong City, and since that time has turned his attention to inventions. His efforts are now rewarded, for he states under his contract with the Santa Fe he gets a good price for his invention, besides annual passes for himself and his wife, and his contract leaves Mr. McKanna free to sell his device to other railroads, and indications are that it will prove itself of great value and come into general use throughout the country.

The invention consists of a large wire loop fastened to the end of a stout stick, attached to a back train, and containing a written copy of the orders for the locomotive engineer or conductor. On the stick is a signal lamp and a whistle to give notice to the engineer of the oncoming train that orders are awaiting him.

The station agent holds up the loop within reach of the engineer, who grasps it as he flies past. The wire loop with the orders attached automatically deflects to the right, and the signal lamp flashes to give notice to the engineer that orders are awaiting him.

This invention will obviate the necessity of stopping heavy trains at small stations for orders. Instead, the orders are telegraphed ahead of the train to the station agent, who immediately arranges his signaling device and awaits the train, which then proceeds at full speed. The invention is now being tested by the Santa Fe and other roads. It is believed by Mr. McKanna and the Santa Fe officials that the invention will not only be a great saving of time, but will also be productive of economy in operating trains. It costs considerable money to stop a train, and the less stops the more saving there is in train operation.

Mr. McKanna says that in his numerous tests of the invention it has never failed to work satisfactorily. He has repeatedly passed train orders to engineers on Santa Fe trains running 40 miles an hour, and he believes that there is no more trouble in giving orders to trains at such high rates of speed than to slower trains.

JOINT LINE THROUGH TEXAS. Santa Fe and Rock Island Said to Be in the Deal.

Galveston, Tex., Oct. 1.—From a reliable source it is learned that the Rock Island and the Santa Fe are contemplating the construction of a joint line from some point in the Indian Territory to Galveston, Texas, and Gulf of Mexico.

The Santa Fe extend to Fort Worth and a new line will be built from that city to Dallas, competing with the main line extension of the two roads from Dallas to Galveston.

When the Rock Island first determined to build from Fort Worth to deep water at Galveston, it proposed to use the Santa Fe's main line, the two roads to use this jointly. It was decided later that the Santa Fe proposed line could not be lowered to a degree to place it in the best condition for competition with the Gould and Southern Pacific lines, and it was then proposed that the two systems combine in building a new line through Texas, which would include Dallas and Houston, the two largest and most important commercial centers in north and south Texas.

The Santa Fe will continue to use its main line for local freight and the Santa Fe and the Rock Island will use the new line jointly for through freight.

HUNTERS FOR HOMES. Southwestern Lines Announce One-Way Rates for Colonists.

C. M. Pratt, chairman of the Southwestern Passenger Commission, has completed the promulgation of the announcement of a one-way colonist rate for southwestern territory, effective on homeseekers' dates from October, 1902, to April, 1903, inclusive.

These one-way colonist rates will be good for continuous passage, transit limits to be shown in the various rate sheets, at \$2 in addition to one-half of the regular standard one-way first-class fare.

The low rates will be effective with the second homeseekers' date in October, Tuesday, the 21st, and continuing on the dates of homeseekers' excursion date of April, 1903, which will be the third Tuesday of that month.

This rate is second class and not good in standard sleepers, and will be in effect from St. Louis, Chicago, Memphis and other Mississippi and Missouri river gateways. The rate will be extended to connecting lines for basing purposes.

The following lines will participate in this arrangement: The Santa Fe, the Rock Island Pacific, the Rock Island, Texas, the Choctaw, the El Paso and Northeastern, the Fort Worth & Denver City, the Gulf, Colorado & Santa Fe, the Houston & Texas Central, the International & Great Northern, the Missouri, Kansas & Texas, the "Katy," Antonio & Aransas Pass Central, the San Antonio & Aransas Pass, the Iron Mountain & Southern, the St. Louis, Iron Mountain & Southern, the St. Louis, Iron Mountain & Southern, the St. Louis, Iron Mountain & Southern, the St. Louis, Iron Mountain & Southern.

On October 6 these lines will take up the matter of establishing a central bureau in St. Louis, and a proposition to vote \$50,000 to the maintenance of the bureau, the purpose of which will be to advertise the southward.

GEORGE STOPPED RUNAWAY. Plucky Operator Boarded a Flying Locomotive Near Houston.

[From the El Paso Times.] "Stop 631; the engine running" was the order sent out from the Southern Pacific dispatcher's office in Houston last night, and it was obeyed.

George Greer, an operator in the office of the Southern Pacific at Wellington, will commence running on the road as a brakeman on the 11th inst.

Frank O'Brien, who served his time in the Topeka boiler shop, has gone to Denver from Hereington, where he has a job as a boiler maker.

William Mitchell of the night force in the boiler shop has gone south for a few days, but will probably return the latter part of the week.

ready to resume operations in a few days, as the machinery has been cleaned up and the water service as a last resort will be addressed.

James C. Bunde was given a number for employment in the water service as a last resort will be addressed.

Earl Petrie, a machinist apprentice in the south shop, has gone to Kansas City to attend the autumn festivities.

The only machinist in the shop in Topeka shops, has been engaged in the painting of the Sixth street viaduct.

Henry Dittmer found his place in the boiler shop on Tuesday, having been up there three weeks with a cold on the lungs.

Brakemen Cook, Holmes and Stack have been ordered to the appropriate office for work in handling the stock here.

Robert Stockwell, a packer in the store department, will leave soon for a vacation trip of ten days. It will be spent in Chicago and St. Louis.

Elmer Hollam, who assisted the day after, has been on duty nights for a short time while a gang of men has been employed.

The little son of Thomas Halsema of the boilermaking department, who was taken very sick with group on Monday last week, is better.

Peter Schreoh, who has found a "brell" in the machinery shop, has been ordered to the pool of laborers in the machine shop.

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Feed Senon, foreman of a force of laborers at the machinery shop, has been ordered to go about a week owing to a slight fever with which he is affected.

Arthur Glyssert, who has been doing mechanical work for the Southern Pacific, has been ordered to work for Master Mechanic Hamilton.

There were a number of absences from the ranks Tuesday owing to the work on the machinery shop, and the fair amount of a grade involved, as the patients must take their doses direct from the vine.

Change of air and scene may likewise play a considerable part in the cure. Grapes, when taken in excess, will act as aperients; they are recommended to persons who suffer from indigestion and are induced by sedentary habits.

While grapes are enjoyed by almost every one and are in most all cases beneficial, the quantity must vary to suit the individual cases and physical conditions.

With the exception of dates it is stated that grapes exceed all other fruits in the amount of sugar they contain. In the unripe fruit the extremely sour juice in the skin overpowers completely the sweet juice of the grape itself, and in the green grapes the juice is sweeter than the whole fruit. The acid of grapes is mainly tartaric acid combined with potassium, lime and magnesia.

In his observations on the "grape cure" recommends it to those who are neither ill or well, who are fatigued by a two exciting and somewhat intemperate life; or weakened by severe illness, are convalescing slowly; or who, leading habitually a too sedentary and too laborious existence, find under proper hygienic conditions, with the grapes to regulate the digestive functions, that the passage of mobility and fatigue into real disease may often be prevented.

The aperient effect of the grapes may not be desired in some cases, but will usually show itself after a few days.

In prescribing the cure, the nature of the disease should be considered, as well as the quantity of fruit to be taken per day.

GRAPE JUICE. A beverage fast growing into popular favor because of its deliciousness and its beneficial effects on the human system.

To make unfermented wine or grape juice select a very juicy variety of grapes, such as Concord; they should be well ripened but perfect. Wash them thoroughly through cold water, pick from the stems and put in double boilers or kettles which may be fitted with covers containing boiling water. Do not add water to the grapes but seal them thoroughly until the skins burst open.

Put into jelly bags made of two thicknesses of cheesecloth and let the juice drain off without squeezing the fruit. If the juice is not perfectly clear strain it into jelly bags made of two thicknesses of cheesecloth and let the juice drain off without squeezing the fruit.

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TABLE AND KITCHEN.

Conducted by Lida Ames Willis, Marquette building, Chicago, to whom all replies should be addressed.

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The Grape and Its Use.

The origin of the grape is obscure, owing to its great antiquity, but we have evidence that it was one of the earliest fruits cultivated.

Whether its fruiting season was understood and recognized by the ancient and primitive husbandmen of Noah's time, or whether because of their deliciousness and refreshing juices the grape was being introduced into the world.

The grape, following the course of other fruits in their dispersion throughout the different parts of the earth, has become one of the most important and delicious fruits of the new world.

While we have certain well known varieties of native grape, the finest and most delicious of those which have come out doors or are cultivated in grapes east of the Mississippi, have been brought to us from the vineyards of the hundred and years ago.

Grapes are so beautiful and delicious; so nourishing, and believed to be so clear and pure, that as a food should be cultivated in sufficient quantities to come within the means of all during the greater part of the year.

They should be grown in a cool, moist soil, and the fair amount of a grade involved, as the patients must take their doses direct from the vine.

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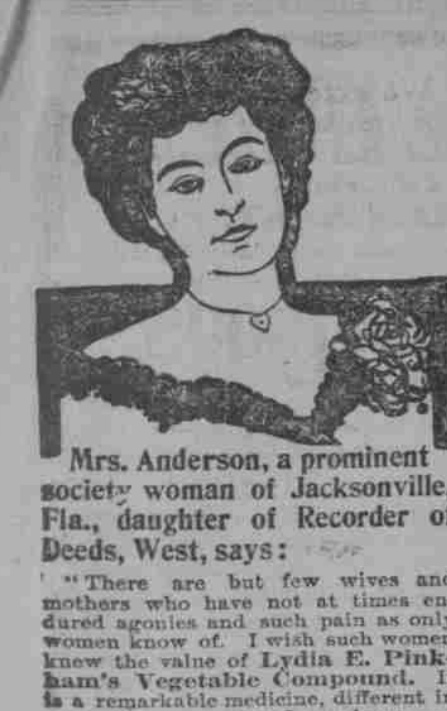
Better When Old. Only pure vegetable oils are used in it, and they are treated with antiseptics. They are so pure--so preserved--that the older the soap the better.

Jay Rose. Pay us ten times the price and we can make nothing better--nor can anyone. So pure that you can read through it, and one-sixth is glycerin. JAMES S. KIRK & COMPANY, CHICAGO.

White Russian. Laundry Soap Wrappers exchanged for valuable premiums. Write for list.

SHREDDED WHEAT BISCUIT is Natural Food. Our minds make us different from animals--let us use our minds and be men. Put aside the heavy, heating foods of winter and use Natural Food. Contains all the properties of a correct portion necessary to nourish every element of the human body.

DR. FAY'S OF ENGLAND has shown that diabetes is due to an imperfect digestion of starch and its absorption in the blood. It is impossible for the stomach to digest starch in the form of mush, in which the starch is not half cooked. This is one of the reasons why diabetes is becoming so common in this country and in England. French physicians long ago discovered that toasted bread or dextrinized starch is an excellent remedy in diabetes. These flakes are thin, thoroughly cooked and browned. They are very appetizing, partly pre-digested and quickly assimilable.



Mrs. Anderson, a prominent society woman of Jacksonville, Fla., daughter of Recorder of Deeds, West, says: "There are but few wives and mothers who have not at times endured agonies and such pain as only women know of. I wish such women knew the value of Lydia E. Pinkham's Vegetable Compound."

"I have seen cases where women doctored for years without permanent benefit who were cured in less than three months after taking your Vegetable Compound, while others who were chronic and incurable came out cured, happy, and in perfect health after a thorough treatment with this medicine. I have never used it myself without gaining great benefit."

WILL TREAT WATER. Santa Fe Constructing New Plant at Dodge City.

At Dodge City the Santa Fe has commenced the erection of a plant for treating water to remove the impurities which have proven so detrimental to the boilers of its locomotives.

Casey at the Bat. Washington, Oct. 1.—The navy department has received a cablegram announcing the arrival of Rear Admiral Silas Casey aboard his flagship, the Wisconsin, at Panama.

One Fare for the Round Trip. To Boston and return, via Nickel Plate road, October 7 to 11, account meeting of Brotherhood of St. Andrews.

Kansas City and Return \$2.00 via Santa Fe. Fall Festival, tickets on sale October 20 to 7th, final limit October 13th. Eight trains a day in each direction.

Drugists Going to Monterey. Visitors and delegates to the national convention of the Wholesale Druggists' Association passed through Topeka late this afternoon in a special Santa Fe train.

Seven Cars of Splices. Within the last week seven car loads of splices have been shipped to different points on the system, largely on the basis of orders which are being filled.

Boston and Return \$19.00 via Erie R.R. Chicago to Boston and return \$19 via Erie Railroad. Tickets on sale Oct. 7th to 11th, inclusive.

William Hercules, who helps on a fire in the printing shop, has been laid up sick two days.

H. Shipman, special apprentice, was in Kansas City today inspecting wheels for the company.

Joseph Matthews, a mill employe, who has been out of his place a week, is expected to return on the 4th.

"Let the GOLD DUST twins do your work." Don't use soap for your cleaning. GOLD DUST is more convenient, cheaper and better than Soap at any price. It softens hard water, lessens labor and injures nothing. Made only by THE N. K. FAIRBANK COMPANY. Chicago, New York, Boston, St. Louis.—Makers of OVAL FAIRY SOAP.