

w Not to

Break a Chain

containing, let us say, gold bul-

The total weight of bag and bul-

does each man support? Ap-

bag were being carried with the

ast possible expenditure of energy.

practise, the men themselves would

make needless work for themselves.

they separated ever so little more

urse find the easiest position, not

n Brand" Ice nly at Power's New Gower St

ssengers

an was necessary, they would fird a load heavier. But the principle they thus demonstrate (howengers crosse mer unconsciously) is one that many ues by S.S. Kyle, orers do not take into account. Mr. the express:iman tells us, with the result Stand, W. Walsh t life and limb are needlessly enhild, Mrs. M red, through the breaking of n, Mrs. A. Goldused to hoist heavy loads-say Mrs. M. Duffett, ilding materials. For example, a ss J. White, H. right capable of supporting a weight , E. L. Sonningthree thousand pounds may break Hamilton Ward the attempt to hoist a two-thous-Mrs. Billard nd block of stone, if improperly apnild, S. C. Scar ed-precisely as the strength of the au, Mrs. R. Curen carrying the bag will prove suf-Miss M. Leavill, tient if they attempt to carry it the nksten and mong way. Chains may break, it is tewart, Miss A me, through other kinds of misuseliss M. Hopkins, dden shock, twists or kinks, bend-J. Elliott and 2 the links around sharp cornersliott, S. Ballam. int danger from these sources is fair. tt. E. and Mrs. evident, whereas the hazard of . Grimes, Mrs. reading the branches or legs of a zzard, Miss F. uble-sling chain is not so obvious. M. Pearcey, T. nd is less generally understood and R. Roberts, C. ted, except by those who Stanford, J. W. re studied mechanics or mathemamwell, Miss E As most users of chains have rke, E. B.Taylor, thad this privilege, Mr. Fliegelman atten, A. Elser, sely resorts to diagrams and tables ipman, J. R. illustrate the principle, with this r. R. T. Gimtatement by way of explica-E. Hillier, Mr. E. Frischell, "The arms of two men carrying the Charles Piper, ig bag represent a double-Whiler, Miss B. averted' with one arm of each , C. H. Scott, rrett, Mrs. M.

erson taking the part of one branch the sling. While the two men stand se together with their arms down aight and parallel, each carries oneload without much effort strain on the arm. However, as Lifetime the men step farther apart, the angle tween the arms increases and as it es so, the load or pull which each in German n must exert to hold the travelling o years ago ag in the position increases. In the een Hundred ame way a chain is overloaded. nan. Had this "When the angle between the onds from out \$ 120 degrees, or the angle between touch with letween the chain and the load five ld have sold legrees, the safe working load is only and Dollars a 1 per cent. of the safe load when the man Governchains are almost vertical. In other ld three year words, the stress in these chains, if ollars per milhe same load were lifted in each case, onths to Three Would be about 11 1-2 times as great Bond is known with the chains at a wide angle, as 918 issue. when the chains are vertical. Half of er issues that this load would be taken by each en greater pos-ly be too pleasbranch of the chair. However, this stress would exceed the factor of safeerested people. vol three and one-half to four, which for some time ordinarily used in a chain. Thus call on every the stress or overload may be great t that any one ign issues see NTOSH, Imper-'Phone 1823.-mough to rupture the chain even though a load much heavier could be handled with safety if the chain had been applied differently. "When the angle between the chains s 120 degrees, or the angle between te chain and the load 30 degrees, that land e stress on each chain is equal to e total load. This angle might be nd left Liver usidered as the absolute maximum day night, o i sling chains should be used, s the Atlantic, auch smaller angle would be received yes Table Withy Com-"Repeated overloading of chains Captain "oduces fatigues which weakens the ally in comthain sufficiently so that it may break this route, it me time later even though it is 52 passenge loaded below its safe working load. The unsafe condition of the chain arrive and be ready does not always show up when the overload is applied. A good wroughtston on ton chain will usually indicate that tis an unsafe condition before actualrupturing. One of the most ob re News vious indications of an unsafe chain ^s elongation, which may be due either WEEK. deformation of the links or to inter-



Man! STOUT MEN,





Welfare A link wear. "Chains for hoisting or for slings, any other kind of industrial on the he e have a we on dis pment, must be handled properly insure long life and satisfactory

at the

ecial le

and su ctogen

FOR

RAIL CARGO DISCHARGED .- S.S. man Head finished discharging her irgo of nails at Heart's Content yesday ,and she will now proceed to treal to load grain for England. INARD'S LINIMENT FOR BACK-

ACHTE.

"	Essence of Ginger Wine.
99	Essence of Peppermint1 oz.
"	Friar's Balsam 1 & 2 oz.
. 99	Tinct. of Iodine
"	Spirits of Nitre
	Camphorated Oil 1 & 2 oz.
"	Pure Glycerine 1 oz.
"	Glycerine & Rose Water2 oz.
"	Mandrake Bitters.
"	Oil of Eucalyptus
>>	White Pine & Tar.
97	Mosquitol (An absolute preventative
ring Sta	from Mosquito Bites.)
"	Eczema Lotion.
	Headache Powders.
"	Syrup of Tar & Cod Oil.
	Carbolic Salve.
"	Witchazel Salve.
"	Olive Oil, 4 oz. (Best Spanish and Italian).
37	Pure Cod Liver Oil (Munn's Oil).
(The	Also BRICK'S TASTELESS
Dr. F. Stafford & Son, Chemists and Druggists HEATRE HILL and WATER ST. WEST.	

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