Bell Piano Warerooms

PIANOS RENTED

## Price Automatic Signal System Will Save Lives

Important Invention Which Should Revolutionize Railway Methods of Protecting the Lives of Passengers and Employes.

W. H. PRICE, B.A., Sc. Lecturer on Electrical Engineering, Toronto University, Inventor of the "Au-

tomatic" Railway Signal and Train-stopping System.

(1) On double-track steam rail-

roads where trains run normally in one direction only, on a single

A train running in the proper di-

If two or more trains follow each

rection will receive no danger sig-

other in the proper direction on a single track, the foremost train will

receive no signal, but each of the trains behind it will be automati-cally stopped before entering the

block containing the train next pre-

(2) On single track steam rail-

Any single train running in either direction will receive no danger sig-

If two or more signal-equipped trains follow each other, in either

direction, the foremost train will

receive no signals, but the trains

behind it will each be stopped be-fore entering the block containing

If two signal-equipped trains run in opposite directions, so as to ap-proach each other head on, each

proaching the other, so as to leave less than two clear blocks between the blocks containing the two

The existing conditions of the other most improved signaling systems only

TO STOP A CRYING BABY.

Babies cry because they are sick. It

not so expensive. For nearly fifty

years Polson's Nerviline has been the great household remedy of Canada.

Every wise mother will keep a bottle near her at all times. Sold every-

where in large 25c bottles.

the next preceding train.

where trains run normally

ceding it.

both ways:

World are perusing this article, there is a railroad accident happening somewhere, and not one only, but several. The statistics lately supplied by The World with regard to railroad disasters are simply appalling. And so appalling are these facts that railway officials have at last insisted that something effective in preventing railroad accidents must be invented or devised at once.

Many signal systems for this purpose have been devised, and all have failed, not so much because they are mechanically imperfect of fail to work under the peculiar climatic conditions of Canada, but chiefly because they do not make it impossible for the engineer to disregard signals.

What is wanted is a device, which is a positive train stop, whether the engineer of the train be asleep, disabled or dead. That is to say, an "automatic" train stop.

At last this kind of automatic train stop has been devised by Mr. W. H. Price, B.A., Sc., lecturer in electrical engineering in the University of Toron-

railroad management carries the con-stant burden of dread which danger stant burden of dread which danger of railroad wrecks imposes upon them. The annual losses from wrecks are enormous—also to rolling stock—to goods in transit and, thru damage suits, for passengers killed or injured. In the United States alone, in a single year, three thousand seven hundred and ninety-eight (3798) were killed and fifty-five thousand four hundred and sixty-six (55.466) were hundred and sixty-six (55,466) were injured—in a single year, and in one country alone. The money loss, not including damage suits—the loss from damage to cars, engines and roadways, reached the enormous figure of nine million seven hundred and eleven thousand six hundred and fifty-six (9,711,656) dollars. In Canada and other countries of the world, additional diseasters make these figures many

al disasters make these figures many times greater. And yet it is just such less as this which the Price signal system will effectively prevent.

Think of the increase in earnings effected at a stroke by the installation of this great device. Consider the of this great device. Consider the means already taken in desperation by railroads everywhere. There has been no dearth of signal systems, but all have had that fatal falling—de-

pending upon the human agency.
No less an authority than the interstate commerce commission of the United States shows its appreciation of the faults of signal systems now in use by devoting special and exhaustive reports to its subject. In a recept report the commission says:

recept report the commission says:
"Under the telegraph block system one operator may omit to record the

Again the report says:

"An element of weakness in the system as worked on many railroads is found in the long hours of service.

A great majority of the signal men on American railroads are required to be on duty twelve (12) hours out of the twenty-four (24) and seven days

The practice is inentificated to like the healing powers of like that the healing powers of instances have died out.

CAR INSPECTORS TO PRISOI the twenty-four (24) and seven days

Sentenced to Two Years Each for St.

the twenty-four (24) and seven days in the week. Most men who are of sufficient intelligence and moral character to make thoroly satisfactory block signal men, will naturally seek a resulte occasionally for the second to. Mr. Price is a young man, still under forty, but his invention has stirred and captivated the whole body of engineers interested in inventing a new air pipes under the train, opens the

current, and it ceases to pass thru the coil. When this happens, the coil being no longer magnetized, allows the armature instantly to drop, and as a result, a small port located in the cab third rail, trolley wire or track trip, "We cannot get by the human element," says the head of one great railway system; "men are human—yet they must be trusted—how can we keep they must be trusted—how can we keep of the engine is opened, thru which and possesses consequent cheapness in compressed air rushes into a chamber, gradually applying the brakes and tut-tenance. (5) It may be also pointed out that any wilful or accidental demay be necessary. they must be trusted—how can we keep a constant watch upon them? Engineers, like others, become careless. They may see a signal, but see no danger, and wait before reducing speed, believing they can stop in season." The increase of two hundred and seventy per cent. (270 per cent.) in railroad wrecks on the Actual workings on the Intercolonial Railway by Mr. Price, extending over a period of many weeks, have produced the following results under his system:

(1) On double-track steam rail road wrecks on the American con-tinent in eight years is a monument

depending upon human agency.

The report above quoted, after speaking of various block systems heretofore in use, reaches this inevitable "It seems clear, then, that an automatic stop to provide for all contingencies should be absolute, and in that case, as already pointed out, there must always be a section of 'dead' track in the rear of every danger point." Jarvis, Chief Despatcher H. B. Fleming, Chief Electrician D. Bryce Scott

to the hopelessness of attempting to

cope with the situation with devices

Nothing could more clearly point out than do these extracts, the need —the wide, waiting field for such an brought to a standstill immediately upon entering the block adjoining that in which another train was moving. The tests consisted of one train following another, trains approaching headon, and one train standing on the track while another was approaching.

On the morning of the day of the tests, a very heavy rain fell continuous. The track believe and the wide, waiting field for such an invention as the Price signal—which eliminates entirely the human element. Other systems, automatic and otherwise, are constantly being tried out in an endeavor system which "will provide for all tests, a very heavy rain fell continuous." The amount of block signal mileage adopted in the United States during the year beginning sept States during the year beginning Sept. sleepers were soaked, and as such condition is most trying on the track circuits, the test was representative of bed conditions. new and perfect signal it is of great

interest to note that less than four per cent. (4 per cent.) of the mileage in the United States and two per cent. (2 per cent.) truck insulation one year before the test, and were not thereafter touched test, and were not thereafter touched in any way by the signal engineers. During that year, the engines ran in ordinary work 70,000 miles each on regular runs, and were each once thru the shops for complete overhauling by men who were entirely ignorant of the equipment. Test after the year's service revealed insulation as good as when installed. (2 per cent.) of the mileage in Canada, equipped with automatic block sig-The Price system of automatic sig WEAK, FLUTTERING HEARIS will never be cured by the false, unnatural stimulation of liquor. First increase your vitality, build up the The tests brought forth from Mr. D.

Babies cry because they are sick. It may be a pain in the stomach, colic, or cramps—but in any case a few drops of Nerviline soothes away the distress and allows the baby to sleep peacefully. Where there are young children there should also be Nervilzone improves nutrition, makes rich, vitalizing blood, and is positively the most powerful restorative and strensthener known to science; it improves the nerve tone, regulates the heart's action, makes the feeble strong and the sick well. Ferrozone will do you untold good and costs only 50c at druggists, or Polson & Co., Kingston, Ont. children there should also be Nervi-Price automatic system: Mr. Pottinger's letter reads as fol-

just as promptly as the doctor-and lows: Moncton, N.B., April 4, 1908. Intercolonial Railway, Office of the General Manager: Dear Sir,-In answer to your ret for a statement result of the tests

proving, as they did, that the Price system is the only reliable and abso-lutely serviceable system of signaling

and train control yet devised.

Among Intercolonial Railway officials

who witnessed the test were General Manager Pottinger, Chief Engineer W.

B. Mackenzie, General Troffic Mana

ger Tiffin, Assistant Manager R. W

mpson, District Superintendent G. M.

ind others.
Intercolonial engines Nos. 62 and 152

were equipped with the Price electrical signals, and were used in the test. The signals worked perfectly, trains being brought to a standstill immediately upon entering the block adjoining that

y for four hours. The track ballast and

Both engines were equipped with

when installed

To Autonola

the Intercolonial Railway of your electric apparatus for operating automatically the engineer's brake valve for the operating of trains I may say:

(1) That your company equipped two Intercolonial Railway locomotives (Nos. 62 and 152) with your signaling and brake valve devices.

(2) You also made a corresponding installation in the track between Humphreys and Palnsec Junction—a distance of about five miles, dividing that distance into six blocks by means of insulated rails with electric batteries and relay instruments attached.

(3) On the afternoon of Sept. 5, 1907, tests were made with the above locomotives on that portion of the track in your presence, and in the presence of a number of the Intercolonial Railway officials, in the following manner.

(a) The two trains were started following each other.

(b) The two trains were started to approach each other head-on.

(c) One train standing while the other approached it.

(4) These tests were successful. In each case the moving trains were stopped by the automatic application of the air apparatus on the within the distance of each other at which it was intended they should be stopped. Yours truly.

(Sgd.)

D. Pottinger.

General Manager.

Every railroad in the world is anxiously seeking for the safety device which will do just what the Price system has proven it will do. Every railroad management carries the constant burden of dread which danger of railroad warcks imposes upon them.

naling and train stopping is owned by the Universal Signal Company, Limited. In their offices, in the Norwich Union Building, East Wellington-street, demonstrations of the Price system are hourly being conducted, and all the leading railroad electrical engineers and officials are frequenting the place to study the system. Anyone, whether a private citizen or one actively engaged in railroad signal improvements, is welcome to witness the demonstrations; and all will find them exceedingly interesting and instructive. TARIFF REFORMERS WIN.

CAR INSPECTORS TO PRISON. Sentenced to Two Years Each for Steal-ing From G. T. R.

BELLEVILLE, Sept. 25 .- In the poangineers interested in inventing a new signal system for raffroads.

The Price system of automatic signaling and train controlling is a system using electrical circuits. An electrical current similar in volume to that to a coil. This magnetizes the coil and causes it to hold up a small armature. The presence of another train or obstruction on the line short circuits this current, and it ceases to pass thru

ANARCHISTS PLOT T OMURDER KING ALFONSO IN FRANCE

PAU. France, Sept. 25 .- The police have arrested several dangerous anarchists, who, with others, were en-gaged in elaborating a plot to assassinate King Alfonso of Spain, when he passed thru Biarritz on Saturday on his way to Paris on his way to Paris.

Mr. J. H. Greene. Messrs. Curzon Bros.' representative, Mr. J. H. Greene, is now touring the western provinces and is not expected to arrive in Winnipeg and the east until after Nov. 15. Therefore, those desirous of ordering their fall clothing forthwith from Messrs. Curzon Bros. would be wise in sending their order direct to London, England. The latest assortment of patterns, together with latest fashion plates, instructions for accurate self-measurement, and-tape measure are always obtainable from Messrs. Curzon Bros., Distributing Agents, The Might Directories, Ltd., 74-76 Church-street, Toronto, Ont., or Messrs. Henderson Bros., 279 Garrystreet, Winnipeg, and, as is common knowledge, Messrs. Curzon undertake always to refund money where goods made to customers' own measure-

ments are not in every way satisfac-

New Books at the Public Library. Job, The Sport of Bird Study; Tuck-well and Smith, The Worker's Handwell and Smith, The Worker's Handbook; Clews, Fifty Years in Wallstreet; Illingworth, The Doctrine of the Trinity; Garrett, Fibres for Fabrics; Green, How to Cook Fish; Ashcroft, Shavings From a Shipyard; Shoemaker, Wanderings in Ireland; Montgomery, The Empire of the East; Ramsay, The Cities of St. Paul. Their Influence on His Life and Thought; Hislam, The Armiralty of the Atlantic; Nicholson, In Old Quebec; Maude, Oriental Campaigns and European Furloughs; Atlay, The Victorian Chancellors, vol. II.; Mary E. Coleridge, Poems; Sir Frederick Treves, The Cradle of the Deep; Freeman, The Shoulders of Atlas; Davis, The Old Loyalist; Locke, The Stem of the Crimson Dahlia; Clegg, The Wilderness.

British Ship Builders Lose.

## FIND NEW LA ROSE VEIN MINE'S GREAT DUTLOOK

Workers Now Number 140 and Development Branches Out -Chambers-Ferland Discoveries.

COBALT, Sept. 25.—(From the Man on the Spot.)—La Rose has shipped this month ten cars of ore having aggregate tonnage of 333 tons. Fifty-six and a quarter tons were of high grade, averaging over 3000 oz. of sliver to the ton. The balance was second grade, carrying from 350 oz. to 550 oz. of sliver to ton.

The force at the La Rose has been increased to 140 men, and as Mr. Watson progresses with his scheme of development, this number will gradually be increased.

velopment, this number will gradually be increased.

Already many material changes are seen at the big La Rose Mine, the most pronounced feature of these being the energetic development by tunnels in the bluff at the north end of the La Rose lot.

Tunnel No. 10 is the northerly tunnel. It is now being worked by a raise. Stoping will soon be started. This tunnel is now in 150 ff. and when in 92 ff. a vein appeared and drifting has been done on it for 200 ft. The vein in face of bluff shows a width of 4 inches of solid first-clars ore, which carries between 3000 oz. and 4000 oz. of silver to the ton. This drifting means development of this vein at a depth of 80 ft.

Stulls are now being put in and stoping will be started very soon.

A cross-cut is also being run east from the first level in the main La Rose vein, to cut any veins running in the ravine between the bluff and the main shaft.

Reweastle-on-Tyne Election Upsets

Ilberal Majority.

(Canadian Associated Press Cable.)

LONDON, Sept. 25.—The Newcastle-on-Tyne by-election resulted as follows:

G. Renwick, Unionist ... 13,863
Shortt, Liberal ... 11,720
Hartley, Socialist ... 2,971
At the last election the results in the two Newcastle seats were:

Hudson, Labor ... 18,869
T. Cairns, Liberal ... 18,423
Sir W. Plummer. Conservative ... 11,942
Renwick Conservative ... 11,942
Renwick Conservative ... 11,223
The vacancy was caused by the death of Mr. Cairns. The result shows a Laberal majority of 7200 converted to a Conservative majority in spite of the 2971 votes given the third candidate, as a pronounced free trader.

ANOINING WITH OIL.

Tunker Sect Have Practiced It for One Hundred Years, Says Rev. Heise.

Rev. H. R. Heise of the Tunkers sect, Victoria Square, York County, sect, Victoria Square, York County, sect, Victoria Square, York County, and to first-class ore is also be-

med out and down a chute into the railway cars, which will effect a great saving in handling and teaming. Work at Princess Mine.

At the Princess work is progressing steadily. An air line is being put in to the Princess shaft from the Silver Queen compressor and two drills will be run from now on. Heretofore only one drill has been in operation, the air being supplied by the Mc-Kinley.

Kinley.

The Princess will send another small shipment of high grade ore in with a car from the La Rose. These shipments from the Princess, the in small mounts, are being sent to keep record values in the new veins being found

At the University 12 men are now at work. Over forty tons have been shipped by the La Rose Consolidated Company from the University.

Shaft No. 3 is one of the old University workings, and was only sunk years, has gone back to Kingston.

to a depth of 22 ft. Sinking has been started on this and will be continued to a depth of at least 150 ft.

Twenty-eight sacks of ore were taken out of this shaft that netted them \$3000 per ton in silver. The vein, out of which this was sent, had a surface width of I inch, but shows up 4 inches wide at the bottom of the shaft and has been traced half way across the University property.

University property.

Two remarkable discoveries are reported at the Nova Scotia. One of them is at a depth of 150 ft., and is typical high grade silver-calcite vein matter.

matter.

Supt. Jeffery at the Chambers-Ferland started some men working this morning at surface prospecting. Three new veins were uncovered in less than one hour. These veins were found a short distance east of the office and were hitherto unknown.

The recent find made by Supt. Madden at the Coleman-Cobalt lot, which is part of the holdings of the Amalgamated Company, is valuable. The vein is narrow but the coarse diabase wall rock is heavily shot with leaf silver. The new find was made within 100 ft. of the Nipissing Mine, and runs directly into the Nipissing acreage.

To date they have shipped ore almost equal in value to their capitalization. A car of high grade ore per month, together with the low grade ore going out, meets the payment of all operating expenses, the railway royalty and sufficient in the treasury to pay a 5 per cent. monthly dividend.

Temiskaming has this month ship-ped two cars of high grade ore carry-ing over 3000 oz. of silver to the ton. and two cars of second grade ore that will run 350 oz. of silver per ton. Supt. Fisher may send a third car of second grade or out before the end of the

Bonuses with future dividend pay-ments are more than possibilities at the Temiskaming.

Frank Burr Mosure.

A MINING DEAL

Lands William Marshall in the Police

Marshall of Parkdale charged by J. G. Bethune of Montreal with appropriating \$2000 from the Grey Siding Development Co. by converting cash received for the sale o shares under a power of attorney to his own use, was arraigned in police court yesterday morning. After hearing a number of stockholders from

one operator may omit to record the passage of a train, or to advise the passage of a train the

Marshall was asked for an account. Yesterday Marshall produced articles of partnership between himself and two men, Scroggie and Loynachan. which he said gave him authority dispose of the stock as he chose. Marshall, who was on ball for theft of the \$2000, was taken into custody early yesterday morning on the larger charge of disposing of Bethune's

Sovereign'



## IS UNAPPROACHABLE

Supt. Parks of the Nipissing has started trenching to pick up this vein. This is another striking evidence of the wonderful richness of all portions of the Nipissing holdings.

The Right-of-Way is another great Cobalt shipper, having shipped five cars this month, one high grade and four second grade.

The Right-of-Way has a record unique in more than one respect. Fifteen months ago they had no ore and no development work.

To date they have shipped ore alsubstantial building in which it may be installed.

The "Sovereign" hot-water boiler never grows old. It is made up of separate parts and sections, and any injured part or section may be readily re-placed without unnecessary ax-pense.

Be Posted, Write for Our Booklet. THE TAYLOR-FORBES COMPANY GUELPH, ONT.

BRANCHES ! 1088 KING STREET WEST, TORONTO 122 CRAIG ST. WEST, MONTREAL

Members of Passenger Agents' Association Inspect La Rose, Coniagas and Other Mines.

COBALT, Sept. 25.—(From the Man on the Spot).—George T. Bell, pres-dent General Freight and Passenger Agents' Association, United States and agent of the Grand Trunk Railway, and J. H. Black, superintendent Temiskam-ing Railway, brought two special trains into Cobalt this morning, eight ed money to swing the deal and interested Bethune in the property, together with another named McMartin. The latter was to take half and Bethune and Marshall each a quarter of the profits.

A stock company was then formed, which was to pay \$75,000 for the property, allowing them to retain the other \$25,000 worth of stock. All of this stock was entrusted to Marshall for sale.

Marshall was asked for an account. will be great advertisement for the

THIS IS REAL GOLD.

Stafford Higgins, the gigantic and gental manager of the Crystal Gold Mine of New Ontario, showed The World yesterday a slab of gold mined from his mine. The slab weighed 24 1-2 ounces and is valued at \$500. It is the product of 47 tons of ore. The company crushes, smelts and refines its product in the mine with its own plant. In a few months Mr. Higgins expects his mine will be producing \$4000 a month in gold.

FREE TO WEAK MEN A BOOK FULL OF FACTS ABOUT Dr. McLaughlin's

Electric Belt FOR WEAK MEN.



It is the grandest remedy in the world for building up wrecked humanity. It fills the exhausted nerves and organs with the fire of life while you sleep. To you who have been reading my advertisements for months, and who need the help of my appliances, why do you hesitate? Is it not because, tiring of spending money trying to seek relief through other treatments, you are doubtful whether there is any help for you? Now, to enable you to satisfy yourself whether or not I have the confidence which I tell you I have in my treatment. I make this offer: If you will secure me for the price of my Belt, I will take your case and cure you before you pay me. Is this not fair? This is my offer:

PAY WHEN CURED.

I know that no one remains a weakling because he wants to: I am sure that you want to overcome every indication of lost health that has shown itself on you. I don't think the man lives who would not like to feel as big and strong as Sandow, and I know that if you have a reasonable foundation to build upon I can make you a bigger man than you ever hoped to be. I want you to know that, you who can't believe it, and I want you to have my book, in which I describe how I learned that strength was only electricity, and how I learned to restore it; also, I want to tell you the names of some men who will tell you that when they came to me they were physical wrecks, and are now among the finest specimens of physical vitality. For example:

Dr. McLaughlin:

Dear Sir.—I think it is my duty to give your Belt all the praise for what it has done for me. It is five years since I bought your Belt, and I could not work before I got it, and since then I have never lost a day or an hour. I was always doctoring before I got your Belt, and I would not now part with it at any price if I could not get another. If you can do anything with this you are at liberty to do so. I remain, yours truly,

MY BELT HAS DONE MORE THAN I CLAIMED.

PAY WHEN YOU ARE CURED.

READ WITH CARE Dr. McLaughtin's Electric Belt is positively the only Electric Belt offered to the public where you have a regular physician in attendance. You have his advice and consultation FREE OF CHARGE.

CALL TO-DAY.

FREE BOOK TEST If you can't call sond oupon for free book.

DR. M. O. McLAUGHLIN, 112 Yonge Street, Toronto, Ont. NAME

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Cobalt Gentral
Coniagas
Crown Reserve
Foster
Green - Mechan
Hudson Bay ...
Kerr Lake, xd.
La Rose ... Kerr Lake, xd.
La Rose
Little Nipissing
McKinley Dar.
Nipissing
Nova Scotia
Peterson Lake
Red Rock
Right-of-Way
Silver Leaf
Silver Bar
Silver Queen
Temiskaming
Trethewey

CO AOTIV