

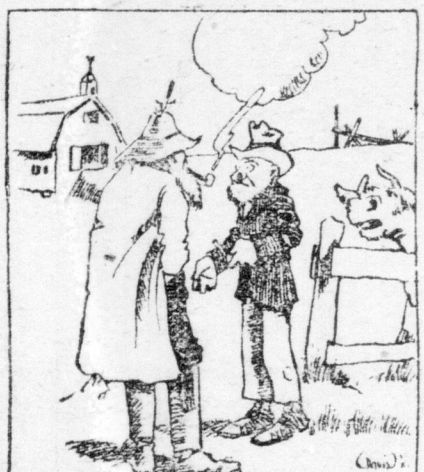
HOW A RAILWAY MOVES MERCHANDISE

Complete System Adopted for Shipping Freight From Big City.

LARGE STAFF EMPLOYED

A. W. Scott, Formerly of London, Devises the Shipping Arrangements From Montreal Freight Sheds of the G. T. R.

If you were to ask the city man to whom the high-piled cartage wagons, drawn by their teams of heavy-musled, plodding horses are a daily sight, or if you were to ask even the shipper with a hundred-weight to send out, who grumbles about freight congestion and shortage of cars, just what is involved in the process of dispatching a package, bale or crate from one town to another, it is quite probable that he would answer he had not thought about the matter, or he might say: "Why, when I want to send out anything I telephone to the Shedd Forwarding Company for a team to take it to the freight sheds. The teamster calls for it and delivers it to the railway." The railway puts it on a freight car and carries it to its destination." Few people, in fact, realize just what a desperately complicated and difficult business the handling of freight really is, and if the general public were able to spend a few hours in observing the operation of a large terminal such as that of the Grand Trunk Railway at the Bonaventure Station, the experience



Hi Longroad: There was one big surprise in the beef trial.
Hi Cowslip: What was that?
Hi Longroad: It came to an end.

would not only be fraught with interest, but might result in a somewhat more sympathetic attitude towards the great carriers of commerce. Sometimes trade is dull and it is by no means easy to get freight for the cars; at others, trade is booming and traffic experts have to do some delicate figuring and manipulation in order to find cars for the freight; but the monthly average of freight handled at this terminal alone is 315,000 tons, made up of 250,000 tons delivered on team tracks and 65,000 tons handled through sheds. This tonnage is carried in and out, on an average by 15,750 cars a month at an operating expense of 27.5 cents per ton, and in order to take care of the work involved, a staff of 125 clerks, 450 checkers and porters, and 250 teams a day must be maintained. The average number of consignments handled daily in and out is 5,000, and the territory covered by cartage extends as far as Mile End and Maisonneuve, about 5 miles in each direction. If it were only a matter of handling the consignments of Mr. Jones, of Maisonneuve, and of meeting his convenience, the task would be a fairly simple one, but there are also the interests of Smith, Brown, Thompson and hundreds of others, representing the total of 5,000 consignments every day to be considered. Each of these gentlemen has the natural inclination to regard his business only and to judge the railway service by the promptness with which his goods are dispatched, but as in popular government the most that the railway can do is to try and achieve the greatest good to the greatest number. That it must do so is evident if only from

CHARMING CHAMPION OF CHAMP CLARK.



Champ Clark has a most devoted champion in the person of his charming daughter, Miss Genevieve Clark. The picture shows her in the costume she wore at the May festival given by the Friends' School, which she attended. She was caught by the camera as she stood on a large stone in the middle of the brook, which runs through the school grounds.

WHEN DAD WAS A BOY.

By John T. McCutcheon.

(Copyright, 1912, by John T. McCutcheon.)



"Aw, that's easy. I can do lots harder ones than that!"

heavy articles must not be piled on top of lighter and fragile stuff.

But to return to Mr. Jones' package, which has now been loaded in the proper car with other Hamilton consignments. The shipping order is forwarded to the local freight office, where the goods are classified, rated and freight charges computed. The shipping bill in handed over to the biller, who issues a bill in quadruplicate, the way being subsequently delivered to the conductor, who handles the car outward bound to its destination. When all these things have been done the cars are switched into train lines and dispatched as quickly as possible. In due course the train arrives at Hamilton, where the cars for that point are marshalled and placed in inbound freight house, while the bills carrying the cars to that point are sent by messenger service to the local freight houses, where rates, billing divisions and extensions are checked. Advice notes are then issued, and in case of cartage freight, are turned over to the Cartage Company to effect delivery to the merchants, among them Mr. Black, to whom Mr. Jones' package is consigned. Advice notes in all cases show the berth at the sheds, where the cars unloaded, so as to enable the teamster to go right to the spot in the sheds where the goods have been temporarily placed as soon as the note reaches his hands. The teamster then loads the package on his vehicle and returns to the cartage office. Here the advice note is recorded, showing the time of departure. The package is then delivered to Mr. Black, who duly receipts the advice note to be given back to the cartage company by the teamster. Some goods are delivered C. O. D., and in other cases the charges are subsequently debited by the cartage company's collector. In the case of bond shipments from foreign ports the advice notes are delivered to advice note messengers, who deliver them throughout the city, taking a receipt for the same, which shows the time and date of delivery.

A number is placed on the advice note, and this number is turned in at the railway office against the respective teams, so that the notes, when properly receipted, and returned, by

the teamster to the cartage company, which in turn passes them on to the railway company, are filed in progressive number order, the numbers being recorded in proper order against the items in the warehouse books.

While the Cartage Company and the freight and operating departments of the railway are, of course, the principal factors in the prompt dispatch and transmission of goods from consignator to consignee, the shipper is sometimes not inclined to attach sufficient importance to his own part in the process. His warehouse should be a proper wagon approach, so that the teams may pass in and out with the least possible delay and effort. The goods should be prepared so that they may be placed on the wagon as soon as it arrives and taken away promptly. In order to obtain the best results, the cartage company should be notified the night before, when wagons are required on the following day, and, with careful management this can generally be done, although, of course, there are always a certain amount of rush orders that cannot be avoided. The railway does not accept freight after a certain hour and should the teamster arrive after that time at the freight house he must proceed with his load to the stable, leave there, groom, and feed his horses and bed them down for the night before his work is done. The next morning he returns with the load to the freight sheds, but in the meantime there has been a considerable delay. In addition to this general freight traffic, which has been only briefly outlined, there is also such important business as the handling of live stock, grain and coal, about all of which good-sized books might be written, but enough has perhaps been said to give the reader an insight into the difficulties of moving merchandise and the elaborate organization made use of by a big railway in handling freight.

Bliss—"Did you know that the oldest of Price's seven daughters had eloped?"
Siffert—"No. How was the old man affected?"
Bliss—"Oh, he took on dreadfully at first, then he found out that every one knew he had bought the girl's railroad ticket."



The Warning

By BERTON BRALEY

My son, no matter what you do,
Show decent vim and zeal for it,
You'll never put a blame thing through
Less than that you want to feel for it.
Don't think your job is just a jest,
That thought is deleterious.
But bear in mind yer dad's request,
Don't take YOURSELF too serious.

It's well enough to know yer worth,
But not to think too much of it.
If you can't view yourself with mirth
You sure do need a touch of it.
In all the world the biggest joke,
The biggest bore to weary us,
Is that conceited, witless bloke
Who takes HIMSELF too serious.

Just try to play yer little role
For all its length an' latitude
An' don't yod yer 'bout yer soul
Or keep a highbrow attitude.
You needn't be a joker, lad,
With laughter most delicious,
But grab this counsel from yer dad—
Don't take YOURSELF too serious.

LITERARY NOTES

Problem of Prolonging Life.

Over in France there is working Metchnikoff, the winner of the Nobel prize. Metchnikoff believes that the present normal tenure of our lives is unduly restricted, and that it ought to be possible to extend our lives through substantial prolongation periods. He believes that the cause of sleep is the accumulation during working hours of certain toxic substances which cause the phenomena of sleep, and which during sleep is removed. Similarly, he believes that the phenomena of old age and normal death are produced by certain other toxic substances gradually and continuously accumulated. Starting on this basis, he is devoting his life to the attempt to extend the lives of others. It is true that Metchnikoff is a man of science, peculiarly difficult to estimate. He has made mistakes; but he has also done things—big things, too. Certainly this much may be said: his attempt is absolutely scientific, legitimate, and, from the present standpoint of biological research, entirely sensible. There should be no cause for surprise should he succeed. But what would his success mean? Who can tell? It would transform the world into forms and conditions that we cannot imagine. During the fifteenth century the average length of life was about twenty-three. It was a world of youth. In our day it is about forty-four. It would be difficult for us to imagine the difference in the appearance of a public gathering in our day and in that past Elizabethan era—in the more age of its members. If science could extend the present average from forty-four to a hundred, it must be remembered that it would mean a corresponding extension of youth. Professor Robert Kennedy Duncan, in Harper's Magazine for June.

Smart Set.

Readers who have been following events in China will find a hint in the May Smart Set that will help to explain the sources of some of the periodic anti-foreign outbreaks there, and the part a tactful man in authority can play toward smoothing over such disturbances.

St. Nicholas.

An article which the fathers and big brothers will read with eagerness and enthusiasm, as well as lads of all ages, in the May St. Nicholas is Christy Mathewson's racy-told story of "How I Became a Big League Pitcher," in which he urges the prime importance of control in pitching. "No man," he repeats more than once, "was ever a big leaguer long without it (control)."

Red Book.

Harris Merton Lyon, author of some of the most unusual stories of the last few years, eclipses himself for novelty in a story in the May Red Book Magazine. It is called "Eve and the Walled-in Boy." It tells of a boy who goes from childhood to manhood with no companions other than children of four and a half to five years of age, and a deaf and dumb Scotch butler. The woman comes into his life, and the story presents the question, "Would it have been possible to keep the man clean throughout his life if no woman had come?"

Woman's Home Companion.

The May Woman's Home Companion contains a most interesting account of the recent dramatization and staging of "Louisa M. Alcott's 'Little Women.'" It is quite a remarkable story—how Miss Alcott's heirs have objected for years to putting the story on the stage; but how at last they have consented. Among the other articles in the number are the following: "Seeing Europe on \$3.50 a Day," "A Mother's Account of the



To Have Healthy Hair
you must care for it. If dandruff is present, first eliminate it by using Na-Druc-Co Dandruff Eradicator for three or four weeks, then tone up the scalp with

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Effect of the Boy Scout Movement on Her Son." Women Writers as Humanists. "How to Attract Birds" and the first of a new series on the American girl by J. Nilsen Laurvik.

On the fiction side, the leading contributors are from Kathleen Norris, Susan Glaspell, Anne Hamilton Donnell and Mary Heaton Vorse.

In the practical dressmaking, house-keeping and entertainment departments appear many interesting articles on "Sensible Shoes," "The Healthy Baby," "The Practical Kitchen," "How to Make a Sun-Dial," "How to Make a Summer Shack," "The Appetizing Beefsteak" and "A Dozen Good Desserts."

Surgeons of the Fleet. Walter Scott Meriwether contributes to the current number of Harper's Weekly an interesting article descriptive of the naval surgeon's work.

"Side by side the lieutenant and the surgeon," quotes this author from a speech by Surgeon-General Stokes: "the one by drilling and discipline, striving to attain a high grade of efficiency type best fitted to meet the peculiar requirements, watching intensely for effects that are likely to impair efficiency." It is his duty to weed out or build up the physical weakness, to eliminate those whose nervous make-ups unfit them. It is planned to improve five hospital ships, each being equipped to carry fully one thousand patients and a corps of forty surgeons, in war time, these vessels being neutralized under the rules of the Geneva Convention.

Help for Drinker. Charles B. Towns, author of "The Injury of Tobacco," recently published in The Century, has written for the June number of "Help for the Hard Drinker," presenting graphically the course of the increasing use of alcohol and offering a definite programme for saving the man worth while. Mr. Towns is a well-known authority on the treatment of alcohol and drug habits.

Scribner's.

The stories of the North Country, which Mary Synon has been contributing to Scribner's, have to do with Rail Head, or as the engineer says "The End of Steel," on the right-of-way on the new Canadian Grand Trunk Pacific Road. The type of adventurous engineers, who are always to be found in these places is excellently depicted in these moving tales. In the June number will be "Cobalt Bloom," the story of a great discovery.

June Woman's Home Companion.

The June Woman's Home Companion contains an article, "The Vanishing Husband," by Mary Heaton Vorse, which presents an extraordinarily clear explanation of why it is that men like to get away from women and enjoy each others' society. The main contention in the article is that men can get along without their women-folk but women cannot get along without the men. It is an article full of able and at times humorous observations.

The June Companion also contains a sketch of "Princess Pat" of Connaught; an account of the recent dramatization of "Little Women"; a description of what has been done in New York City toward reducing the death rate of small children; and a report of the progress made in the States toward the accomplishment of a sane Fourth of July.