GUARD THEIR HEALTH!

Children Who Grow Very Fast

Need Careful Watching.

eighteen are the most critical in life,

physical changes that are taking place render them parti-cularly liable to weakness and dis-

New Spring Boots

The Satisfying Shoe for Men

The dry, bare sidewalks make the wearing of rubbers uncomfort-

Waterbury & Rising Specials

in stock early. The display this season will please the most exacting. Shapes and sttyles are exceedingly neat and attractive. Materials are Patent Calf Velour and Gun Metal Calf, Russian Tan and Wine Calf, and the ever popular Vici Kid. Many of the lines come with good heavy soles suitable for present walking.

\$5.00 and \$5.50 a pair

Ladies' Dongola Kid Boots, at \$1.65 Pair Ladies' Lined Skating Boots, at \$2.00 Pair, House Slippers from 25 cents up. Rubbers, all sizes, Good Quality. Prices Reasonable No Job Stock.

WETMORE, Garden St. Stere Open Evening

EVERY SUIT WE SELL

Is an Advertisement for us A pleased customer is sure to talk about his purchase.

W. J. HIGGINS @ CO., 182 UNION ST

Fine Display of Men's Spring Hats

C. Magnusson & Co., 73 Dock St., St. John, N.B

WANTED!

By STANDARD GREAMERY CO., 159 Main Street

500 Daily Milk and Cream Customers to use good clean Milk and Cream, delivered in bottles any time between 430 a m and 6 p. m.

Elevator For Sale.

One Second-hand, Hand Power Freight Elevator. Still in position in Robinson Building, 19 Market Square. Formerly used by the M. R. A., Ltd. Apply on premises to

A. E. HAMILTON, CONTRACTOR,

mental powers, but also in physical strength. He says that woman has begun to realize that the surest road to beauty of face and figure, as well as that she has started toward the intendbeauty of face and figure, as well as health of body, lies through the path of physical culture.

"Society, with its fads and frills, has gone in for this embracing of muscle and body development, 'style' being re-



IT MAKES TRAVEL SAFER

Mechanical Devices That Guard Against Collisions—Records Made in Preventing Accidents—Automatic Safeguards —How the Men in the Tower Work.

When an engineer on a through night run opens his throttle in the shed, and starts gingerly out through the crowded ed yard, with the flanges clanking on the switch-points and the semaphore arms dropping before him as the lever men in the tower give him a through route—when he pulls his throttle wider notch by notch and the rail-joints click beneath him faster and faster until he is flying through the dark seventy miles an hour with his precious freight of lives, it's safe to say that no man puts more trust in men and machine. Fifty operators at stations before him must not err; one hundred switches must lock fast in time and warn him; two hundred and fifty block signals must not go wrong; miles of rails, bridges, culverts, his engine, and lately himself—all must not fail, else there comes the disaster, with odds in favor of his being the first victim. What perfection of railroading can give the engineer confidence and deserveit?

The remarkable record of the Lacka-wanna railroad recently made public.

Agitation for legislation which will compel its adoption on all lines in this country. More than 90 per cent. of the railways in England are so equipped. It has done so well upon the Lacka-wanna that M. E. Smith, signal engineer, says that he has not heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years, and has never heard of a rear-end collision on his road in years,

it?
The remarkable record of the Lackawanna railroad, recently made public, showed that in ten years not one passenger had been killed in a train accident. In that period the road had transported 194,787,224 passengers, each traveling an average of 19.1 miles. The mileage of the trains had been 65,340.—908—more than 650,000 trains making a run of one hundred miles.

For this achievement two things were needed — discipline and equipment. Keeping the thousands of employes.

to traffic manager and president, up to the mark is a matter of organizing men and holding them fresh to the work which cannot become careless with familiarity and routine. Frequent checkings and strict rules are spurs; the interest of pride and wish for efficiency go further. Perhaps the railroad man in overalls will not stop to think that this feeling is in him, but the higher officers know, and recognize the fact that without it they cannot do their best.

KEEPING UP EQUIPMENT.

Equipment is more tangible. In the last ten years the genius of actual railroading in America has been the perfection of safety devices which offer the least chance for accident by leaving least to that most likely to make mistakes—the human part of the great working system. The aim of all this invention has been to establish a signal system that is well-nigh infallible, that goes as far as mechanical aid can, and then to throw the last responsibility on the engineer. Tests are now being made of automatic stops to prevent even the possibility of the engineer's mistake by electric locking of brakes within a certain zone; but these are in the experimental stage in steam railroading.

on the ground that it would delay instead of facilitate traffic. The length of the block is therefore fixed with regard to the amount of traffic in that division, semaphores being placed 2,500 feet apart where suburban service is heavy, or near a station, and a maximum distance of 5,000 feet apart on the open road.

WORKING OF THE BLOCK.

Block semaphores are wholly automatic, and are operated by a wireless electric system which depends upon the axies of the cars to make the circuit with the bonded rails, laid with non-conducting joints at block ends. Establishing this circuit by a car on the track sets the motor to work and causes the semaphore arm to "danger."

Naturally the keeping of this apparatus in order on all the line means constant work. With rigid inspection, however, there is little trouble. The semaphore arm is so arranged by counterweights, too that in case of decounterweights, too, that in case of derangement of any part because of short circuit in storm or from other cause, the arm goes to danger by gravity, and the engineer is warned. Testimony in the investigation of the New York Central wreck in which Spencer Trask was killed showed that all failures of the semaphore to work properly had been in the side of safety. Only this week, too, an old engineer, crying like a child, told the jury that he had taken his chance and run by'a block in a storm, only to end in a smash-up. He might have known, he said, that the block never erred. This system has proved its efficiency so thoroughly that there is frequent equipment, however, are the signal tower and switch system in the main terminal yards. A railroad man who had never seen the working of the big yards would scarcely understand how the trains were handled in the mass of criss-cross tracks. He sees no switchmen running to throw the dwarf switches, yet the engines and trains shoot about in a hurry. Who directs all this?

all this?

UP IN THE SIGNAL TOWER.

But up in the tower, where the director and lever men are busy, the working is plain enough—to them. In a projecting room, where he can view all of the yard, with telephone at his ear and indicators in front of him which tell of the approach of an incoming train when it is miles away, or of the start of any train in the shed to leave the yard, the director sits and orders every movement. He must oversee the bustling switch engines, too—and rapidly—for a delay of three minutes when traffic begins to move at rush hours canfic begins to move at rush hours can

Perhaps the most wonderfully mechanical devices in all a railway's

or lungs that very frequently, when allowed to run on, condemn them to a lifetime of suffering. These are the main features of the modern dispatching system. Other devices for insuring safety, such as the automatic airbrake, which in connection with the block signal takes away all chance of collision with cars lost from a parted train, have been too much exploited to recall at length. Appliances can now be had which will, with enforcement of running rules upon employes, make danger to the passenger a negligible factor. Adoption of these by all American railways will practically settle the problem of coldisons.

not begins to move at rush hours cannot be made up again.

Back of the director stand the lever men, three or more, who throw the levers as the director calls out the route. A long cabinet, which looks like a show-case full of machinery, contains the tower part of the plant, the 100-odd levers turning on a current clark or the plant. Back of the director stand the lever men, three or more, who throw the levers as the director calls out the route. A long cabinet, which looks like a show-case full of machinery, contains the tower part of the plant, the 100-odd levers, turning on a quarter circle are governing as many switches, operated by electro-pneumatic power. Below each lever is a globe which lights up when the switch is clear. In an uprglint case is a diagram of the yard with movable miniature switches.

The protecting part of this complicated system is its interlocking. By this it is impossible to give a signal which would lead to collision or derailment at a misplaced switch. It is possible, however, to tie up traffic by delay until the whole road is thrown out of running. The interlocking and interdependence of switches protects a train which has a 'through route signal by closing every one that could lead to that track until it is out of the yard. Were it not for this, the working of a large modern terminal could not be done.

The difficulties of the tower men do

Edilor Saloidan Club

Ganadian Club

Men of great vision, he said, planness for the future of our country when they linked coast with coast by steel rails and well built canals. The first step was building the Intercolonial. The next was the stupendous task of constructing the C.P. R., a task which needed men of courage and daring to plan and execute. Step by steep transportation has developed until we now feel ourselves next door neighbors to the people of the far west, when one mile to every 250 people. The country nearest to this is the United States, with one mile to every 450 people. The country nearest to this is the United States, with one mile to every 450 people. The country nearest to this is the United States, with one mile to every 450 people. The canadian Northern reach across the continent.

The report of the treasurer, J. N. Harvey, showed a balance of \$237.51 in the ban

The difficulties of the tower men do not come out fully until the rush hour suburban traffic starts. Then even a minute's delay can upset the road's schedule. The director's short orders

requently, when allowed to run on, condemn them to a lifetime of suffering.

It is most important that at this period of life those organs which carry off the body's waste and impurities—the bowels, the kidneys and the skin—should be kept active and vigorous.

Nothing will do this more effectively than that good old-fashioned remedy, Dr. Morse's Indian Root Pills. It acts directly on each of these organs, enabling them to do their work properly, and thus keeps the whole system pure and healthy.

Dr. Morse's Indian Root Pills are still made from precisely the same formula as when our grandparents used them, for nothing better has ever been devised.

Made by W. H. Comstock Co., Ltd., Brockville, Ont., and sold by all dealers at 25c. a box.

It is most important that at this period of life those organs, which in connection with the block signal takes away all chance of collision with cars lost from a parted train, have been too much exploited to recall at length, Appliances can now be had which will, with enforcement of running rules upon employes, make danger to the passenger a negligible factor. Adoption of these by all American railways will practically settle the problem of collisions.

Bentley's the best Liniment for Strains, Sprains and Rheumatism.

Given a good medium, the man who does not out down his advertising space in summer is the man who has the largest sales—Ansonia, Conn., Sentinel.

Parlor Lamps

Complete with Etched or Decorated Globes Finished with Old Brass.

W. H. HAYWARD CO. Ltd,

ST. JOHN NIGHT

As a stimulus to manufacturinis he said we should provide a population in the province to help consume the output. He urged the advisability of the city co-operating with the government to secure settlers to take up every vacant farm in the province. He thought this would prove a better inducement to manufacturers than the offer of free sites or a similar bonus.

In closing he emphasized the value

NEW YORK, Feb. 2—Sixty railroads in the country have notified the representatives of 32,000 firemen of the rejection of their demands for a 20 to 25 per cent. Wage increase and other concessions. News of the rejection was contained in a private despatch from Chicago today. The roads express a willingness to arbitrate the question of wages but flatly refused other demands.

as applause.
W. S. Fisher spoke largely on Trans-

RAILROADS UNITED IN FIGHTING FIREMEN



February Fine Swiss

Embroideries

Large Direct Importations, Beautifully Fine Edgings, Insertions and Beadings, Flouncings and Wide Edgings, Corset Cover Embroderies

Prices The Lowest For Quality 5c, 8c, 12c, 25c to 75c.

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