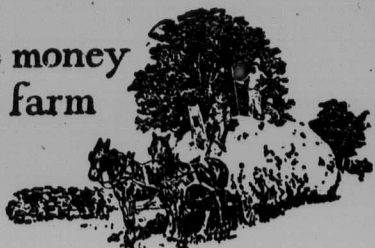


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56

BIG DEAL

The daily papers reported last week that the Fraser Companies Ltd. had acquired the controlling interest in the Stetson Cutler Co., a company holding extensive timber limits in New Brunswick and Quebec. A later report said that Archibald Fraser had been elected president of the Stetson Cutler Co., after the interest had been acquired and W. Matheson of Edmundston a director of the company.

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Railroading is a complicated business—just how complicated is described in a pamphlet entitled "A Thousand and One Details." Starting a limited train to Chicago is a tremendous task. It begins long before the passengers who are to take the train have left their homes, even before many of them have bought their tickets.

"As soon as a train starts on a trip," declares the pamphlet, "it sets up a railroad pulsation akin to that of sound waves. This extends to the other end of the immediate division and in many instances to other divisions. In fact, with the through expresses this pulsation is felt several hundred miles ahead of the trains, affecting not only the railroad offices stations, signal towers, round houses and other trains, but also the very homes of the employees who handle them."

It would be inconvenient, of course for the limited to pull into a division point and find the engineer, the fireman, the conductor and the other members of the crew who were to have taken her on the balance of her journey had failed to appear. For crews are changed on through trains at specified points on the journey.

Consequently, to avoid embarrassment of having no crew on hand, the locomotive engineer, the conductor and the rest of the necessary employees are warned either by telephone or messenger several hours before they report.

About the time the Limited is pulling into Manhattan Transfer to change its electric locomotive for one of steam, the wives of a crew 200 miles away are warning them that they had better come in from the garden and get ready for dinner. Their luncheon pails for a second meal en route are being prepared.

But the work of operating a train starts long before the train itself leaves the terminal. In the first place, of course, the train schedules are prepared. Then the proper equipment must be assembled.

In the roundhouse the locomotive is being selected, and oiled. If the train is a through one the heavy class "K" engine must be assigned to the task. If the train is a lighter one with no Pullman cars, a lighter engine with less tractive power will be powerful enough.

The road foreman of engines reports to the roadhouse foreman regarding the type of engine. The engineer and the fireman are notified regarding the hour at which they are to report. The engineer carefully examines his big machine to see that it is in shape. Then it takes its place in line with other panting steel monsters to await the signal to proceed to the station for the run. The

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Fudlier, Sask.—"For two or three days every so often I would have such pains in my back and sides that I could not do anything—could not even lie quietly in bed, and my head ached, too. I was this way about three years, but was worse after I was married. I was on a farm with not a house nearer than five miles and there was not a person to advise me, as my folks live in Manitoba. My sister-in-law told me about Lydia E. Pinkham's Vegetable Compound and told me to try it. I took her advice and have been thankful for it ever since. After taking the medicine for three months I can say it has helped me a lot and I am doing fine. I am glad to recommend the Vegetable Compound to others and you may publish my testimonial."—Mrs. HELEN BALANOFF, Fudlier, Saskatchewan.

Often some slight trouble will cause a general upset of the system. Such symptoms as nervousness, painful times, irregularity, backache and headache indicate some form of female weakness. Women so bothered should give Lydia E. Pinkham's Vegetable Compound a trial. This dependable medicine has helped thousands of women and it is reasonable to expect that it will help you. Try it today. Your druggist sells this medicine.

engine must be attached to the train fifteen minutes before train time.

With the train assembled in the station, a small army of inspectors begin to test the various parts of the mechanism, with particular emphasis on air brakes. The conductor in the meantime, is "signing on" the official register in the trainmaster's office. The brakeman has assembled his necessary lanterns, flags, fuses and torpedoes. The baggageman has checked up on the property placed in his charge for the run.

Meanwhile, even more "behind the scenes" another group is arranging for the departure. In general command is the division operator, who receives word when the train is ready to depart. Then the train dispatcher, who has a mental picture of his entire division, orders the proper tracks be cleared. At the station in New York all this is preceded by the task of bringing the assembled train through the tunnels under the East River to the terminal.

With the train in motion telephones and telegraph instruments are used to advise those ahead that it is coming. The roadbed is constantly being repaired, as are the automatic block signals which govern to a great extent the movement of trains.

Trackmen are constantly on the alert to discover defects in the roadbed. They also watch all passing trains, and have prevented many accidents by seeing irregularities and reporting them to the next point at which the train can be halted.

The first actual signal to start the train is given at the station by the gateman. This is one of the reasons why gatemen cannot reopen the doors for passengers arriving just as they are being closed. The conductor already has been advised that all passengers have passed through. He sends word along to the signal towers and the switches just west of the station are set so that the train can proceed without interruption.

All these are only a few of the details. Dining cars have to be provisioned and meals started hours before trains are ready to start. Ice water is provided, windows are washed, berths are made up, and far more than "one thousand and one details" taken care of. Back of it all, also, is the "white collar men" of the various record departments. Without their assistance the limited would be as powerless to move as though the engineer had failed to report.—New York World.

OBITUARY

BYRON SMITH

The death of Byron Smith, aged 24 years took place at the home of John Smith, Upper Wicklow, where he had lived since childhood, on Feb. 3. He leaves to mourn his loss two brothers and two sisters, besides a large circle of friends.

Funeral service was held in the Primitive Baptist Church, Upper Wicklow, Feb. 4, conducted by Rev. G. A. Giberson. Interment was made in the old family burying ground.

MRS. WILLIAM PROST

The death of Mrs. William Prost, aged 75, occurred at the home of her son at Wicklow on Feb. 7. She leaves three boys, five girls, one brother and two sister, besides a large number of friends and relatives. The funeral was held in the United Baptist Church Wicklow, Feb. 9, conducted by Rev. G. A. Giberson, assisted by Rev. G. A. Wasson.

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