

"SALADA"

FOR LOVE OF A LADY
 BY
 ALICE MAUD MEADOWS
*author of "One Life at a Time," "The
 Cup of Fate," "Days of Doubt," etc.*

**Is Found in Health, Strength and
Freedom From Pain.**

Rev. Levi Master, brother of the late Isaac Master, registrar of Waterloo County, died at his home in Big Rapids, Mich., Feb. 18.

Mr. W. M. Ford has been appointed salesman for the Bayham and Malahide cheese factory.

Inside of a month the force of men at the Grand Trunk car works will complete another lot of 200 freight cars. The total of 800 turned out since last June. The new cars are 35 feet long, with a capacity of 60,000 pounds and over 600 are now in use on all parts of the system, having been sent out as soon as finished, owing to a scarcity. The order could have been filled some months ago were it not for delays occasioned by a lack of material chiefly castings and timber. The road has not yet introduced steel into the framework of their cars, nor is there any word of their doing so, as the present class of cars has given good service. Railways on the other side of the line have been building pressed steel cars for the carrying of coal and iron ore, besides flat cars.

years, who had passed a satisfactory examination in the offices here, and had only gone from Strathroy on the day of the wreck to take the position of night operator at the Junction. He had been at Strathroy for some time, took orders for the trainmen and did the usual work of an operator in the railway office. The only person given the call as the inquest was that he had been in the office at Kingscourt when Kerr wanted to get him, but he failed to recognize the call, "K. C.," which was new to him. He was accustomed to the call for Strathroy, "X. R."

"The operator was telling the truth," said one of the railroaders, and his experience is not unusual. The only difference is that his failure to answer the call that night led up to the accident, where other instances occur almost daily, but are never heard of, for the simple reason that no loss of life or

"Not long ago," he continued, "an operator was transferred from an eastern office to one on the west end. He was a capable man, if ever there was one, yet the first night he was on duty the dispatcher spent a whole hour trying to get him to take an order. The operator failed to answer and finally the dispatcher learned that he was a new man there. Then the call for the place where the operator had been stationed was given, and a ready answer came. The operator was asked for an explanation of his conduct, and his answer was that he was accustomed to his old call and did not recognize the new one. This but goes to show that the story of the boy at Kingscourt was true."

NEW TRANSCONTINENTAL LINE.
The International Railway Journal says: "From Hamilton Inlet, in far-away Labrador, to Port Simpson, far up on the Pacific coast, is the proposed route of a new transcontinental line, as a sort of American-Siberian line. The coast of Labrador is a sort of icy, stable for icebergs."

"Late prospecting has shown that the basins of the vast territory north of the line of the Canadian Pacific are enormously rich in products indigenous to the soil, while the mineral possibilities, both developed and prospective, are unsurpassed. The territory contains nickel, copper, zinc, iron, lead and gold. The mountains in the region between James Bay and the Atlantic are known to be vast store-

A vast amount of prospecting for minerals has been going on almost unintermitted for years in parts of Northern Ontario, and the results of the work are published maps extant. The natural demand now is for railroads, for the prospectors have found not only metals, but a great agricultural and timber country as well.

It was announced that the Grand Trunk will expend \$100,000,000 in crossing the continent to make an eastern terminal at Quebec and a western terminal at Port Simpson, on the Skeena River, where it flows into the Pacific. Canada's Northern Railway is building to the Pacific coast, and will go down the Peeble River. Four

HAD TO BE ABANDONED.

The reason for the abandonment of plans for completing the double tracking of a division of the St. Paul Road, is that the supply of labor is so scarce that contractors have been forced to make their bids for further work unusually high. The same condition applies to the Alton Road's decision to stop further work. Such contracts as have been let have been for work on the roads generally throughout the West have found it impractical to let further contracts while labor is so scarce. There is such a demand for unskilled labor everywhere in the country that wages have advanced to figures which are prohibitive for some

DISCIPLINE.
Railroad officials as a rule wish to treat their men fairly, says Railway and Locomotive Engineering, but a great deal of injustice is inflicted on account of rules of discipline framed to inflict punishment for offenses and delinquencies.

influences, without providing behavior. If there is no service and good credit, there is no credit. Credit is not maintained against a man, there is certainly ought in justice be a credit account as well. The Brown system of "discipline" was a "suspension" habit adopted by many schools in the United States, and in some quarters it is much more unpopular than the old-fashioned punishment, when a man was suspended for a violation of the school rules with the understanding that the punishment condoned the offense. The system, as worked under Mr. Brown, was a just way to manage men, as the credit was always liable to overbalance the debits. To make people who modified the system have credit rules modified out nearly all the credit. It was a time when a petty officer would get a discharge like a roaring lion, discharged men right and left for offenses that Brown system and the teeth of this kind of a tyrant, but it was a half acting when it permits him to put a debit against a man without providing for it. Credits. Where this is done, it is only a credit to time when sufficient debits will be to time when against first-class men to have them discharged. A half acting system of this kind depleted some roads of their best men, and some men having designed before their time was discharged. On such roads the men look

back longingly to the "good old days" when a superintendent suffering from a toothache would discipline with his tongue every man who came within reach of his voice, and there the end of the castigation would be. It is easier to stand a little unjust abuse than to feel day after day that a silent record is being built up against you from trifles that will soon bring ignominious discharge.

LOST TITLE REGAINED.
By an official change in the running time of the Southern express, the flyer of the Orleans railway of France, the Empire State express of the N. Y. C. & H. R. R. has regained its title.

Central has regained its lost title of "the fastest train in the world" when the Empire State Express was scheduled ten years ago it established a performance record which was not equaled until the new express, which runs from Paris to Bayonne, was inaugurated. This train humbled the American flyer, for it made the entire run in 10 hours and 15 minutes, less than eight hours. The new train, including stops, was 54 miles an hour. The Empire's record had been 40 miles an hour, eight hours and 15 minutes, the average speed being 44 miles an hour.

By a new arrangement the Southern Express runs over its own tracks 365 miles at an average speed of 52.57 miles an hour, and the Southern Railroad of France, a distance of 300 miles, at an average of 46 miles an hour. Traffic officials there consider

STOP THAT HEAD COLD in 10 Minutes.

or it will develop into chronic catarrh. Dr. Agnew's Catarrhal Powder stops cold in the head in ten minutes, and relieves most acute and deep-seated catarrh after one application. Cures quickly and permanently. "I have used Dr. Agnew's Catarrhal Powder with best results. It is a great remedy, and I never cease

recommending it."—John E. Dell, Paulding, O.

Dr. Agnew's Heart Cure is the best remedy of the age for nerves, heart and stomach.

Sold by C. McCallum & Co. 13



Dye!

Home dyeing is easy, safe, profitable and pleasant, if a woman will only use that English Dye, Maypole Soap, which washes and dyes at the same time. "No mess, no trouble." The color is brilliant and they **cannot fade**. If you can't get it of your dealer, send to the Cambridge Depot, 8 Place Royale, Montreal.

Maypole Soap

25c. for Black. 10c. for Colors

that the pace was too fits and have reduced the running time one hour.

This leaves the Empire train the fastest train, it running 216 miles of its 240 miles at the rate of 40 miles an hour. The same average speed is maintained and the officials believe it can be continued. The highest speed is reached between Fairport and Rochester, where 3 miles is clipped off at a speed of 45 miles an hour. The train house consists of a 144-ton locomotive, one combination car, three coaches and one parlor car. The weight of the entire train is 405 tons.

EARNINGS LARGELY INCREASED.

Reports have lately been spread by the railroads that owing to the large increase in expenses, which is cutting down their revenues, important improvements they had planned for the coming summer will have to be abandoned.

These reports, it is asserted, are given out to allay the bitter feelings caused among Western shippers, merchants and manufacturers over the large advances lately made by the western and eastern roads in rates on all kinds of merchandise and commodities. Scarcely a week passes that the rates are not given a twist upward, and so remunerative are the rates now that with a largely increased tonnage, the earnings are far in excess

While operating expenses on most roads have increased from 40 to 15 per cent, the rates have been advanced all the way from 20 to 50 per cent, and in some instances the advance is fully 100 per cent.

That the earnings are increasing, and not falling off as alleged by the railroads, is shown by a statement just issued showing that gross earnings of the railroads in the United States which have the four largest states for earnings for January, 1903, made a gain of 8.6 per cent over last year and 17.7 per cent over 1901. There are included in these earnings many of the leading systems, which continue to show heavier tonnage than last year. The traffic was unusually large. There is increasing business of all classes of roads, the western lines making large gains over all preceding years, with excellent prospects for a continuance of large earnings.

INJURES HAT TRADE.

At a first glance the connection between the vestibuled platforms of the modern railroad train and the retail hat trade is not manifest. Yet it is estimated that this modern contrivance for the comfort of the traveling public has cut hat sales in Chicago by nearly a third in a year, though a thousand men and a month's sale in the passenger stations, hatless, whether it be summer or winter.

Time was when the traveling public was not so particular about platforms between the smoking car and the first day coach were dedicated to lost headgear, and from every open platform a summer hat was whisked to the four winds. Not only this, but at many of the stations where through trains stopped in the winter, hat "collectors" who leveled on the passengers' heads, stepped out of the windows as these trains moved out of the stations.

SCALPING MUST CEASE.
The extermination of ticket scalpers will be the war cry of the new National Railroad Protective Association, which was formally organized in Chicago.

Arrangements have been made which will place detectives in all parts of the country, to check the markets and thwart all efforts made by scammers to defraud the roads by the misuse of tickets, passes or any other form of transportation. The new bureau will be operated practically on the same plan as the bankers' and jewelers' protective associations.

It is claimed that enormous losses have been suffered in the past through the practices of scalpers. There is scarcely a form of ticket, no matter how ingeniously it may have been gotten up, which has not been the prey of the scalpers. Perforations, indelible inks, water-marked paper and other safety devices prove no protection. Owing to the lack of united action on the part of the railroads it has been only by the use of the law, in conviction for ticket forgery or manipulation of tickets could be secured.

PHONES FOR TRAINS.
According to Electricity, the French Railway Administration is about to establish throughout its entire system what is known as the "rail telephone." It is believed the new invention will reduce the minimum if not render impossible the chances of railway accidents which have been so frequent of late.

which have lately occurred with frightful frequency in France. Experiments conducted with the apparatus for some months have proved its entire practicability. Trains on the same section of road have been able to communicate with each other with the greatest ease, have been warned of each other's presence and rate of speed while miles apart, notified of obstructions on the track ahead through the breaking of the continuous current and kept in almost constant communication with the stations.

SOON BE A THING OF THE PAST.

It seems that compartment cars will soon be a thing of the past on this continent. The Pullman Company has issued an order to discontinue the use of that class of sleepers on the roads between Chicago and St. Louis. The revenue, it is claimed, is smaller than from the ordinary sleeper. The compartment cars weighing about a third more than the ordinary kind.

The traffic situation on the east-bound roads from Chicago has improved during the past week. Most of the trucks managed to move a large amount of the grain that was blocking the tracks, and were better able to take deliveries from their western connections.

It is the general impression that in two weeks the trouble will have disappeared entirely, and a recurrence is not expected before the end of the year, and then only in case of a superabundance of crops.

The congestion from which the roads have been suffering was not due to an enormous pressure of traffic or a shortage of cars, but to a lack of motive power.

A BIG OUTLAY.
The Pennsylvania Railroad Company is preparing to spend about \$10,000,000

**Ready to
Cook,
Served
Hot.**

Build Strongly.

Your canny man uses sound materials to build with.

Also, he builds his body with wholesome food.

He uses no shoddy fads—he eats what he knows, he has no use for quack “foods,” he wants a hot breakfast, not a cold-served fad.

And **Tillson's Oats** is the soundest, most wholesome food he can eat—being **Pan-Dried** it is neither “smoky” nor “mushy”—it cooks finely and deliciously.

It is a tried-by-centuries food, not a vagary of a modern food-faddist's brain.

**Packages
only.
All
Grocers.**

Tillson's Oats

Pan-Dried. A Food, not a Fad