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ed anew of this need. Sometimes I remind myself, sometimes someone else reminds me.

They Leaped Up On Chairs.

curred recently. A woman who lives antipathies unless we in a hotel told me that the other day into terms of our own. a mouse appeared in the notel lobby,

afraid of a little creature that couldn't thing entirely different. possibly hurt them?" I said. "Or was it simply the instinct to run to their subconscious ideal of what women should feel on seeing a

"It didn't seem to me they could be really afraid," she said, "and then I thought of the way I feel about a cat. You know I can't bear a cat in the room and I know a great many people think I'm putting it on. But I'm not and I don't suppose I have any more right to think they were." That's what I mean by translating. It is something I always mean to MINARD'S LINIMENT.

DO YOU TRANSLATE. The older I | do and, needless to say, I was asham-

grow the more I ed that I had needed to be reminded come to realize to do it in this case.

that there is no The Way I Feel About a Caterpillar. schools or col- translate the mouse fear into terms being on the move that on this par leges can teach of my own experience, and decided that every man those women must feel almost hysor woman needs terical feeling that I feel when I see for tolerant, in- a caterpillar crawling up my dress. telligent living so If I could get away by leaping on much as skill in a chair from that little creature that I do not mean tainly would. The very thought of translating o n e that awful furry creature humping up Now I will prove by mathematics the langu. e into another, but trans- and down along my dress and drawlating the incomprehensible terms of ing nearer to my face every minute, other people's experiences, other peo- gives me a shiver right now. Shame ple's emotions, other people's char- on me not to realize that others may the new engine, and the way we do acters into the understandable terms feel the same about the mouse which this is by the following formula:

holds no terrors for me. Every now and then I am remind- "I Think She Is Just Putting It On." It is the same with things we love, and things we hate, and things that tire us, and things that annoy us. We

Whenever you find yourself saying. when a group of men and women "I cannot see how he or she does this were gathered there and that four of or that," "I don't believe she really those women actually got up on feels that way-I think she is just putting it on," stop and translate. "Do you think they were really And then perhaps you will say some-



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Mr. Butler's Challenge.

Editor Evening Telegram. Dear Sir,-In my second last letter I said that the new engines were not able to handle a train as heavy as the old engines, or words to that effect, ematically in a subsequent letter, but on second thought I decided not to do so, because, in order to bring out my point fully, I would have to make use of a lot of technical matter, which would be of very little use to those not familiar with railway and locomotive engineering. However, I have received a flood of letters from friends and opponents, some asking for an explanation in the press, others telling me that the engines have proved my claims to be baseless. All the sentiment expressed in these letters (none coming from railroaders) have been prompted by the fact that the engines are able to move at all. I hope I wasn't understood to say in former letters that the engines couldn't move themselves. This is a bit too pessimistic What I did say was the engines are a failure in that they cannot haul a train heavy enough to turn in revenue commensurate with their inital and maintenance cost, as compared to the old engines. This is one reason, amongst others, why the new engines are a failure. That the new engines are unable to pull the load which their promoters claimed for them has been proven in practice. The report of the Commission says that the new engines "are confidently expected to handle five mere loaded cars per train than the old engines." Five loaded cars more than gines. the old engines have pulled, means that the new engines must pull nineteen cars. As a matter of fact, 9 loaded cars and caboose are train enough for the new engines, though it is a comwith 12 and 13 cars, but note that the only \$5.00 per pair at SMALLmon thing to see them going along doors of the cars are always closed so WOOD'S.-ily16,tf that no one will discover that the most of them are empty. I wish Mr. Editor, you had been five miles east of Por Blandford on the 16th inst. There you would have seen what the new engines Having been reminded, I tried to can do. In fact they are so anxious for ticular morning one of them ran for the hill three times in an attempt to Service. get up, but failed to do so, and after burning a ton or more of coal extra. had to double, in spite of the fact that it had attached to it nine cars less couldn't possibly hurt me, I most cer- than the number it was going to pull, according to the Railway Commission. truth of the statement I made in a former letter, namely, that the old en-

d2 LP

gines have a higher draw-bar pull than

Wesley.—11, Rev. C. H. Johnson, B D.; 6.30, Rev. T. B. Darby, M.A. Now let us apply this rule to the new engines first, whose cylinders are cannot understand other people's 17 x 24, wheels 52 inches in diameter, B. T. Holden, M.A.; Subjects:—Morning, "A World of Change"; Evening, Here is one such reminder that oc- loves and hates and wearinesses and boiler pressure 170 pounds (85 per cent, of boiler pressure is used for mean effective pressure).

> We find that d2 means 17 square, s we have 17 x 17 equals 289 x 24 (the Adventist, (Cookstown Road).— Evangelist B. E. Manuel will speak in the evening, text, Job 22, verse 21. stroke in inches) equals 6936 x 144 (M.E.P.) equals 998784 divided by "diameter of wheels" equals 19,207. So we see the tractive power of the new engines figures out at 19,207 pounds exact. Now for the old engines which have cylinders 18 x 24: diameter of wheels 50 inches, boiler pressure 180 pounds. Now we will proceed by the same rule on which we figure the tracture force of the new engines.

> International Bible Students Association, (Victoria Hall).—3, Bible lecture by Mr. George Young of Toronto; 7, Mr. Young will speak on "Jehovah's Witness in Stone, the Great 18 x 18 equals 324 x 24 (length o stroke) equals 7776 x 153 (mean effecture pressure) equals 1,189,728 divided by 50 "diameter of wheels" equals 23,794—the tractive power of the old engines.

Tractive Ferce Compared: Old Engines 23,794 pounds.

New Engines 19,207 pounds. The above figures show that the old mgines have a tractive force of 4487 ounds over and above that of the new engines. In view of this fact how are we to guess on what hypothesis the Railway Commission made its claims for these engines. But, I forgot, I think I told you in a former letter—the horse

It should not be assumed that my claims anent the engines are disproved because the engines are seen slipping long with 6 or 7 passenger cars and from 9 to 13 freight cars which is about one third the load claimed for the engines. We have old 16-inch cylinder engines which used to do that in days gone by, but they cannot do it to-day for reasons which have been

The new engines make a very back showing when working at slow speed and pulling hard up a grade, and they are frequently forced to send out S.O. S. calls for help. This is due to the fact that the mechanism which controls the distribution of steam is designed and adjected for high speed which ren-ders the engines unfit for this road, where they are called upon to develope heir maximum tracture force at slow eed. I could go into details and show all the reasons, but t odo so I would be compelled to make use of a lot of hnical matter which would be un elligible to those not familiar wit he subject but in order to convin our readers that I do not intend cant I ask you to print in black type ne following challenge to all and sur

If a full load for any one of the new ngines be placed on any siding on th

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I am allowed to adjust the valves

that is, put them in proper position

and place three more cars in the train

and pull them over any hill on the

Now this is a fair offer and ought to

convince any one that I am pretty

sure of my ground, and that the new

engines which have cost us so much

are by no means equal to the old en-

Ladies' Patent Leather Pumps

with White Kid top, Cuban heel,

Sunday Services.

C. of E. Catheedral 8, Holy Com-

munion; 11, Morning Service; 6.30

Evening Service.
St. Michael's. 8, Holy Communion;
11, Morning Service; 6.30, Evening

Service.
St. Thomas's.—7 and 8, Holy Communion; 11, Morning Prayer, Preacher, Rev. A. Clayton; 6.30, Evening Prayer, Preacher, Rev. Canon Bolt.
St. Mary the Virgin.—8, Holy Communion; 11, Matins; 4, Holy Baptism; 20 Evensons

METHODIST.

6.30, Rev. E. W. Forbes, B.D., Subject:—"Some Truths Learned in God's

George St.—11. Rev. T. B. Darby, M.

A.; 6.30, Rev. R. E. Fairbairn. Cechrane St.—11, Rev. E. W. Forbers, B.D.; 6.30, Rev. C. H. Johnson,

Congregational-11 and 6.30, Rev.

Presbyterian-11 and 6.30, Rev. F.

Gospel Mission, (Adelaide St.)-9.45,

Bethesda Pentecostal Assembly, (New Gower St.)—10, Men's Class;

Pyramid." The lecture will be illus

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"A Milk and Water Gospel

11. 3 and 7 Services.

Gower St .- 11, Rev. R. E. Fairbairn;

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Canadians have a special intere Canadians have a special interest in the career of this distinguished man, for Quebec City is his native place. He was born in Canada's Ancient Capital, on May 31, 1847; but both his father and his mother were natives of Ireland, the family seat being at Little Clandeboye, County Down. They returned to Ireland, and the son was educated at the Belfast Royal Academical Institute, Having completed his school course, he entered the great ship-building and engineering establish-

nent of the world-famed company of Belfast, and High Sheriff o Harland and Wolff of Belfast. That Antrim and later of County Down was in 1862, and twelve years later March, 1918, he was appointed he was a partner, and is now Chair-

head of the company. In the public service he has held many high offices. He has been His fast, Comptroller of the Household of the Lord-Lieutenant of Ireand, and Pro-Chancellor of Queen's

man of the Board of Directors—the Building. He is the first Holl Freeman of the City of Belfast ored Georgette.

eiversity, Belfast; Lord Mayor of and batiste dresses.

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