

Royalty For Little Girls

Little Miss Hurry, All bustle and hurry, Comes down to breakfast ten minutes too late;

Bucks, Despatcher

(By Frank H. Spearman) (Continued.)

"Ole," cried the despatcher, waving his arms frantically as the giant Swede leaped across the track and looked up from the platform below, "go get Buck. I've got a runaway train going against 59. For your life Ole, run!"

The big fellow was into the wind with the word. Bucks boarded four blocks away. Callahan, slamming down the window, took the key and began calling Rowe. Rowe is the first station east of Jackson; it is now the first point at which the runaway cars could be headed.

"R-o, R-o," he rattled. The operator must have been sitting on the wire for he answered instantly. As fast as Callahan's fingers could talk, he told Rowe the story and gave him orders to get the night agent (who he knew must be down to sell tickets for 59) and pile all the ties they could gather across the track to derail the runaways. Then he began thumping for Kolar, the next station east of Rowe and the second ahead of the runaways.

He pounded and he pounded, and when the man at Kolar answered, Callahan could have sworn he had been asleep—just from the way he talked. Does it seem strange? There are many strange things about a despatcher's senses.

"Send your night man to west passing siding and open it for runaway cars. Set brakes hard on empties in there, so as to ditch runaways if possible. Do anything and everything to keep them from getting by you. Work quick!"

Behind Kolar's O. K. came a frantic call from Rowe. "Runaways passed here like a streak. Knocked the ties into toothpicks. Couldn't stop them—impossible."

Callahan didn't wait to hear any more. He only wiped the sweat from his face. It seemed forever before Kolar spoke again. Then it was only to say: "Runaways went by here before night man could get to switch and open it."

Would Bucks never come? And if he did come, what on earth could stop the runaway cars now? They were nearing the worst grade on the West End. It averages one per cent. from Kolar to Griffin, and there we get down off the Cheyenne hills with a long reverse curve, and drop into the canyon of the Blackwood with a three per cent grade. Callahan almost beside himself, threw open a north window to look for Bucks. Two men were flying down Main street toward the station. He knew them. It was Ole and Bucks.

But Bucks! Never before nor since as seen on a street of McCloud such a figure as Bucks. In his trousers and slippers, with his nightshirt free as he sailed down the wind. In another instant he was bounding up the stairs, three steps at a jump.

Minard's Liniment Relieves Neuralgia.

All Stuffed Up

That's the condition of many sufferers from catarrh, especially in the morning. Great difficulty is experienced in clearing the head and throat.

No wonder catarrh causes headache, impairs the taste, small and hearing, poisons the blood, damages the stomach and affects the appetite.

To cure catarrh, treatment must be constitutional—alterative and tonic.

"What, have you done?" he panted, throwing himself into the chair. Callahan told him. Bucks held his head in his hands while the boy talked. He turned to the sheet—asked quick for 59.

"She's out of Callendar, I tried hard to stop her. I didn't lose a second; she was gone!"

Barely an instant Bucks studied the sheet. Routed out of a sound sleep after an eight-hour trick, and on such a night, by such a message—the marvel was he could think at all, much less set a trap that would save 59. In twenty minutes from the time Bucks took the key the two trains would be together—could he save the passenger? Callahan couldn't, didn't believe it.

A sharp, quick call brought Griffin. We had one of the brightest lads on the hole listening, heard Griffin answer. Bucks rattled a question. How the heart hangs on the faint, uncertain tick of a sonder when human lives hang on it!

"Where are your section men?" asked Bucks.

"In bed at the section house," "Who's with you?" "Night agent Sheriff with two cowboy prisoners waiting to take 59."

Before the last word came Bucks was back at him:

To Oper.: Ask Sheriff release his prisoners to save passenger train. Go together to west switch-house track. Smash in section tool house, get tools. Go to point of house-track curve, cut the rails, and point them toward run-away cars from Ogalalla over the bluff into the river. Bucks.

The words flew off his fingers like sparks, and another message crowded the wire behind it:

To Agent.: Go to east switch and set for passing track. Flag 59, and run her on siding. If can't get 59 into the clear ditch the runaways. Bucks.

They look old now. The ink is faded, and the paper is sukked with the fire of many winters and bleached with the sun of many summers. But to this day the original orders, just as Bucks scratched them off, hang there in the despatcher's office in the new station. But in their present swell surroundings Bucks wouldn't know them. It was Harvey Reynolds that took them off the other end of the wire—a boy in a thousand for that night and that minute. The instant the words flashed into the room he instructed the agent, grabbed an axe, and dashed out into the waiting room, where the sheriff, Ed. Banks, sat with his prisoners, the cowboys.

"Ed," cried Harvey, "there are runaway cars from Ogalalla coming down the line up in the wind! If we can't trap 'em here they'll knock 59 into kindling wood. Turn the boys loose Ed, and save the passenger train. Boys, show the man and square yourselves, right now. I don't know what you're there for; but I believe it's to save 59. Will you help?"

The three men sprang to their feet. Ed. Banks slipped the handcuffs off in a trice. "Never mind the rest of it! Save the passenger train first!" he roared.

"Which way?" cried the cowboys, all excitement.

Harvey Reynolds, beckoning as he ran, rushed out the door and up the track, his posse at his heels.

"Smash in the tool-house door," panted Harvey.

SCOTT'S EMULSION

is talked by people in tropical countries all the year round. It stops wasting and keeps up the strength and vitality in summer as well as in winter.

ALL DRUGGISTS

Minard's Liniment for Burns, etc.

MEASLES LEFT BAD COUGH.

The after effects of measles may be far reaching, as the irritation of the respiratory passages is one of the characteristics of this disease, and very often those who have been robust, become delicate and liable to lung troubles, hence measles should never be regarded with indifference.

Measles are generally followed by an acute attack on the mucous membrane. The mucus is accompanied with a watery discharge, sometimes bleeding from the nose, a cough of a short, frequent and noisy character, with little or no expectoration, hoarseness of the voice, etc.

Once the cough starts you should procure a bottle of Dr. Wood's Norway Pine Syrup, take a few drops a day and thus prevent bronchitis, pneumonia, or perhaps consumption getting a foothold on your system.

Mrs. Oliver Kelly, Bellisle Station, N.B., writes: "Two years ago I had the measles, and they left me with a bad cough. I kept getting worse until at last I could not sleep. My neighbor told me of Dr. Wood's Norway Pine Syrup, so I sent and got a bottle, and before I had used it my cough was all better."

I find it a great family medicine for colds and coughs, and I now keep it in the house all the time."

Dr. Wood's Norway Pine Syrup is 35c. a large bottle 65c., at all druggists and dealers. Put up only by The T. Milburn Co., Limited, Toronto, Ont.

Ed. Banks seized the axe from his hands and took command.

"Pick up that tie and ram the door," he cried.

Harvey and the boys splintered the panel in a twinkling and Banks, with a few clean strokes, cut an opening. The cowboys, jumping together, ran in and began fishing for tools in the dark. One got hold of a wrench; the other a pick. Harvey grabbed up a clawbar, and Banks caught a spike man. In a bunch they ran for the point of the curve on the house-track.

But it is only one thing to order a contact opened, and another and very different thing to open it, at two in the morning on December 25th, when the men know no more about track cutting than about logarithms. Side by side and shoulder to shoulder the man of the law, the rough riders, and the railroad boy, pried and wrenched and clawed and struggled with the steel. While Harvey and Banks clawed at the spikes, the cowboys wrestled with the nuts on the bolts of the fishplates. It is a battle! The nuts wouldn't twist, the spikes stuck like piles, sweat covered the assailants. Harvey went into a frenzy. "Boys, we must work faster," he cried; but flesh and blood could do no more.

To be Continued

The publisher of the best Farmer's paper in the Maritime Provinces in writing to us states:

"I would say that I do not know of a medicine that has stood the test of time like MINARD'S LINIMENT. It has been an unfailing remedy in our household ever since I can remember, and has outlived dozens of would-be competitors and imitators."

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Possibly from an oversight or want of thought you have put off insuring, or placing additional insurance to adequately protect yourself against loss by fire.

ACT NOW. CALL UP

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MILBURN'S HEART AND NERVE PILLS.

There are many people at the present time, whose heart is affected, whose nerves are unstrung and general health impaired.

To such we offer Milburn's Heart and Nerve Pills as the best remedy that science has produced for such troubles.

These pills have a wonderful effect on the weakened heart and the shattered nervous system, completing as they do the very best elements for the relief of all heart and nerve troubles.

Mrs. C. Parry, Toronto, Ont., writes: "I suffered for over a year with heart and nerve trouble. I had terrible headaches and dizziness, could not sleep and had no appetite. I was taking doctor's medicine, but it did not help me. I was completely discouraged. Then a friend told me of Milburn's Heart and Nerve Pills. After taking one box I began to feel better, and after seven boxes I felt like a new person. I heartily recommend them to all my friends."

Milburn's Heart and Nerve Pills are 50c. a box at all dealers, or mailed direct by The T. Milburn Co., Limited, Toronto, Ont.

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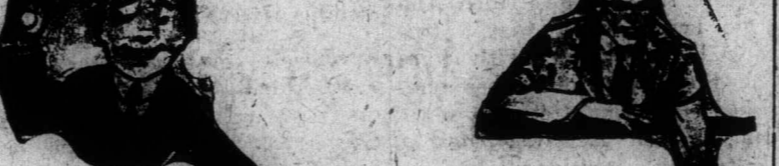
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The old year took away, forever, we hope, the old burden of war prices. For months conditions have been working toward the great climax that brought the remarkable merchandise that is here assembled for this our greatest January Carnival of Economy.

The results came in two ways: 1st. The drastic lowering of prices on our own stocks, down to the new low basis, and often far below it—to double your interest in January buying in our store.

2nd. We have combed the markets—taking utmost advantage of the opportunities created by far sighted manufacturers who were ready to co-operate with us in presenting to you now the lowest prices that will be possible, for the next six months, at least.

We can just see the delight of our Customers when they see the splendid assortment of goods, in every department of our store, and then realize that prices are away down to the bottom, where it is a pleasure to buy things.

Many Manufacturers have ACCEPTED LARGE LOSSES. We shall forgo a large part of our profits on the new goods and accept large losses on our own mark-downs—to inaugurate this first New Year, under the New Management and

THE MOST STIRRING JANUARY PRICE-UPSET THAT THIS COMMUNITY HAS EVER KNOWN.

No matter what you need or desire, now is the best time for months to come to buy it. Some of the reasons are told on this page; but scores of others are here that can get no mention today, even in this broad space.

Sale for Ten (10) Days Only Discounts are 1-5, 1-4 and 1-3

We Will Sell All Our Goods at Replacement Prices

Patons, Ltd

January 5, 1921—1f

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 8th April, 1921, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Milton Station Rural Mail Route No. 1, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Milton Station, Wheatley River, and Oyster Bed, Bridge, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, Feb. 25, 1921, March 2, 1921—3f

Mail Contract

SEALED TENDERS, addressed to the Postmaster General will be received at Ottawa until noon on Friday, the 1st April, 1921, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week, on the route, Winsloe Rural Mail Route No. 1, from the first July, 1921, next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Winsloe and Brackley Beach, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, February 19, 1921, February 23, 1921—3f

Mail Contract

SEALED TENDERS, addressed to the Postmaster General will be received at Ottawa until noon on Friday, the 1st April, 1921, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week, on the route, Montague Rural Mail Route No. 4, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of St. Mary's Road and Montague, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, February 19, 1921, February 23, 1921—3f

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 1st April, 1921, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, New Wiltshire Rural Mail Route No. 3, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of New Wiltshire, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, Feb. 16, 1921, Feb. 23, 1921—3f

CANADIAN NATIONAL RAILWAYS

CHANGE OF TIME

Commencing Friday, February 18th, 1921, Trains Nos. 11 and 12 between Summerside and Tignish will run tri-weekly until further notice, leaving Tignish Mondays, Wednesdays and Fridays, and Summerside Tuesdays, Thursdays and Saturdays.

District Passenger Agent's Office, February 16th, 1921, Feb. 23, 1921—3f

DEPARTMENT OF CUSTOMS AND INLAND REVENUE

EXCISE TAX LICENSES

Retailers, Jewellers, Manufacturers and Sales Tax Licenses as required under the Amendment to the Special War Revenue Act, 1915, are ready for issue, and application forms may be had from the undersigned.

Firms not in possession of Licenses on the 15th November, 1920, will be subject to penalty as provided in the Act.

PENALTY For neglect or refusal to take out a License shall be a sum not exceeding ONE THOUSAND DOLLARS.

F. J. CASEY, Collector of Inland Revenue at Charlottetown.

Furs. Furs.

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List of Pure Bred Live Stock for Sale.

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DEPARTMENT OF AGRICULTURE

Mail Contract

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, 11th March, 1921, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week, on the route, New Wiltshire Rural Mail Route No. 3, from the 1st July, 1921, next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of New Wiltshire, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, January 25, 1921, January 26, 1921—3f

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 25th March, 1921, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, New Wiltshire Rural Mail Route No. 3, from the 1st July, 1921, next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of New Wiltshire, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, Feb. 5, 1921, February 5, 1921—3f

Advertise in the Herald.