

A RIDE ON THE FAST MAIL.

It is significant that the one train which makes the Chicago-St. Paul run in ten hours, carries no passengers.

To ride on it is a privilege acquired by few. Yet a journey on this train, which carries none but government mail clerks and its crew, is an experience, especially if the journey be made on the "fireman's side" of the huge locomotive which pulls it. It is a revelation of what fast passenger service means and a liberal education in appreciation of the cool nerve and absolute competency of the men who run fast trains.

The fast mail over the Chicago, Milwaukee and St. Paul Railway leaves Chicago every night of the year with from twenty to fifty tons of mail aboard and reaches St. Paul every morning with its burden of letters and packages in time for transfer to other trains to the Pacific coast to connect with the mail boats, north into the Dominion, east and west into adjoining states and radiating over a dozen lines of railway into every nook and cranny of the Northwest.

If one asks why the fast mail carries no passengers he is answered that there are other trains which do that work. Another reason is apparent after a journey on the "head end" with the two cinder-marked and grease-smudged gods of the machine that pulls it.

Ten-hour service means speed. On a glorious night not long ago the fast mail pulled out of Milwaukee on time, swinging along at an easy gait through the maze of green, white and red switchlights until the last tall semaphore arm signaled "all clear," then Engineer Sullivan's long right arm shot forward through the dark suddenly, the hoarse syncopation of the exhaust changed suddenly to a long wailing roar, and the tremendous locomotive seemed to lurch forward in every joint as she swung forward into the night.

"He trun her in compound," the fireman, Woodland, explained. His father in his early life had apprenticed him to a jeweler. He had a back like an ox and an arm like an oak tree.

Mile posts began to fade in regular succession and telegraph poles flew by so fast it was hardly possible to count. The track ahead took on an uncanny grayish haze, but the speed constantly increased. The big locomotive slowed down for nothing. She took sharp curves like a race horse and lunged into the long tangents like a singed cat. Engineer Sullivan didn't talk much. He was pretty busy watching the track. When he did talk it was to the point.

"Forty-five miles out of Milwaukee, including the trip through the yards and suburbs, where we had to slow down, in forty-six minutes," he said.

He dropped to the ground and oiled up almost on the run. Two minutes elapsed, the big machine was ready to go again, but the conductor appeared out of the gloom and remarked that a journal on a mail car had run hot.

Hot journals are not serious in themselves, but six minutes clipped from the schedule of a train which must run while in motion at a rate of slightly more than 55 miles an hour for 408 miles, is a very important matter. Engineer Sullivan swore softly and drowned his wrath in copious applications of more oil to the big engine's stuffing boxes. Then he mounted the towering cab again and the race was on for the second time.

Woodland grinned. "We'll run like a pup with a tin can tied to his tail now," he confided.

We did. Mile posts and telegraph poles became one long procession, with scarcely perceptible distances between them. The air rushed through the open cab windows like a cyclone, and the mail cars, trailing along behind, rocked and swung on their springs like so many drunken men. The pace was tremendous.

One's sensations were much like those when the horses enter the last eighth on a fast track and 40,000 people in the grand stand begin to cheer. The speed gradually increased from 51 to 58, then 62, 66, 71, 74 and 76 miles an hour; then, on the crest of a "hill" the

summit of an up and down grade, it suddenly jumped to 84 and then to 92 miles an hour—a mile and a half a minute, and one felt at insane desire to yank the throttle away out and see if it were not possible to make three miles a minute.

It was a pace that made the government mail officials grin, but it was no pace for sedate burghers and business men.

At Rio the pace suddenly fell off. Engineer Sullivan looked at his watch.

"On time," he said briefly. The Fast Mail covered the remaining few miles at a handy clip, stopped for a minute at a crossing and swung into Watertown, 93.1 miles from Milwaukee, on time to a second.

Ninety-three miles in a trifle more than 100 minutes actual running time!

Reeling off the miles at a speed of practically a mile a minute, Engineer Sullivan passed the yard limits at Sparta on time, only to find the signals out against him, and train No. 2, which had the right of way because it was a southbound train, losing time and late. The heavy mail train pulled into clear on a siding and twelve minutes lapsed before the bright, white headlight of the southbound passenger showed round a curve.

Twelve minutes lost was a handicap, but it did not mean much after the other things that had happened. The big A2 locomotive with driving wheels seven feet in diameter, swung out on the main line again, and after a few strokes of her pistons, sent the speed rate climbing.

Eighty-eight miles an hour was interesting, but not sensational, after having made 92 miles an hour. The heavy train pulled into North La Crosse on time—26 miles in 23½ minutes.

The regular passenger trains of the Chicago, Milwaukee and St. Paul Railway make speed records sometimes. Their schedules are moderate, yet their engine drivers are in constant danger of minor delays and small losses of time, every minute of which means a faster actual running schedule and more speed in order to cover the remaining mileage on time. To handle a big train requires several qualities most men value—absolute self-confidence and self-reliance on the part of the engine driver, conservative nerve and daring, resourcefulness and lightning quickness of judgment which must not be nearly right, but absolutely unerring.

On a big locomotive of the Milwaukee's Pioneer Limited a few nights since, Engineer Sullivan and Fireman Hultane covered the greater part of the run from Lake City to La Crosse at a speed averaging for actual running time between 55 and 58 miles an hour. On another night, with Engineer Patrick Doyle and Fireman John Youngquist, many minor delays and the handicap of "slow orders," on one long section of track, were overcome by added speed, and the Pioneer Limited, an unusually heavy train on that night, pulled into La Crosse on time.

Men like Sullivan, Weaver, Doyle Smith—who is no longer a working engineer—Doyle, Homer Williams and their ilk come but seldom to public notice, yet their nerve and resourcefulness nightly guard the lives of hundreds, and their complete mastery of their profession enables men to cover long distances without loss of time and without disagreeable incident.—Curtis L. Mosher, in St. Paul Dispatch.

THE RUSSO-JAPANESE WAR AND THE CATHOLIC MISSIONS.

Before the present war between Russia and Japan had actually broken out, Bishop Mutel, Vic. Ap. of Korea, sounded a note of alarm, re-echoed by the whole Catholic press, as to the dangers threatening his mission. Since the dogs of war have been let loose, the same Bishop in a letter addressed to the 'Semaine Religieuse de Seetz,' once more urges Catholics to raise their voices in fervent supplication to heaven to implore the protection of God upon all his afflicted Mission.

Our readers, we hope, will heed the appeal of the zealous Bishop;

for the Missions in the far East generally, are passing through a serious crisis. Owing to preparations for war, and on account of the turmoil of battles, the minds of the people in the regions affected by the present conflict, are so turned away from religion, that the work of evangelization, which was progressing so rapidly, is now seriously arrested, if not brought to a standstill. Mission property is not only in jeopardy, as a natural contingent of the war, but is furthermore in danger of being pillaged, damaged or destroyed by those organized bands of robbers that infest Korea and Manchuria.

And the future of these Missions looks anything but bright, no matter which of these two combatants ultimately gains the victory. Everybody knows the way in which Russia thwarts the work of evangelization within her realm; and, as to the Japanese, if they were to carry away the trophies of victory, "they would look down on the European missionaries as being too low for them to condescend to enquire into their doctrine." (See 'Illustrated Catholic Missions,' Vol. XIX. p 16).

Nearly all the Bishops and Missionaries in the countries affected by the war,—and who is better able than they to judge of its probable consequences throughout the Missions?—view the situation with alarm.

Bishop Mutel, in the letter above mentioned, writes:

"In fourteen years' time our numbers have increased from 18,000 to 60,000. In our last report we could chronicle 8,000 baptisms of adults. Shall we ever have such results again?"

Bishop Geurts, Vic. Ap. of Eastern Cheli, in the neighborhood of the seat of war writes:

China remains neutral. She has lined the frontiers around our Vicariate with thousands of soldiers to keep off (?) the Russians, and to maintain order among the inhabitants.

Such is the 'official' purpose. Europeans, however, put very little trust in this declaration; they fear lest sooner or later, she may throw in her lot with Japan. . . . and then, we should find ourselves here in a very awkward position. For our own sakes then, and the sake of our holy religion, we do not wish to come under any rule but that of China; otherwise our liberty, and consequently our progress, might be greatly restrained."

The Rev. Father Steichen of Tokyo, in recommending his book: "Les Daimyo chretiens," says:

"If you will kindly turn to the last pages of my book, you will thence gather what are the aspirations of the Japanese. They will one day be the leaders of the whole yellow race, and drive out all the white people no matter to what nationality they may belong. The Chinese, Tonkinese and Siamese rejoice over their victories and are only waiting a favorable opportunity to join them. After all, the Japanese, daring, brave, well-disciplined and frugal as they are, make probably the best soldiers of the world. They work and study whilst the Russians dance and drink absynth."

On the other hand there are certain bright spots on the horizon, which afford us a glimmer of hope that the dark clouds may pass away. Japan has given her assurance that the Missionaries shall be protected. So has China. Though the Japanese know full well the part France has paid in the occupation of Manchuria by Russia, yet they respect the French Missionaries, on account of the powerful civilizing influence they exercise upon their followers; and several Catholics, trained by them, have been appointed to posts of authority, especially in the diocese of Nagasaki.

"I believe also," says Father Steichen, "that God has his own designs on the Japanese, and will make use of them to bring about the conversion and civilization of Asia."

The Missionaries of Manchuria speak favorably of the conduct of the Russian officials towards them. Whilst in Europe they indeed put all kinds of obstacles in the way of Catholic progress, they have protected the Missionaries in Man-

3 for a Cent
Three delicious summer drinks for one cent. Two teaspoonsful of
Sovereign Lime Juice
to a glass of ice water, sweetened to the taste, makes the most healthful, the most satisfying, and the most refreshing, of all hot weather beverages. And 3 glasses cost only 1c.
Sovereign Lime Juice is the pure juice of finest West India Limes, with the natural flavor of the fresh ripe fruit.
Sold by Grocers and Druggists
Refined and bottled by
SIMSON BROS. CO., LTD., HALIFAX, N.S.

churia and left them full liberty in the exercise of their ministry. Perhaps Russia would still follow the same policy in case victory should be hers.

We cannot do better than leave the future in the hands of God who can draw good out of evil, in the meantime, redoubling our prayers both for the Missionaries and their flocks, that God may protect them during these harassing times; as also for the speedy conclusion of the present unhappy strife.—Illustrated Catholic Missions.

ONE ON THE EDITOR.

George Ade, in the early days of his career, before his "Fables in Slang" had brought him fame, says the New York Tribune, called one morning in Chicago upon an editor, on a mission from a theatrical manager.

"I have brought you this manuscript,"—he began.

But the editor, looking up at the tall, timid youth, interrupted—"Just throw the manuscript in the waste paper basket, please," he said. "I'm very busy just now, and haven't time to do it myself."

Mr. Ade obeyed calmly. He resumed—"I have come from the Theatre, and the manuscript I have just thrown in the waste basket is your comic farce of 'The Erring Son,' which the manager asks me to return to you with thanks. He suggests that you sell it to an undertaker, to be read at funerals."

Then Mr. Ade smiled gently and withdrew.

TOOLE'S JOKE.

A correspondent of the "Manchester Guardian" tells this story of J. L. Toole:

Toole one day went into a milk shop, and, with the most serious air, said to the dairymaid, "I want a boy, please."

"A boy?" repeated the man.

"Yes," said Toole, "I want a nice boy, and I'll take a girl, too, if you have one," and he looked inquiringly round the shop.

"I am afraid there is some mistake," the shopman began.

"Oh, no," said Toole, "just come outside," and when on the pavement he pointed to the window, on which appeared in enamelled letters the legend, "Families supplied."

IN THE SAME BOX.

Philanthropic Visitor (to prisoner): "My friend, may I ask what brought you here?"

Prisoner: "The same thing that brought you here: the desire to poke my nose into other people's business. Only I used generally to go in by way of the basement window."

The Greatest Family Remedy

And one well known in most Canadian homes is Nerviline, a perfect panacea for all internal and external pain. Mrs. M. E. Cartright of Morris says:—"I couldn't think of being without Nerviline. When I get a toothache Nerviline stops it. If I get a sick headache have a trouble with my stomach or bowels I can rely on Nerviline to cure me promptly. To break up a cold or rub on for rheumatism or neuralgia Nerviline has no equal. It's priceless in any family. Nerviline is king over all pain and costs 25c.

TIME TABLES

Canadian Pacific

Lv.	EAST	Ar.
Imp.	Selkirk, Rat Portage, Fort William, Port Arthur, Toronto, Detroit, Niagara Falls, Buffalo, Montreal, Quebec, New York, Boston, Portland, St. John, Halifax, . . . daily	Imp.
6 45	Molson, Buchan, Milner, Lac du Bonnet, . . . daily	21 10
7 00	Selkirk, Molson, Rat Portage and intermediate points . . . daily except Sunday	19 30
8 00	Keewatin, Rat Portage, during July and August . . . only	18 30
13 30	Sat. only . . . Mon. only	12 00
Tr'ns	Keewatin, Rat Portage, Fort William, Port Arthur, Toronto, Detroit, Niagara Falls, Buffalo, Montreal, Quebec, New York, Boston, Portland, St. John, Halifax, and all points east . . . daily	Tr'ns
20 00		8 30
Lv.	WEST	Ar.
7 45	Portage la Prairie, Gladstone, Neepawa, Minnedosa, Yorkton, and intermediate points . . . daily except Sun.	18 40
8 50	Morris, Winkler, Morden, Manitou, Pilot Mound, Crystal City, Killarney, Boissevain, Deloraine, and intermediate points . . . daily ex Sun	17 00
Tr'ns	Portage la Prairie, MacGregor, Carberry, Brandon, Oak Lake, Virden, Elkhorn, Moosomin, Regina, Moose Jaw, Medicine Hat, Calgary, Banff, Revelstoke, and all points on Pacific Coast; Lethbridge, McLeod, Fernie, and all points in East and West	Tr'ns
9 20	Kootenay . . . daily	19 00
9 40	Headingley, Carman, Holland, Cypress River, Glenboro, Souris and intermediate points . . . daily except Sun.	15 20
16 40	Portage la Prairie, Carberry, Brandon, and intermediate points . . . daily ex Sun	12 20
Imp.	Portage la Prairie, Brandon, Broadview, Regina, Moose Jaw, Medicine Hat, Calgary, Banff, Revelstoke, and all points on Pacific Coast and in East and West	Imp.
22 00	Kootenay . . . daily	5 55
Lv.	NORTH	Ar.
16 00	Stony Mountain, Stonewall, Balmoral, Teulon . . . daily except Sunday	10 20
16 15	Middlechurch, Parkdale, Victoria Park, Lower Fort Garry, West Selkirk, Clendinning, Netley, and Winnipeg Beach . . . Tues., Thurs., Sat.	9 45
17 15	Mon., Wed., Fri. . . . Winnipeg Beach . . . Tues., Thurs., Sat. . . .	8 45
Lv.	SOUTH	Ar.
14 00	Morris, Greta, Grafton, Grand Forks, Crookston, Fargo, Minneapolis, St. Paul, Duluth, Chicago, and all points south . . . daily	13 40
15 45	St. Norbert, Carey, Arnaud, Dominion City, Emerson . . . daily except Sunday	10 45

Canadian Northern

Lv.	EAST	Ar.
16 50	"The Steamship Limited." St. Anne, Giroux, Warroad, Beaudette, Rainy River, Pinewood, Emo, Fort Frances, Mine Centre, Atikokan, Stanley Jct., Fort William, Port Arthur, . . . daily	10 30
8 00	Lorette, St. Anne, Giroux, La Broquerie, Warroad, Beaudette, Rainy River, and all intermediate points . . . Mon., Wed., Fri. Tues., Thurs., Sat. . . .	18 30
Lv.	SOUTH	Ar.
17 20	Twin City Express between Winnipeg, Minneapolis and St. Paul, 14hrs. 20min., via Can. Nor. and Great Nor. Rys. Morris, Emerson, St. Vincent, Crookston, Fergus Falls, Sauk Centre, St. Cloud, Elk River, Minneapolis, St. Paul . . . daily	10 10
13 45	Minneapolis and St. Paul Express via Can. Nor. and Nor. Pac. Rys. Morris, St. Jean, Lethbridge, Emerson, Pembina, Grafton, Grand Forks, Crookston, Minneapolis, St. Paul, Duluth, The Superiors . . . daily	13 30
Lv.	WEST	Ar.
10 45	Headingley, Eli, Portage la Prairie, Gladstone, Dauphin, and all intermediate points . . . Tues., Thurs., Sat. Mon., Wed., Fri. . . .	16 15
10 45	Headingley, Eli, Portage la Prairie, Neepawa, Dauphin, and all intermediate points . . . Mon., Wed., Fri. Tues., Thurs., Sat. . . .	16 15
10 45	Gilbert Plains, Grand View, Kamsack, and intermediate points . . . Tues., Thurs., Sat. Mon., Wed., Fri. . . .	16 15
10 45	Sifton, Minitonas, Swan River, and all intermediate points . . . Wed., Thurs., Sat. Mon., Wed., Fri. . . .	16 15
10 45	Bowman, Birch River, Erwood and intermediate points . . . Mon., Wed., Fri. . . .	16 15
7 00	Fork River, Winnipegosis, Fri., Sat. . . . Sat., Tues. Oak Bluff, Carman, Leary's and intermediate points . . . Mon., Wed., Fri. . . .	17 50
11 05	St. Norbert, Morris, Roland, Wawanesa, Brandon, Hartney, and intermediate points . . . daily except Sun. . . .	16 30