claiming to be a reformer he is as inconsistent as the Bolshevist agitator who tries to infuriate labor against the so-called tyranny of capital, and then browbeats and stifles the voice of the conservative majority in our trades unions. It is the man who stands for the fullest exercise of the right of the individual to develop and prosper and reap the fruits of his labor and his brains who is the true liberal, the real supporter of advancement and progress. The whole history of civilization up to the present is the record of the struggle of the individual to secure a fair opportunity to improve his condition. As civilization progressed he refused to allow tribal chiefs and despotic kings and privileged ruling classes to fix the limits to which the ordinary individual could rise. In democratic countries, he has won for himself equality of opportunity—opportunity to improve his condition and to win a proper relative reward for his work, and to secure proper recognition of his character, qualities and abilities. The Bolshevist who prates about a redivision of the wealth of the world is simply trying to drag man back to a primitive condition, where a few Lenines and Trotskys will possess arbitrary power, and where the balance of the community will inevitably relapse into serfdom.

"It may seem a far cry from government control of industry to Bolshevism, but state socialism is only a milestone on the road to Bolshevism, and any further step in that direction we are entitled to view with suspicion. Instead of harassing our public men to rush through measures for the fettering of private enterprise and initiative, and reproaching them with indifference and inactivity, if they do not do so, we will secure much more prompt relief from our present economic troubles by relaxing burdensome regulations, and by encouraging private enterprise to resume business on the line of free competition, with the assurance that if the game is played fairly and if wealth assumes its fair share of taxation, there will be no further retrogression in the direction of socialism and bureaucratic control.

"The best economic and social policy for Canada and for the United States is one that will provide for equal opportunity for every man, no matter in what condition born, and which will guarantee him the peaceful enjoyment of the rewards of courage, foresight, prudence, temperance and hard work. It was suggested herein that we could afford to learn from the German some lessons in thrift, pertinacity, and the application of scientific methods to industry, but it would be a sad thing if after crushing the system of politics and government for which he stood, we should embrace his pernicious idea that the state must be supreme, and that the individual can only prosper and develop along rigid preordained lines, and can only enjoy such a measure of comfort and happiness as may be allowed to him by those permanently or temporarily in control of the machinery of the state."

Why Is a Hot Box?

By E. J. McVeigh, General Storekeeper, G.T.R., Montreal.

The expression "hot box" is the one generally used to describe that condition which results from the journal of a car truck becoming heated. This heating of the journal has a wide effect. It first sets fire to the waste and oil in the journal box, then it warms up the temper of the brakemen, this is transmitted to the conductor, and from him to the locomotive men. The next to hear of it is the dispatcher and he becomes "hot." Then the trainmaster comes in on the game and he heats up the superintendent and the car department. If there is sufficient fire it gets up to the president at times and great is the "passing of the buck" all along the line. The only one vitally interested who keeps cool seems to be the car knocker, who puts in the new brass and dope which costs the railway anywhere from $5 to $8. He seems to be a fatalist and regards the matter as an act of God, against which it would be futile for him to rage, or get hot.

I used the expression "passing of the buck" in this connection, and as I am afraid some readers may not know what I mean by that, I will explain that it is merely that regular routine of your daily life wherein you attempt to get from under, and put it on the other fellow, regardless of the merits of the case. In dealing with hot boxes, the "buck" is a lively animal, as he has a wide field to cover, but one thing we do know and that is that we are farther away from a solution of the problem today than we were 25 years ago.

Some young men of a serious turn of mind will no doubt resent me treating this matter in a semi-humorous manner, Well, you see we get that habit of late years. The boy at the front, went out after the Hun with a joke, but he knew how deadly the thing was just the same. We at home joke about the high cost of living and other serious things, while we wear our year before last underwear and get that old suit turned wrong side out for $12 because we can't pay $70 for a new suit, and pay for a bond at the same time. I really am not disposed to treat the hot box in a light manner. It is far too important for that. It means huge sums of money and danger to life and limb of the railway man and the travelling public. Nor am I disposed to give that lively animal the "buck" any more exercise than I can help in dealing with this matter.

There is no effect without a cause, and behind everything is a fundamental principal. The cause in the case of the hot box is 99% neglect—the effect is bad. The first thought in the minds of some of you is to protest that word neglect, but wait awhile and see how it turns out. In dealing with hot boxes you will find the "buck" turn up under many aliases—a few of them are: bad oil, bad waste, bad brass, rough journal, rough truck, truck out of square, overload, etc. Each and everyone of these spells "neglect" by someone.

A car truck mechanically correct requires very little lubrication to keep it running with cool journals. By mechanically correct, we mean that the truck has been properly constructed to do the work it was intended it should do. The journals on which it rides are of a size to carry the load they will be called on to carry, the saddle, or wedge, of proper shape, and the journal bearing of a quality of metal that will reduce friction to a minimum.

If we start out with such a condition, and maintain it, the question of lubrication is so simple that it is practically non-existent, or it would be if the conditions surrounding the working of a car truck were not so diversified. Now let us glance at a concrete example. We will take a train load of grain from the west, or the lake ports. The cars are, when loaded, in fair condition, not perfect, but fair. Some of them have new journals and wheels, some of them have old. Some new brasses and some part worn. This train starts out with a locomotive that leaves it at the end of 125 miles. The locomotive is carefully looked over by the locomotive man and then placed in the locomotive house where other men look it over and do any repairs necessary, and it starts out on its next 125 mile run in pretty good order. At least it has had a good deal of attention paid to it.

What about the cars? They are run on to a siding and two car men start down the line to inspect the boxes. How do they do it? They pull off the box cover, glance at the end of the packing in sight, see that there is no smoke, close the lid and go on. The locomotive man when going around his locomotive places his hand on the big end, the little end, the slide bars and many other parts to note how cool or warm they may be. He knows they are not hot, but he wants to know if they are thinking of becoming hot. Does the car man do this? He does not, and the cars start out on another 125 mile run. How many hot journals are there at the end of that run? We don't know, maybe one or six. These receive attention of a kind at this stop, and on they go again.

Before they reach the end of the next run some of those that were hot have had several brasses applied to them with more or less success. Some of them are in bad shape and must be stopped for new wheels, the journals have been cut, and some that did not give trouble at the first or second stop are giving trouble now, and so it goes on to the end of the run. Now, if these journals had all been tested with the hand at the first stop, and those showing an inclination to heat given a little attention, and the same thing done as often as the locomotive man tested his locomotive, do you believe there would have been so many hot boxes on that train?

Did any of you readers ever use a horse and buggy, and suddenly find one of the wheels sliding, and jump out and grab the nut with your fingers, and let it go again quick, because it was hot, and after it had cooled off and you removed the wheel you found plenty of oil on the journals, with the exception of a spot about half an inch wide? I have, and it made me realize that it is not necessary for a journal to be all dry to make it run hot. It is the back end of the car journal that needs attention, but how seldom it gets it until too late.

Do you agree that the hot boxes on the train we have tried to describe were due to neglect, and was that a fair skeleton description of the average train? Well, then was it not neglect to give the necessary attention that was the cause of 99% of the hot boxes. Why this neg-