ERRORS OF THE OPERATORS HER FATHER

Wanstead Disaster Recalls Other Cases Where the Man at the "Key" Works Fast.

TRAIN DESPATCHING AND DANGER

Their Finish Thru

Fault The Grand Trunk wreck, for which the operator, Carson, is held to be responsible, brings to light many stories of railroad life from the technical viewpoint, some of which excite much sympathy for the operator, whose life, while at times exceedingly dull and uninteresting, situated as he often is at some small, out-of-the-way place, with little else than the moaning of the wind on the wires to keep him awake, is, on the other hand, so fraught

with responsibility and need of a good, clear head that the wonder is that more wrecks do not occur.

An experienced railroad operator, in speaking of Carson yesterday, said that his sympathies were with the operator and that he would wager, could the real facts be brought out, that Carson's story is nearly correct.

"I was working in a train despatcher's office on the B. & O.," said the narrator, "away back in the '70s, and as the road as it then existed was a single track, with tunnels and bridges every few miles, the task of keeping trains moving was a difficult one. Engines in those days were not perfect, as they are to-day, and they would often go wrong in spite of every effort by those in charge; they would steam badly, get 'cranky' and what not, causing the train to fall behind time, and then orders must be given for special meeting points. Moreover, if a passenger train happened to be heavily loaded the grades in that part of the country often made the schedule time an impossibility when the track was bad.

Belated Passenger Behind.

"It was a passenger train of this country of the country of the same are length of time by any mortal from that day to this. Moreover, if a passenger train and that part of the country often made the schedule time an impossibility when the track was bad.

Belated Passenger Behind.

"It was a passenger train of this form that day to this."

A portion of her letter readr as follows:

"My father had often promised mother to stop drinking, and would do so for a time, but then returned to it stronger than ever. One day, after a terrible spree, he said to us: 'It's no use. I can't stop drinking, and would do so for a time, but then returned to its thone, but then returned to its thouse. I can't stop drinking, and would do so for a time, but then returned to its tronger drinking. Our hearts seemed to use. I can't stop drinking, and would do so for a time, but then returned to its thouse. I can't stop drinking, and would do so for a time, but then returned to its tronger drinking.

WAS A DRUNKARD

A Plucky Young Lady Takes or Herself to Cure Her Father of the Liquor Habit.

STORY OF HER SUCCESS.



TRICKS OF HORSE TRADERS.

Pointers by Remembering Which Tenderfoot Will Profit.

a demoralizing effect upon the morals of man ,and the devious ways and methods by which a horse dealer seeks to dispose of a horse to a greenhorn are numerous and wonderful. This much may be said in their defence, however, that if the greenhorn will throw himself absolutely on their mercy and make no claims to having any knowledge of horses, he will fare much better than if he makes some pretense of using his own judgment. Probably the most disagreeable experi-

ence that a tenderfoot has in buying horses is that of purchasing stolen pro perty. This not infrequently happens when perty. This not infrequently happens wheel a horse is bought from an unscrupulou acaier, and, in many cases, it is impossible to detect the their, as the horse may have been storen in montand and supped to the first as the horse in the horse is sold in his own territory, he hapt to undergo many changes, the mospronounced or which is dyeing his coat a foreign color. The dye will, or coursewar off in time, and the true color of the horse be exposed, out, by that time, the dealer has nown to parts unknown, and the purchaser is mortified to find that has his neighbor's horse in his stail, with out the owner's consent. Dyeing the coat cutting the mane, docking the tail, since fing to change the horse's gat, and rubbing raw any scars on the body of the horse which would prove the means of identified fion, frequently will so after a horse's gat,

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The strain below the strain of the control of the c

THE TORONTO WORLD



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