BILL DAIDY'S CHAPTER.

It is a feature of the glad, free life of this republic that every man is entitled to an opinion on everything under the sun, and, within wide limits, is entitled to the unrestricted expression of that opinion.

Bill Daidy is one of those who believe there is good in the large exercise of that privilege, although of late years he has added caution to candor.

In the old days he came in off his engine, loaded with the usual accumulation of griefs over the shortcomings of the roundhouse, which are apt to loom large in the long watches of the night run.

He gradually grew the habit of closing his regular harangue to the roundhouse foreman with a sort of peroration which summed up the real or imaginary derelictions of everybody connected with the road, from call-boy to

In an effort to break the flow of Bill's rough eloquence the roundhouse foreman unwittingly set Bill's feet upon the path that led upward-downward, Bill laughingly insists some-

"Bill, why in thunder don't you write a book?" said the long-suffering foreman, when Bill had become more than usually aggressive in his none too gentle impeachments. "You are sure wasting your talent on an en-

Bill glared for a moment before he was able to let down the pressure of road management which he had mentally assumed, and then, as the recollection of a purchase he had recently made for his growing son flashed across his mind, he gave way to a slow

grin and said: good idea, Ballard. Maybe I'll just go line of the cab is clear. you a chapter, when my boy gets fit with his machine."

So, Daidy, in his evenings at home, took to rehearsing his daily griefs to the boy, who laboriously hammered them out of the typewriter into grotesques of composition and the printer's art.

Daidy "dictated" and "revised," "killed copy" and "edited," although he did not know it in those terms, and after many days what he had grown to call "The Chapter" was finished, decked out with border lines that fairly exhausted the resources of the boy and the eighty-odd characters of the machine.

Bill gloated over it for a week of nights, and then liked it so well that he decided to have it all done over again, in order that he might not only perintendent of motive power, the dia leader has been discovered. vision superintendent, and-holy of holies-the general manager.

The superintendent of motive power duly received his copy, threw it in the waste basket, and remarked casually, "Bill!"

He liked Bill, but not Bill's too free excoriations.

The division superintendent read his copy and, laughing, pigeonholed it for future use in letting down the pressure of the superintendent of motive power when next they should lock horns over engine failures.

The general manager took up his copy from its personal cover and read it from start to finish, as follows: Chapter One.

If this don't fit your case, you get a clearance card right here. The board is out for others.

When you build an engine and want the most results and don't care what kind, fix yourself with a lot of discouraged draftsmen, and, for chief, get a good wrangler that talks into his whiskers and don't decide much.

Tell them fellows, at the start, that you put them into that cheese-box office to stay, and they can't break out onto the road to see an engine do business, noways.

Don't pay any of them too much. They are working on paper, and you can easily fix the engine after we get

Hire a lot of master mechanics that know all about sawmills. There ain't none around here, but you can see them running in the woods if you take a ride with me. They will be ready to lay up your new engine when it comes

Fix up boiler steel specifications that you know are O. K., and then let the purchasing agent bluff you into taking something better but cheaper; he can prove it. That will sure give a lift, once in a while, to some of us fellows that's a little slow about circulating in the scenery, and it will make things brisk in the boiler shop. Them fellows need work. They are too strong

to rest nights. Use hammered engine frames. If I was a track man I'd like to be able to put my hand on a busted weld and say, "Them's it," after the engine jumped the track and got pulled out of a borrow-pit. The dispatcher won't care, if she don't block the track. It makes work for the blacksmiths.

Fix your spring-rigging so, when it breaks, the equalizer will hit, point down, in the track. Gives the engine a better start when she jumps. She will go farther and everything had ought to be made to go as far as it

Truck-pedestal binder-bolts should set low enough to rip up a frosty plank crossing. It gives the engines a good name as goers. One nut's enough. Two stay on too well.

Put your 'driving-box wedge-bolts in a safe deposit box behind the driving spondence school."

wheels. Somebody might get at them with a wrench, on the road. Wedgebolts had ought to be smelled or heard from when the journals screech;

If anybody thinks he wants to slack wedge-bolt, let that man shoot the jamb-nuts off with a gun. That's what guns is for, and they'd ought to be carried in the tool kit.

The roundhouse gang's too good for the job. New engines don't run hot soon enough to suit yours truly. Put a crcw of hoboes in there and tell them they got to save oil and ram the cellar-packing down in with a pinchbar. They will do it. The babbit and stuff you drop over the division makes

good ballast. Wall in your cellar-bolts, so if a fellow gets them out, digging babbitt out of the cellar, on a fast run, he can't get them in again inside of fifteen minutes apiece. The dispatcher won't care-ask him-and the engineer daresn't. It's all he can do to talk his way out of a lay-off.

Don't you worry about front-ends. If the engine looks good to you, but don't steam no more than a teakettle with the bottom out, let the trainmaster put on a helper once in a while Three or five years from now somebody else will have your job anyhow, and he'll set most of your front-end furniture out on the scrap pile while he cleans house, and forget to put it back again. That will help some.

If you find there's rooms to rent in the front end after you get it done, and the heater men show up again without the incubator, fill her up with their stuff. It's hang for us fellows, but it helps hold the front trucks down when you're going some.

Bend your feed and air pipes as sharp and as often as you can. It shows that nobody was looking and they freeze up quicker.

Look out for your engine cab. Fix it so that if a fellow goes to the front door he can't get back again to the throttle without getting orders from "Blamed if I don't believe that's a the dispatcher, showing that the main

The boy allows we are working too many nights at this. He wants a change. We are. So don't bother about fire-boxes and ash-pans. When the president sends word that he "couldn't see the right of way on his last trip for smoke," send him to me, and I'll tell him he was on the wrong end of the train. It was all clear ahead of the engine.

That'll make him know that we are part leather, with brass trimmings- in France. which I am

Yours truly, WILLIAM DAIDY, Engineer.

character to get his head above the common level, however grotesquely he normal demand for war news-it would may at first appear, there is usually certainly have been greater were it something in him worth observing. If not for the curtailment in size. Most supply Ballard, but also send carbon he has balance and staying powers he of the paper used in England-about copies of it surreptitiously to the su- may get his feet upon the solid, and 11,500 tons-is manufactured in this

Somewhat in this fashion the go eral manager reasoned as he read Bill's chapter. He called his secretary, and by careful question and reply it was soon established that neither of sult being to send up the price of them knew who William Daidy was, nor what of William's chapter was fact and what fancy.

Therefore, the general manager made a brief investigation, put some pointed questions to the superintendent of motive power, who fumed a little, but electrified the master mechanic (as witness his short and simple inquiry of Bill), and thus Bill's little seeds began to grow apace.

Changes were made. Plans were devised and revised until new engines bore signs of improvement. These things were discussed on the home road, and the news of them went broadcast over many roads.

Bill's ideas bore the test of service, and flourished like the proverbial green bay tree, until finally they came before the "First Intelligence," the "Great Arcanum," or "Court of Last Resort" of the railroad mechanical world, and were called good. No longer bearing the name of "William Daidy, Engineer," it is true, but labeled with the names of many men, for that is the way of the world, and the destiny of all things that are good enough to prove good.

Bill never got beyond "Chapter One" of Ballard's "book." There we? no need. But having demonstrated that he was "a man of parts," it was thought advantageous to transpose him to the ranks of those he had smitten. Thus, Bill became a road force man of engines-and more.

Foolish Question. A man who, with his family, had spent several weeks at a fashionable summer resort discovered one morning that he had lost his pocketbook Thinking it possible that it might have been found by some employee of the hotel at which he was staying, he reported his loss to the landlord.

"That's too bad, Mr. Johnson," said that functionary. "I'll make inquiries about it. What kind of pocketbook

was it?" "Russia leather," answered the

lodger. "What color?"

"Dark red." "Any distinguishing mark about it?" "It had a clasp."

"What was the shape of it?" "Flat, of course," said Mr. Johnson. "Haven't I been here more than a

Response to Popular Demand. "Don't you think these crook plays have a tendency to make burglars rather picturesque and popular?" "Sure." replied Crowbar Jack. "1 have been thinkin' serious of givin' up film was shown in the exhibit of the me reg'lar work an' startin' a corre | Illinois state food commissioner at the

CONCRETE AND SEA WATER

interesting Experiments Made to Determine the Action of Liquid and Frost on Material.

One of the largest construction companies in this country is making experiments to determine what is the action of sea water and frost upon concrete. According to Science Conspectus, the company made 24 columns, each 16 feet long and 16 inches their corners and in January, 1909, immersed them in the water at the Boston navy yard. At high tide the water almost entirely covers them, but at low tide they are completely exposed. Thus in cold weather the columns are alternately thawed and frozen, as the tide rises and falls. The columns are made with various qualities of concrete-mixed dry, plastic, and very wet-and also with different qualities of cement. Experts are studying the effects of the addition of waterproofing materials; clay and other substances are added from time to time, and the effect is observed. Many years must elapse before it will be possible to tell with certainty which kind of concrete is most permanent. When last examined many of the columns were virtually unaffected; but others were badly eroded. The columns that contain the largest proportion of cement mixed wet have so far shown the least wear. Of two columns made with one part of cement to one of sand and two of stone, the one mixed dry was badly eroded over its entire length, whereas the other, which was mixed very wet, was only slightly pitted. The experiments, it is expected, will throw much light upon a problem that has long perplexed construction engineers.-Youth's Companion.

BROUGHT TO SINGLE SHEET

War's Effect on European Newspa pers Is Manifest in the Size of the Issues.

No one can have failed to observe how greatly the size of his daily paper has dwindled, how, in fact, everything which entails the consumption of paper exhibits a strict ecoonmy. This is owing to the shortage of paper due to the war, and it is quite possible that if the war lasts for any considerable time practically all English daily papers will consist of a single sheet. Almen of some parts; part wood and ready this step has been necessitated

Some 15,000 tons of news and white paper in reel made from wood pulp are consumed each week in this coun-When a man has enough strength of try. Already the consumption has risen 25 per cent owing to the abcountry, but about 2,600 tons comes 900 tons from Newfoundland.

The former source has already completely dried up, the immediate repaper which before the outbreak of the war was about one penny a pound to 1% pence. And it will probably rise much higher.—English Exchange.

Helpfulness Sometimes Resented. Sir Johnston Forbes-Robertson's "Passing of the Third Floor Back" made a deep and lasting impression on Kansas City. It stimulates a fine desire to be more charitable and kind-"We remember," writes Franklin P. Adams of New York, "the morning after seeing 'The Passing of the Third Floor Back,' we felt more than usually unworthy, and spiritual reform was working into our calloused heart. A young woman, carrying an achingly heavy suitcase was walking up the subway stairs. 'Let me help you,' we said. 'Don't touch that!' she cried, as one about to bite. 'If you don't stop annoying me, I'll have you arrested.' So, fearing the headline, 'Bard Gets Jail Term for Mashing,' we ran away, like the coward we were."-Kansas City Star.

Birds Fly From Battle. One of the war correspondents has noted the complete absence of birds from the battlefields of northern France and the consequent profusion of spiders and other cognate crawling things. Birds always desert scenes of heavy gunfire; and, what is more, they often do not return for many years. All birds left the theater of war in South Africa, and it is only now-14 years later—that they are returning. Meanwhile South Africa has suffered from a vexatious plague of ground insects-"tecks," as they call them over there. It is not supposed that the

mote and peaceful part of the veldt. Distances Near Suez. Once again the makers of maps are busy. Most Englishmen had a vague idea that the Egyptian frontier ends with the Suez canal. That is not the case. From the map you will perceive that the British occupation extends across the very arid Sinai peninsula; the desert that cost the Children of Israel 40 years to cross!-Londor Chronicle.

African birds left the country, but

that they merely retired to some re-

Make Films of Skim Milk. The menace of a "film famine" which because of the European war threaten to injure the American moving picture industry, has been banished. Moving picture film is being made out of skimmed milk. The first roll of practical skimmed-milk national dairy show.

Health and Activity.

Health is always active. The healthy woman must have an outlet for the vig-or she feels, and she will find it in work or play, in dancing or in darning, in the chase or at the churn. Even work does not satisfy her, so, as she works, she sings, her busy fingers keeping time to the tune she carols. Directly the duties of the house become a burden, when the song dies on the lips, and the limbs move sluggishly, when amusements have no more attraction and sports fail to interest, the health is declining, vitality is being lowered, and it is time for the womsquare, reinforced with iron bars near an to look around for the cause of her their corners and in January, 1909, weakness. She will find it usually in disease of the delicate organs; in debilitating drains, nerve racking inflamma-tion and ulceration, or female weakness. For this condition nothing is as good as Dr. Pierce's Favorite Prescription. It makes weak women strong, sick women well. It is a temperance medicine, absolutely non-alcoholic and non-narcotic.

.Willie's Discovery.

"I know how we walk," said Willie. 'We put one foot down and let it stay till it gets 'way behind, and then do the same thing with the other, and keep doing it."

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This acid gets into the blood through some defect in the digestive processes, and remains there because the liver, kidneys and skin are too torpid to carry it off.

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