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Dr. J. C. Sloan, the Great Urologist and Scientist, has found a simple, safe, and effective remedy for the New Headed Consumption and all Lung troubles.

Nothing could be more philanthropic or carry more joy to the afflicted, than the generous offer of the honored and distinguished chemist, E. A. Sloan, M. C., of New York City.

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The doctor considers it not only his professional, but his religious duty—a duty which he owes to suffering humanity—to donate his invaluable cure.

He has provided the "dreaded consumption" to be a curable disease beyond a doubt, in any climate, and has on the part of his assistants, European laboratories thousands of heartiest testimonials of gratitude from those benefited and cured, in all parts of the world.

Catarrhal and pulmonary troubles lead to consumption, and consumption, uninterrupted, means speedy and certain death. Don't delay until it is too late. Simply write T. A. Sloan, M. C., 65 Pine Street, New York, giving address and postoffice address, and the free medicine will be promptly sent. Please tell the doctor you saw his offer in the Free.

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PENNSYLVANIA RAILROAD. Schuylburg & Lewistown Division. In effect Nov 28, 1897.

Table with columns: Station, Time, and Direction. Lists stations like Lewistown, Schuylburg, and various times for eastward and westward travel.

Train leaves Schuylburg 5 25 p m, arrives at Selinsgrove 5 45 p m. Trains leave Lewistown Junction: 4 58 a m, 10 15 a m, 12 27 p m, 5 27 p m, 7 07 11 58 p m.

Philadelphia & Erie R R Division. NORTHERN CENTRAL RAILWAY. Trains leave Schuylburg daily except Sunday: 7 21 a m for Erie and Canadatego.

Trains leave Selinsgrove Junction: 10 10 a m, week days arriving at Philadelphia 1 30 p m, New York 5 33 p m, Baltimore 3 11 p m, Washington 4 20 p m.

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BEFORE THE SUPERINTENDENT. something without consulting anybody. What would you do to prevent the car filling with steam and the passengers being alarmed?

Here are some more of the questions that the applicant for a brakeman's position would have to answer, these being for passenger brakemen:

"If a passenger who was sober used abusive language to you, what would you do?" "If you knew a passenger was going to get off at a certain station and you noticed that he was asleep when you were running into that station, what would be your action?"

"If after leaving the beginning of your run you should notice that one of the signal flags or lanterns was missing, what would you do?" "Would you report the violation of the company's rules by a fellow brakeman or a conductor?"

"What, in your opinion, constitutes neat personal appearance?" "Would you think it part of your duty to call the attention of the conductor to the fact if the train seemed to be making too fast time?"

"Do you consider it necessary to keep a sharp eye on the hose in winter if you are not specially assigned to that duty?"

STRICT DISCIPLINE ON RAILROADS

Boys Who Are Ambitious to Become Trainmen Must Prepare for a Severe Examination.

Some of the Severe Penalties That Are Inflicted for an Employee's Disobedience of Orders.

(COPYRIGHT, 1897.)

NO CLASS of men deal more constantly with the public than the conductors and brakemen of a great railway system, yet not one in a thousand of those who come in daily contact with them realize the stringent rules and ironclad discipline under which they perform their allotted tasks.

It is a practical civil service to a great extent, and the railroad man who rises to a position of authority, as a rule has earned his promotion by daily exhibitions of faithfulness and intelligence. "I have filled every position in railroad work up to my present place," said Superintendent L. B. McCoy, of the New York Central, in speaking of this matter; "and I would not consider myself a fit superintendent if it were otherwise."

The superintendent, however, is one of a thousand, for the vast majority of toilers in the railroad ranks have not won the smiles of fortune in such degree. It is the ambition of every railway man to win promotion, but the task that confronts him is arduous enough to be discouraging. "How good a place do you suppose I could reasonably expect to get?" said a recent applicant for a railroad position. "Oh, I don't know," said the trainmaster to whom he spoke. "Perhaps if you stay in the service 20 or 20 years you may be a division superintendent."

"Every man must begin at the beginning" is the motto of all great railroads, and one fairly well observed. But what is the beginning? In these days the railroads prefer, as they say, to make their own men. A likely young fellow for a beginner of tender years is that of messenger. From there he may gravitate to almost anywhere that his inclination and ability may indicate. Something more than an application for a position is necessary. As a rule there must be character behind it. When a young man asks to be employed his name and address are taken, and if he is considered a likely young fellow a thorough investigation of his character, his habits, his surroundings, his family, etc., is made. If, in the eyes of the employer, the report of the investigator indicates fitness, the young man is very apt to be given a place. If otherwise, it is probable he will be told that there is no vacancy. Wealth of family is no recommendation, railroad officials say; it is character that counts.

Naturally, it is not always possible to select employes in this way. The company needs men in certain places, these places must be filled at once, and therefore the only method is to put the applicant through an examination. It often happens that he has been employed by another railroad, and in that case particularly some odd inquiries are made. For instance, an applicant for the position of passenger brakeman was asked the other day: "Suppose the steam pipe in your car should spring a leak and you would have to do

"Suppose you were told to open a switch and then received a signal to do something else, would you obey that signal and leave the switch open or close it?" "Supposing you were on the roof of a car, and that part of the train you were on broke away from the engine, what would you do? Would you set the brake or first notify the conductor?"

"Do you think a brakeman ought to smoke when on duty?" "Supposing the train was attacked by tramps or a mob of any sort, what would you conceive to be your duty?" "If in the employ of your company would you consider it necessary to always and absolutely obey every rule?"

"When do you think you should use your own judgment?" "Would you compare your watch every day with standard time, even if

These are some of the questions that are asked the applicants for positions as freight brakemen:

"Suppose you were told to open a switch and then received a signal to do something else, would you obey that signal and leave the switch open or close it?"

"Supposing you were on the roof of a car, and that part of the train you were on broke away from the engine, what would you do? Would you set the brake or first notify the conductor?"

"Do you think a brakeman ought to smoke when on duty?"

"Supposing the train was attacked by tramps or a mob of any sort, what would you conceive to be your duty?"

"If in the employ of your company would you consider it necessary to always and absolutely obey every rule?"

"When do you think you should use your own judgment?"

"Would you compare your watch every day with standard time, even if



POLITENESS AN ESSENTIAL.

you knew that it would not vary for several days from the time at which it had been set?"

"What is your idea of the way a freight brakeman should dress?" "Are you in the habit of drinking liquor? Do you take a drink occasionally, or don't you believe in drinking at all?"

"What position do you hope to get if you remain in the service of this road?" "Do you think a man who is married makes as good a brakeman as one who is not?"

"Do you always believe in being strictly on time?"

Perhaps at first glance these questions may not seem particularly significant, but if they are carefully studied it will be seen that after they have been answered the questioner will have a fairly good idea of the man whom he has been quizzing. Some of the suggestions appear commonplace, but they form part of an ingenious whole that as a rule reveals the majority of the facts the trainmaster wishes to know. They will be more appreciated when these rules that must serve as the guidance of railroad employes are noted:

"Employes while on duty must wear the prescribed badge or uniform and be neat in appearance.

"The use of intoxicants while on duty is prohibited. Their habitual use or the frequenting of places where they are sold is sufficient cause for dismissal.

"The use of tobacco by employes when in or about passenger stations or by passenger trainmen when on duty is prohibited.

"All employes must be polite and considerate in their intercourse with the public. The reputation and prosperity of a company depend greatly upon the promptness with which its business is conducted and the manner in which its patrons are treated by its employes.

"Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switch tenders are stationed. Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employe.

"Each trainman must have a suitable watch which has been examined and certified to on a prescribed form by a designated inspector and must file such certificate before he is allowed to go on duty. Watches must be examined every day."

All these rules are observed. They are not for effect in the least. A first offense means a reprimand by the trainmaster. A second offense is likely to mean a visit to the superintendent and a suspension of from one to ten days. A recurrence of the offense is likely to mean dismissal. Small matters are considered offenses. If a brakeman, whose duty it is to look after the rear coach of a train in winter lets the hose freeze at the end twice, the superintendent says to him: "Why did you let that hose freeze? Why didn't you let the water run off? I think you had better take a layoff of

a day and see if you can't think of a reason that will prevent it next time."

Sometimes the offenses are even more trivial. A trainman is suspended for appearing off duty with his uniform in bad condition, if he is discourteous to passengers, if he fails to call stations properly, if he neglects to help ladies off the train.

A freight brakeman is suspended from a day to a week and sometimes is given even more of a lay-off for failing to couple promptly, coming on duty with his breath smelling of liquor, forgetting a flag or a signal, and not reporting promptly on time to take his run.

If a conductor does not keep a keen eye to the end that the rules shall be obeyed by the other trainmen, he must also endure punishment for the offenses they commit. The railroad companies do not intend to promote good-fellowship between subordinates and superiors. It is their desire that the difference in rank should be thoroughly in evidence at all times.

It needs no sharp ear to hear the bitter complaint that many of the railroad men make as to promotions. "Favorites are jumped over us, over good men," they say. "It used to be that the fellows got to the top who earned their way, but nowadays it is pull and not merit."

Undoubtedly there are cases where this is true, but a careful reading of this railroad rule which governs promotions is interesting: "All employes shall be regarded as in the line of promotion, advancement depending upon the faithful discharge of duty and capacity for increased responsibility."

It is on the last five words of this rule that the railroad officials base their defense of the charge of favoritism. "There are faithful, honest baggagemen and station masters in the employ of the railroads," said Superintendent McCoy, "who have held their positions for very many years and often wonder that they have not been promoted. The reason is simple. They are good baggagemen and good station masters, but we have watched them very closely and tried them in a quiet way from time to time and proved that they could not satisfactorily fill higher positions. There are plenty of first-class conductors and brakemen who are fitted for just those places and no higher ones. That is the secret of what sometimes seems peculiar promotions of railroad employes."

There is one great work that the railroad discipline of conductors and trainmen is accomplishing, a work that is more beneficial for the creation of a vast class of sober and industrious young men than the work of all the temperance associations. Wherever it is possible the railroads take young men into their service because as stated they like to make their own men. The young men are ambitious, they say, while the older men are inclined to sink into ruts. This does not mean that as a man grows old he is likely to lose his position, but that in filling vacancies the absence of years is an aid rather than a detriment to the applicant.

Injustice there must be and oftentimes there is good ground for the bitter complaint of the conductors and trainmen, but if general results are considered, the present method of discipline seems entitled to favorable consideration. Every year it is making desirable citizens out of hundreds of young men.

THERE IS A DIFFERENCE. Some People Seem to Make Them-selves Popular Sooner Than Others.

Everybody in Virginia who is anybody knows Col. Tazewell Ellett, of Richmond, and most of them have an affectionate way of referring to him as "Taz." He was in town the other day on his way to New York, and in the course of a few incongruous remarks he told this story on himself to illustrate a point.

"Some years ago," he said, "I had occasion to stop at a hotel in Baltimore where a friend of mine had been living for seven years. One morning after I had been there three days I wanted to find this friend, whom I shall call Maj. Rockbridge, and I asked the clerk if he had seen him about the office during the last half hour. He said he had not, and referred me to an old darky who presided over the boot blackery in the adjoining back hall.

"Have you seen anything of Maj. Rockbridge this morning, Uncle Joe?" I inquired.

"I don't know no sich gem'n, suh," replied the old man.

"Don't know him?" I said, in surprise. "Of course you know him."

"No, suh; I dunno no Majah Rockbridge 'round yeh, suh."

"I couldn't understand the situation, and went after the old fellow on the trot.

"Now, look here, Uncle Joe, I insisted; 'you know me, don't you?'"

"Oh, yes, suh; you's Cunnel Ellett, ob Richmond, suh."

"Well, how in thunder does it happen that you know me, when I have only been here for three days, and you don't know Maj. Rockbridge, who has been here for seven years?"

"The old man began dusting my coat with the wisp in his hand.

"'Tee gwintee 'plain dat right now, boss,' he said, cautiously. 'You see, suh, dar's some folks w'at makes demselves more notorius in three days dan some odder folks does in seven years. Dar's jiss' how dat is, suh,' and I agreed entirely with Uncle Joe."—Washington Star.

Unkindest Cut of All. He-Winkle isn't even friends with the girl who broke off her engagement with him, is he?

She—Oh, no. When she sent back the ring by registered post she labeled it "Glass, with care."—Tit-Bits.

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