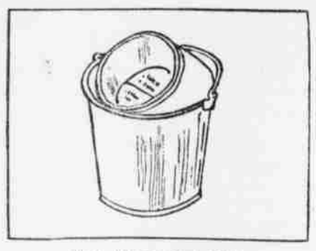
DAIRY

DETECTION OF DIRT IN MILK

Sediment Test Shows Dairyman Degree of Cleanliness of Milk—Covered Pail Is Favored.

The sediment test is the best method of detecting dirt in milk. This test should be used wherever milk is sold. It shows the dairyman the degree of cleanliness of his milk.

In order that as little dirt as possible may adhere to the cows, clip their udders, flanks and tails. All



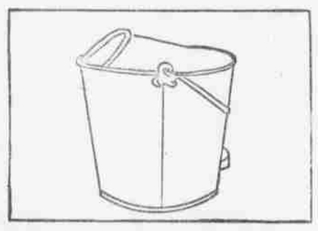
Pail Keeps Out Dirt.

loose dust can be easily brushed off with the hands before milking. Do not allow anyone to milk wet, as this is a filthy practice.

The cows keep unsoiled on grass in a night pasture, while if they are kept in a dry barnyard the loose, ry manure will stick to their udders and bodies and drop into the pail. If kept in the barnyard in rainy weather it is almost impossible to milk them without first washing their udders.

A covered pail closed about two-thirds with a hood, will keep out at least 75 per cent of the dirt. These pails are just as convenient to use as the ordinary ones, and cost little more.

A strainer will not take out the fine sediment in milk, but is useful for taking out hair and other large foreign stuff and is good for detecting the dirty milker. One farmer uses a strainer made from an ordinary 14-quart tin dishpan. A five-inch hole is cut in the center of the bottom. A ring two inches wide and of the same diameter as the hole is soldered on, over which another ring slips to hold the strainer cloth. Huck toweling makes a very good strainer cloth. Such a strainer covers a factory can.



Good Type of Covered Pail.

preventing the milk from becoming exposed every time the can is opened.

All cans and utensils are washed and scalded every time used, and given their daily sun bath to keep them sweet.

FEW PRACTICAL DAIRY HINTS

Pure Food Laws Won't Worry If Only Clean, Wholesome Products Are Sent to the Markets.

When counting the by-products of the dairy, do not forget the skim milk allowed to clabber, of which the delicious Dutch or cottage cheese is made. When not all is needed on the home table, it can readily be disposed of at good prices.

Send out only clean, wholesome food products, then the pure food laws will have no worry for you.

Don't feed lice, get rid of them. If the stock has been cleanly kept, there will be no lice to get rid of. Very seldom is a cow or calf lousy when in good condition. Keep their stalls and premises clean, give wholesome feed and enough of it, and the cows will not raise lice.

A little corn or bran will not hurt the cows and will save many steps of getting up the cows to milk. Don't forget the salt at the regular time. Grass requires more salt than did the dry feed of winter.

Feed the calves enough to have them do well. Allow them the run of a grassy, shaded lot, and unless supplied naturally with water, be sure to keep some before them.

Too rich feed may give the young calf indigestion. Guard against this, as after once becoming out of fix, it is much harder to regulate. Keep them well and keep them growing. This is true of all young stock, the only way to make a profit of it is to keep it growing.

Nancy's Inclination.

It was Nancy's first experience in the water. She and her father waded out together for a short distance. Then he picked her up and carried her into deeper water. She became frightened and exclaimed, "Oh, papa I don't want to go there. I'd rather go where the water is short."

THE VALUE of well-printed neat-appearing stationery as a means of getting and holding desirable business has been amply demonstrated. Consult us before going elsewhere

THE COUNTY FAIR

By Peter Radford
Lecturer National Farmers' Union

The farmer gets more out of the fair than anyone else. The fair to a city man is an entertainment; to a farmer it is education. Let us take a stroll through the fair grounds and linger a moment at a few of the points of greatest interest. We will first visit the mechanical department and hold communion with the world's greatest thinkers.

You are now attending a congress of the mental giants in mechanical science of all ages. They are addressing you in tongues of iron and steel and in language mute and powerful tell an eloquent story of the world's progress. The inventive geniuses are the most valuable farm hands we have and they perform an enduring service to mankind. We can all help others for a brief period while we live, but it takes a master mind to tower into the realm of science and light a torch of progress that will illuminate the pathway of civilization for future generations. The men who gave us the sickle, the binder, the cotton gin and hundreds of other valuable inventions work in every field on earth and will continue their labors as long as time Their bright intellects have conquered death and they will live and serve mankind on and on forever, without money and without price. They have shown us how grand and noble it is to work for others; they have also taught us lessons in economy and efficiency, how to make one hour do the work of two or more; have lengthened our lives, multiplied our opportunities and taken toil off the back of humanity.

They are the most practical men the world ever produced. Their inventions have stood the acid test of utility and efficiency. Like all useful men, they do not seek publicity, yet millions of machines sing their praises from every harvest field on earth and as many plows turn the soil in mute applause of their marvelous achievements.

FARMER RADFORD ON WOMAN SUFFRAGE

The home is the greatest contribution of women to the world, and the heartiest is her throne. Our social structure is built around her, and social righteousness is in her charge. Her beautiful life lights the skies of hope and her refinement is the charm of twentieth century civilization. Her graces and her power are the cumulative products of generations of [illegible] conquest, and her crown of [illegible] is jewelled with the wisdom of saintly mothers. She has been a great factor in the glory of our country, and her noble achievements should not be marred or her hallowed influence blighted by the coarser duties of citizenship. American chivalry should never permit her to bear the burdens of defending and maintaining government, but should preserve her unsullied from the allied influences of politics, and protect her from the weighty responsibilities of the sordid affairs of life that will crush her ideals and lower her standards. The motherhood of the farm is our inspiration, she is the guardian of our domestic welfare and a guide to a higher life, but directing the affairs of government is not within woman's sphere, and political gossip would cause her to neglect the home, forget to mend our clothes and burn the biscuits.

RURAL SOCIAL CENTERS

We need social centers where our young people can be entertained, amused and instructed under the direction of cultured, clean and competent leadership, where aesthetic surroundings stir the love for the beautiful, where art charges the atmosphere with inspiration and power, and innocent amusements instruct and brighten their lives.

To hold our young people on the farm we must make farm life more attractive as well as the business of farming more remunerative. The school house should be the social unit, properly equipped for nourishing and building character, so that the lives of our people can properly function around it and become supplied with the necessary elements of human thought and activity.

Education is a developing of the mind, not a stuffing of the memory. Digest what you read.

Old men have visions, young men have dreams. Successful farmers plow deep while sluggards sleep.

The growing of legumes will retard soil depletion and greatly add to its power to produce.

1914 Motor Car [illegible]

An argument against pessimism in the motor industry is shown by the fact that in six months of 1914 more than 2,000 motor cars have been registered in Massachusetts, more than during the entire 12 months of 1913, and the latter was a very good year, too. In the six months the Bay State has collected $16,201 more from automobile owners than it had in the entire 12 months of the preceding year. If the rate of increase keeps up more than 75,000 motor cars and trucks will be listed this year. And the revenue will total more than $1,000,000. At the present rate approximately 100,000 will be operators of machine, or one in every 35 inhabitants.

Matter of Speech.

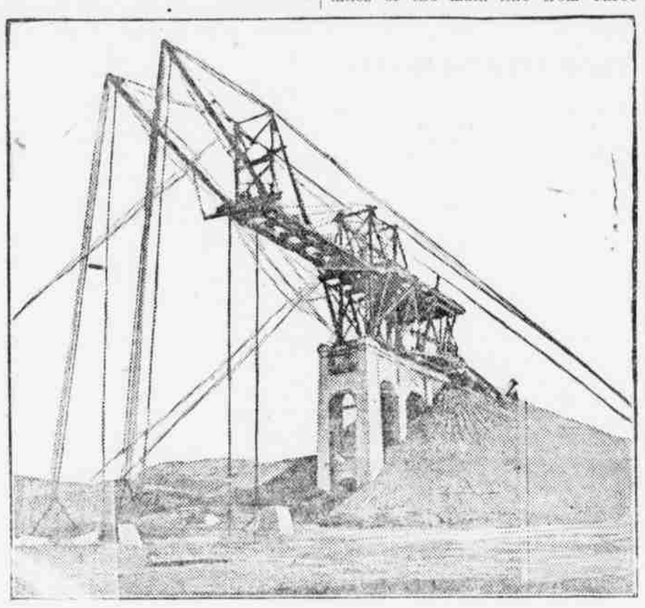
As a rule the native of a country will naturally speak his own language better than a foreigner of equal standing. Of course, very few of us speak our own language perfectly, but still fewer speak perfectly any language besides their own. It is true that our characteristically careless habits of speech make the English of an educated foreigner more careful than that of the average American, if not more perfect.

ALL BUILT OF TIMBER

WOODEN CANTILEVER USED IN CONSTRUCTION OF VIADUCT.

Notable Example of Modern Engineering Methods—Derrick Booms Stretched More Than One Hundred Feet Ahead of Finished Work.

In constructing a railroad viaduct at Lewiston, Mont., a wooden cantilever traveler which was used for handling the steelwork offers an interesting example of modern engineering methods. Except for the supporting guy rods, reaching from the center tower to the outer end of the long overhang, the traveler was built entirely of timber. The heavy horizontal beams were about twenty feet above the track, and, with the two derrick booms which they supported at their outer ends, commanded a reach of approximately one hundred and ten feet in advance of the finished work. These beams extended about the same distance to the rear that they did forward and held a platform on which the hoisting



The Wooden Cantilever Traveler in Use Beginning the Erection of the Viaduct at Lewiston, Mont.

engines were carried. This provided the traveler with an adequate counterweight. The material was delivered in cars at the end of the track, carried through the lower part of the traveler and swung out, as may be seen in the accompanying photograph. In this manner the booms were used in building the bridge towers and putting the short girders in place. The connecting members were swung into position by tackles attached to the overhang structure.—Popular Mechanics.

Great Kentucky Central.

A railroad president spoke at a dinner in Boston on railway safety.

"Why, the day may come," he declared, "when all roads will be as safe as the Great Kentucky Central.

"A passenger on that railroad said to the conductor:

"'Do you use the block system on this line?'

"'No; we ain't got no use for the block system, stranger.'

"'Oh, I suppose, then, you use electric or pneumatic signaling?'

"'No; no use for them, nuther.'

"'Then you have train dispatchers and run your trains by telegraph?'

"'Nope.'

"'But when you stop between stations, you at least go back a hundred yards and flag the rear?'

"'Nope, stranger; nope.'

"'Then,' said the passenger, angrily, 'all I've got to say is that this road is run in a criminally reckless manner.'

"The conductor frowned, took out a plug of tobacco and snapped off a chew viciously.

"'Stranger,' he said, 'if you don't like this line, say so, and I'll stop the train and you can git off and walk. I'm the president of the line and the sole owner. This is the Great Kentucky Central, and, stranger, don't you forget it. She's seven miles and a half long. She runs from Paint Rock to Nola Chucky. This is the only train that travels on the Great Kentucky Central, and what you hear snortin' ahead is our only engine. We ain't never had a collision. We ain't never had an accident. What's more, we never will. Now, are you satisfied, stranger, or will I pull the string and let you git out and walk?'"

Passenger Train Statistics.

"Of the 175,465 regular passenger trains operated by the Southern railroad during the fiscal year ended June 30, 155,536, or 89 per cent, made schedule time and 146,288, or 83 per cent, were on time at all stations," said District Passenger Agent M. Coxwell.

"During the year 149,100 strictly local trains were operated and of these 133,866, or 90 per cent, made schedule time, while 127,622, or 86 per cent, were on time at all stations. Of the 26,303 limited trains, nearly all of which cover long distances and are handled by other lines in connection with the Southern railway, 21,744, or 83 per cent, made schedule time, while on the Southern and 18,637, or 71 per cent, were on time at all stations."—Birmingham (Ala.) Age-Herald.

Water for Calves.

Set a pail of water into the corner of your calves' pen. You will find they will drink when not more than two weeks old. They often get very thirsty during the long, hot days of summer.

His Weariness.

"A noted scientist declares that we are growing weaker," stated Professor Pate. "He—" "He's right about it!" growled the Old Codger. "I am sick myself the most of the time of noted scientists and their silly sayings!"—Kansas City Star.

TO DO AWAY WITH STEAM

Electric "Juice," Instead of Coal, Is Planned to Haul Trains in the West.

With Chicago, Boston, and several other large cities of the country discussing the electrification of the railways entering the cities with a view of eliminating a large part of the smoke nuisance problems, and the railroad saying it cannot be done because of the excessive cost, the Chicago, Milwaukee & St. Paul railroad is preparing to electrify its road from Harlowton, Mont., to the Pacific coast, a distance of 850 miles, not because of the smoke from its engines, but as a matter of economy.

As federal engineers' investigations into the most efficient uses of the natural resources of the country have led them to suggest the electrification of the railways, the power to be supplied from the rivers and from plants located at the coal mines, they are much interested in the news that comes from the West concerning this railway. Plans have already been completed and contracts let for the electric locomotives, substation apparatus and line material for 113 miles of the main line from Three Forks, Mont., to Deer Lodge, the first of four engine divisions from Harlowton, Mont., to Avery, Mont., aggregating about 650 miles of track, including yards and sidings. While this comprises the extent of track to be equipped in the near future, it is understood that plans are being made for the electrification of 850 miles should the operating results of the initial installation prove as satisfactory as anticipated.

This is said to be the first attempt to install and operate electric locomotives on tracks extending over several engine divisions. The various other installations throughout the country have usually been made because of local conditions, but it is understood that the electrification of this road has been undertaken purely on economic grounds, with the expectation that superior operating results with electric locomotives will effect a sufficient reduction from the present cost of steam operation to yield an adequate return on the large investment required. The power will be obtained from various rivers along the route.

The electric locomotives to be used will weigh approximately 260 tons, and have a continuous capacity greater than any steam or electric locomotive yet constructed. The passenger locomotives will be capable of hauling an 800-ton train at a speed of 60 miles an hour, and will be equipped with an oil-fired steam heating apparatus for the cars.

When the four engine divisions are completed, it is the intention to combine them into two divisions of 220 mile lengths, changing crews, however, at the present division points. As the electric locomotive needs inspection only after a run of about 2,000 miles, requires no stops for taking on coal or water, or lay-over due to dumping ashes, cleaning boilers, or petty roundhouse repairs, it may be expected that the use of these locomotives will result in considerable change in the method of hauling trains now limited by the restrictions of the steam engine.—Washington Star.

Passengers in Dire Peril.

An exciting experience befell the passengers in a train traveling from Shrewsbury to Llanymynech, Wales, the other day. The train was derailed while crossing the girder bridge that spans the River Severn at Shrawardine, and all the passenger coaches were thrown against the sides of the iron bridge. The passengers' position was perilous, as the bridge is 60 feet above the river, and even when they escaped from the coaches they were faced with the danger of falling through the spaces between the girders of the bridge into the water below. Although none of the passengers were actualty injured, many women among them were greatly alarmed. One fell out of the train on one of the girders of the bridge. She was saved from falling into the river by a Shrewsbury solicitor, who managed to grasp her as she clutched the girder; but she was so frightened that she could not be persuaded to release her hold for nearly half an hour.

Good Work of British Roads.

When the British government took charge of the railroads for mobilizing its army, it gave them 60 hours in which to transport troops in 350 trains to given points, and they did it in 48 hours.

Russian Railroads.

Russian railroads represent a mileage of 46,000, just twice that of the railroads in the United Kingdom.

Gets Money Value.

The man who spends all his money on his family at least gets something for it.—Detroit Free Press.

PAYROLL OF CIVILIZATION MET BY FARMER

WANTS NO "DEADHEADS" ON LIST OF EMPLOYES.

A CALL UPON THE LAW MAKERS TO PREVENT USELESS TAX UPON AGRICULTURE.

By Peter Radford
Lecturer National Farmers' Union

The farmer is the paymaster of industry and as such he must meet the nation's payroll. When industry pays its bill it must make a sight draft upon agriculture for the amount, which the farmer is compelled to honor without protest. This check drawn upon agriculture may travel to and fro over the highways of commerce; may build cities; girdle the globe with bands of steel; may search hidden treasures in the earth or traverse the skies, but in the end it will rest upon the soil. No dollar will remain suspended in midair; it is as certain to seek the earth's surface as an apple that falls from a tree.

When a farmer buys a plow he pays the man who mined the metal, the woodman who felled the tree, the manufacturer who assembled the raw material and shaped it into an article of usefulness, the railroad that transported it and the dealer who sold him the goods. He pays the wages of labor and capital employed in the transaction as well as pays for the tools, machinery, buildings, etc., used in the construction of the commodity and the same applies to all articles of use and diet of himself and those engaged in the subsidiary lines of industry.

There is no payroll in civilization that does not rest upon the back of the farmer. He must pay the bills—all of them.

The total value of the nation's annual agricultural products is around $12,000,000,000, and it is safe to estimate that 95 cents on every dollar goes to meeting the expenses of subsidiary industries. The farmer does not work more than thirty minutes per day for himself; the remaining thirteen hours of the day's toil he devotes to meeting the payroll of the hired hands of agriculture, such as the manufacturer, railroad, commercial and other servants.

The Farmer's Payroll and How He Meets It.

The annual payroll of agriculture approximates $12,000,000,000. A portion of the amount is shifted to foreign countries in exports, but the total payroll of industries working for the farmer divides substantially as follows: Railroads, $1,252,000,000; manufacturers, $4,365,000,000; mining, $655,000,000; banks, $200,000,000; mercantile $3,500,000,000, and a heavy miscellaneous payroll constitutes the remainder.

It takes the corn crop, the most valuable in agriculture, which sold last year for $1,002,000,000, to pay of the employes of the railroads; the money derived from our annual sales of livestock of approximately $2,000,000,000, the yearly cotton crop, valued at $920,000,000; the wheat crop, which is worth $610,000,000, and the oat crop, that is worth $440,000,000, are required to meet the annual payroll of the manufacturers. The money derived from the remaining staple crops is used in meeting the payroll of the bankers, merchants, etc. After these obligations are paid, the farmer has only a few bunches of vegetables, some fruit and poultry which he can sell and call the proceeds his own.

When the farmer pays off his help he has very little left and to meet these tremendous payrolls he has been forced to mortgage homes, work women in the field and increase the hours of his labor. We are, therefore, compelled to call upon all industries dependent upon the farmers for subsistence to retrench in their expenditures and to cut off all unnecessary expenses. This course is absolutely necessary in order to avoid a reduction in wages, and we want, if possible, to retain the present wage scale paid railroad and all other industrial employes.

We will devote this article to a discussion of unnecessary expenses and whether required by law or permitted by the managements of the concerns, is wholly immaterial. We want all waste labor and extravagance, of whatever character, cut out. We will mention the full crew bill as illustrating the character of unnecessary expenses to which we refer.

Union Opposes "Full Crew" Bill.

The Texas Farmers' Union registered its opposition to this character of legislation at the last annual meeting held in Fort Worth, Tex., August 4, 1914, by resolution, which we quote, as follows:

"The matter of prime importance to the farmers of this state is an adequate and efficient marketing system; and we recognize that such a system is impossible without adequate railroad facilities, embracing the greatest amount of service at the least possible cost. We further recognize that the farmers and producers in the end pay approximately 95 per cent of the expenses of operating the railroads, and it is therefore to the interest of the producers that the expenses of the common carriers be as small as is possible, consistent with good service and safety. We, therefore, call upon our law-makers, courts and juries to bear the foregoing facts in mind when dealing with the common carriers of this state, and we do especially reaffirm the declarations of the last annual convention of our State Union, opposing the passage of the so-called 'full-crew' bill before the thirty-third legislature of Texas."

The farmers of Missouri in the last election, by an overwhelming majority, swept this law off the statute book of that state, and it should come off of all statute books where it appears and no legislature of this nation should pass such a law or similar legislation which requires unnecessary expenditures.

The same rule applies to all regulatory measures which increase the expenses of industry without giving corresponding benefits to the public. There is ofttimes a body of men assembled at legislatures—and they have a right to be there—who, in their zeal for rendering their fellow-associates a service, sometimes favor an increase in the expenses of industry without due regard for the men who bow their backs to the summer's sun to meet the payroll, but these committees, while making a record for themselves, rub the skin off the shoulders of the farmer by urging the legislature to lay another burden upon his heavy load and under the lash of "be it enacted" goad him on to pull and surge at the traces of civilization, no matter how he may sweat, foam and gall at the task. When legislatures "cut a melon" for labor they hand the farmer a lemon.

The farmers of the United States are not financially able to carry "dead heads" on their payrolls. Our own hired hands are not paid unless we have something for them to do and we are not willing to carry the hired help of dependent industries unless there is work for them. We must therefore insist upon the most rigid economy.

Legislative House-Cleaning Needed.

While the war is on and there is a lull in business, we want all legislative bodies to take an inventory of the statute books and wipe off all extravagant and useless laws. A good house-cleaning is needed and economies can be instituted here and there that will patch the clothes of indigent children, rest tired mothers and lift mortgages from despondent homes. Unnecessary workmen taken off and useless expenses chopped down all along the line will add to the prosperity of the farmer and encourage him in his mighty effort to feed and clothe the world.

If any of these industries have surplus employes we can use them on the farm. We have no regular schedule of wages, but we pay good farm hands on an average of $1.50 per day of thirteen hours when they board themselves; work usually runs about nine months of the year and the three months dead time, they can do the chores for their board. If they prefer to farm on their own account, there are more than 14,000,000,000 acres of idle land on the earth's surface awaiting the magic touch of the plow. The compensation is easily obtainable from Federal Agricultural Department statistics. The total average annual sales of a farm in the continental United States amounts to $516.00; the cost of operation is $340.00; leaving the farmer $176 per annum to live on and educate his family.

There is no occasion for the legislatures making a position for surplus employes of industry. Let them come "back to the soil" and share with us the prosperity of the farm.

When honesty is merely a good policy it is a poor virtue.

Lazy farmers are just as useless as dead ones and take up more room.

When the soul communes with the spirit of nature the back to the farm movement prevails.

There are two kinds of farmers. One tries to take all the advice he hears and the other won't take any at all.

Optimistic Thought.

He meditates evil for himself who meditates it for another.

OUR ADVERTISING COLUMNS

are read by the people because it gives them news of absorbing interest. People no longer go looking about for things they want—they go to their newspaper for information as to where such things may be found. This method saves time and trouble. If you want to bring your wares to the attention of this community, our advertising columns

Should Contain Your Ad

Post Office, Island Pond, Vt.

Office hours, 5.30 a.m. to 8.30 p.m. Office hours, Sundays, 9.00 a.m. to 10.00 a.m., and 1.00 p.m. to 2.00 p.m. Drop box open all night.

MAILS ARRIVE.

From Newport and points south and west of Newport, 1.47 a.m.

From Newport, West Derby, Derby, West and East Charleston, 7.30 p.m.

From Morgan and Morgan Center, 11.45 a.m.

From points in Province Quebec Ontario and Western Canada, 1.47 a.m., and 1.25 and 10.10 p.m.

From Norton Mills, Wallis Pond, and Averill, 10.10 p.m.

From Lake 4.00 p.m.

From Beecher Falls, Canaan, and all points on upper Maine Central Railroad, north of North Stratford, 7.55 p.m.

From all local points Berlin to Island Pond, 7.55 p.m.

From all local points Portland to Groveton, 1.30 p.m.

From Lancaster, Littleton, Whitefield, and points on Boston & Maine south of Groveton, 1.20 a.m., and 1.30 p.m.

From North Stratford, Groveton, Berlin, Gorham, and all points south and east, 1.20 a.m. and 1.30 p.m.

MAILS CLOSE.

For Newport, Derby, Derby Line, and North; West Derby and Beebe Plain, 1.00 a.m.

For Newport, West Derby, Derby, East Charleston and West Charleston 5.45 a.m.

For Lake, Norton Mills, Averill and Wallis Pond, 6.15 a.m.

For Morgan, and Morgan Center, 7.15a. m.

For Beecher Falls, Canaan, and all points on upper Maine Central Railroad, 1.00 a.m. and 5.00 a.m. and 1.00 p.m.

For Lancaster, Littleton, Whitefield, and points on Boston & Maine Railroad, south of Groveton, 1.00 a.m. and 5.00 a.m.

For local points, Island Pond to Portland, 1.30 a.m. and 5.00 a.m.

For local points, Groveton to Portland, 1.00 p.m.

For Berlin, Gorham, and all points south and east, 1.00 a.m., 5.00 a.m. and 1.00 p.m.

Rural Delivery carrier arrives 12.30 p.m.

Rural Delivery mails close 6.15 a.m. Except Sunday.

SUNDAY.

From all points south and east, 1.20 a.m. and 1.30 p.m.

Mails close for all points south and east, 1.00 a.m.

Mails for Norton Mills 1.00 p.m.

D. P. MACKENZIE, P. M.

RAILROADS GAIN BY SAFETY

Fatalities Have Been Noticeably Fewer Since Proper Precautions Have Been Instituted.

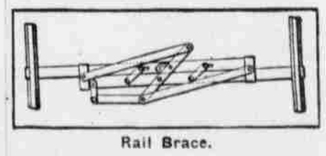
The records of the bureau of railroad news and statistics show that during the last three months of 1914 of the 230,000,000 passengers carried 7,834,000,000 passenger miles, not one lost his life in a collision. There were only 78 fatalities altogether as a result of train accidents, including passengers, employees on and off duty, and "other persons." Fourteen persons out of seventy-eight killed were trespassers. During the entire year of 1914 there were only 41 fatalities to passengers as a result of collisions. The third quarter of the year was a bad one, 36 of the fatalities occurring during that period. But even so, the record is better than for any other year—except 1913—that showed anything like the same mileage. The total of 78 deaths for the last quarter is unequaled.

Taking the whole year, the record shows 483 deaths from accidents affecting all persons, employees as well as passengers. This, too, is the best showing made since 1901, when the law requiring monthly accident reports went into effect. Since 1910 the deaths have been 1,058, 741, 953, 712 and 483. This achievement will be all the more appreciated when it is remembered that in 1902, when the deaths were 881, the railroad mileage was 53,000 miles less than in 1914, when there were only 483 deaths. In the latter year the roads carried 383,000,000 more passengers than in 1902, and 735,000,000 more tons of freight. The increase in the number of passengers carried one mile was 15,500,000,000.

Two factors have operated in bringing about this result—the safety-first crusade and improved equipment. Thus credit is due to both companies and employees. The safety-first campaign should, of course, be continued, since there are many people who do not seem yet to have been touched by it. Even the railroads may fall back into their old ways if there is relaxation of effort. Education ought to continue—since there are always new men coming on—till there is created a habit of mind favorable to safety and caution.—Indianapolis News.

RAIL BRACE

The invention provides a brace which will effectively prevent creeping or spreading of the rails of a track, thus minimizing the danger of derailment of a car or train. It provides a rail brace for accomplishing the above



Rail Brace.

result, which comprises a pair of clamping members, one of which is movable laterally and longitudinally relative to the other, whereby the brace may be detached from the rail.—Scientific American.