

STOPPING A TRAIN

Many Things Combine to Make It an Uncertain Operation.

THE NUMBER OF CARS COUNT

Likewise the Momentum and the Braking Power and the Temperature of the Rails—Freight Trains More Uncertain Than Passenger Trains.

"In what distance can a train be brought to a stop? Well, that depends," said the grizzled engineer, with a hand like a ham and an eye that could see red, white and green a mile away down a silvery track. "That depends, son, and the more I think of it the more I realize how it depends on circumstances."

"In the first place, it depends on the number of cars you have on your train. The fewer cars you have the quicker you can stop, eh? Well, that's where you're dead wrong." The engineer rested his gnarled fist across his knee as if it were a fifteen pound monkey wrench. "Yes, sir," he repeated, "if you've got that idea you're wrong, just like folks are likely to be on railroad matters which they don't know anything about. Now, the fact is that a certain type of engine can be stopped quicker if it has a half dozen freight cars hooked on to it. That's so because there are brakes on each of the cars, and they all grind into the wheels when you sling on the emergency. Why wouldn't it stop quicker if you had a dozen cars on instead of six? Well, sonny, for the simple reason that the weight of the train, or, rather, the momentum, overcomes the braking strength of your air, and so you're carried along. If you had less than six cars it would be just the other way—you wouldn't have enough braking power to overcome what weight you have got. Yes, sir, with every freight train and with every passenger train there is a certain number of cars necessary to make the train most effective when it comes to stopping quickly. This is a very practical question too. An engineer will say to himself, 'Well, I've got more cars on today; I'll have to put on brakes sooner in order to stop just right at the station.'

"I once heard an engineer say that an engine with a baggage car and two passenger coaches traveling at the rate of thirty-five miles an hour would require about 900 feet to stop and traveling at twenty-five miles an hour would require 400 feet to halt. Now, he was just guessing, or else he had a particular train and particular conditions in mind, and most likely particular times in mind. The fact is you can't tell within what distance a train can be stopped."

"Why, take the same type of engine and the same type of coaches and run them over the same track and apply the brakes in the same manner and the two trains will not stop in the same distance of track. Indeed, take the same train over the very same track at different times, run her at exactly the same speed and apply the brakes in the very same manner and you can't stop in the same distance. Engineers would like to stop at each station at precisely the same spot that they did the day before. Do they ever do it? No, son, they don't, because it can't be done."

"The stopping of a train depends on conditions, just as I said before. Engineers who have traveled over a particular road for years can't do it. Sometimes the conditions vary to such an extent that the train is run past the station. Everybody has seen that done. And then the engineer says things under his breath and backs up his train to let the passengers on and to take on baggage. Sonny, engineers never know within yards where their trains will stop."

"Freight trains are more uncertain than passenger trains. This is so because it doesn't matter as much. An application of ten pounds of air may produce no braking at all, due to the wear of the systems, and on the other hand, fifteen pounds might put on more brake than the engineer wanted. He may throw on a small quantity of air, and without expecting it, the emergency brakes get into action as a result. When the brakes are already on the engineer may release them a little and by so doing release them entirely, so that the train leaps forward. So, you see, you can't always tell what the brakes are going to do."

"You wouldn't suppose that the temperature of the rails would make any difference about brakes, would you? It's a fact. A rule of thumb is that a train will brake twice as quickly in the winter as in the summer. The wheels stick to the rails more when they are cold. The scientific folk tell you that the cohesion is greater. And, another thing, the oil on the rail when it is warm is more slippery. All the steel rods, pipes, etc., on a warm day are expanded, and so they have to move through greater distances to become effective. When they are contracted by the cold the brakes grip the wheels that much quicker and tighter with the same amount of air that you applied on a warm day."

"You see, sonny, every road in the country keeps tabs on the temperature three or four times a day all along its lines. Temperature is quite an important thing in railroading. All this goes to show that there is quite a lot of science in running trains. And I never saw a man yet who had been in the service so long that he couldn't learn a heap of things. The fellows who think about their business and always learning."—New York Tribune.

A GROTESQUE BIRD.

Remarkable Assortment of Colors of the Brazilian Toucan.

The very peculiar looking Brazilian bird, the toucan, has a body about as big as that of a good sized parrot, but its beak is very different and easily its dominant feature, though this bird is by no means lacking in bright and striking colors. The toucan's beak is half as long as its body, and it is broad and thin and set on edge vertically, shaped something like a blunted scythe, with the slightly curving, rounded edge on top and ending with a hook point turned downward—a remarkable beak in size and shape—and this beak is tinted with a remarkable assortment of colors, purple and red and green and yellow, while around the beak at the head runs a line of black.

The eyes of the toucan are surrounded by circles of a bright light blue, and on its breast, regularly outlined, is a broad and deep expanse of bright yellow in size and shape in proportion to the bird about the same as the generous expanse of shirt front shown by a man in evening dress with his waistcoat cut low and well rounded out at the bottom, this show of yellow being edged with a red line. The toucan's body for the bulk of it is black or a very deep blue black, but around at the base of the tail run two bands of color, one red and one white.

It is not a song bird. It is sold as a pet, not for children, but to adults, and it is more often fancied by men than by women. It takes \$25 to \$50 to buy a toucan.—New York Sun.

ROD AND LINE WON.

Contest Between a Strong Swimmer and an Expert Angler.

A novel contest took place some time ago at the Edinburgh corporation baths between one of the strongest swimmers in Scotland and a well known angler. The contest occurred in a pool eighty feet long and forty feet wide.

The angler was furnished with an eleven foot trolling rod and an un-crossed silk line. The line was fixed to a girth belt, made expressly for the purpose, by a swivel immediately between the shoulders of the swimmer at the point where he had the greatest pulling power.

In the first trial the line snapped. In the second the angler gave and played without altogether stacking blue, and several porpoise dives were well handled. The swimmer then tried cross swimming from corner to corner, but ultimately was beaten, the match ending with a victory for the rod and line.

Another contest took place in which the angler employed a very light trolling rod ten feet long and weighing only six and one-half ounces, the line being the same as that used with the trolling rod. The swimmer, whose aim evidently was to smash the rod, pulled and leaped into the water. He was held steadily, however, and in about five minutes was forced to give in. The rod was again successful. At the finish both competitors were almost exhausted.

Want Their Children Thieves.

The Kakha Khels, a tribe that inhabits the country of the Khyber pass, in northern India, are thieves and consider thieving a most honorable occupation. A young woman of the Kakha Khel will not look at a young man who would like to become her husband unless he is proficient in the art. The dearest wish of a mother is that her little boy may become a cunning thief. Every child is consecrated, as it were, at its birth to crime. A hole is made in the wall similar to that made by a burglar, and the mother passes the infant backward and forward through the hole, singing in his ear: "Be a thief! Be a thief! Be a thief!" They are probably the only tribe in India who glorify peculation and raise it to the dignity of a regular calling.—Christian Herald.

Jenny Lind as a Child.

Jenny Lind as a child of three years was the lark of her parents' house. As a girl of nine she attracted the attention of all lovers of music and entered the Stockholm conservatory as a pupil. Her continuous studies at so tender an age caused the sudden loss of her voice, and for four full years she pursued her theoretical and technical studies, when suddenly the full sweet sounds came back, to the delight, as every one knows, of thousands for many years.

Mark Twain's Definitions.

It is told of Mark Twain that during a conversation with a young lady of his acquaintance he had occasion to mention the word drydock.

"What is a drydock, Mr. Clemens?" she asked.

"A thirsty physician," replied the humorist.

To Show It Off.

"The Cross of the Legion is a wonderful thing for health."

"How's that?"

"There's nothing like it to encourage long promenades in the park."—Fliegende Blätter.

Parental Blunder.

"I know it's ridiculous for me to powder my face so thickly," said the dashing brunette, "but my parents named me Pearl, and I've got to live up to the name."—Chicago Tribune.

Happier Days.

"My poor fellow, were you always a tramp?"

"No, mam. Once I was known as a man about town."—Louisville Courier-Journal.

THE DRAGON'S BACKBONE.

An Odd Incident of Railroad Construction in China.

When there was undertaken the construction of the railway between Kirin and Newchwang, the seaport of Manchuria, it was proposed to make a junction at a place called Lanpin, outside the city of Mukden. For this permission had to be obtained from the Tartar general of Mukden. This functionary at once proceeded to call in his geomancers, a species of soothsayers, who gave information concerning the good fortune and ill fortune of sites and were supposed by the Chinese to know what demons and dragons inhabited the earth under the surface. These wise men reported that the dragon whose body encircled the holy city of Mukden lay coiled up in such a way that if the railway came through Lanpin the long nails driven into the ties would pierce his backbone and in all probability set him to raging violently, to the great detriment of the people of Mukden.

The general consequently refused the application of the railway people and directed them to carry the road in a straight line from Kirin to Newchwang, avoiding Mukden. The engineers thereupon appealed to the viceroy, showing that, as this proposed route would go through a marshy and uninhabited country, it could not be profitable for their enterprise.

The viceroy wrote to the general of Mukden, highly commending him for his discretion in consulting the geomancers, but suggesting that these sage persons go over the ground again and see if they could not find a place where the nails would not be likely to strike into the dragon's back. Accordingly, at the command of the viceroy, the general had his geomancers indicate a spot for the junction at Lanpin where they thought that, after all, the dragon's backbone would be safe.—New York Press.

RICE PAPER.

Shaved From the Snow White Pith of Trees in Formosa.

The so called rice paper is not made from rice, as its name implies, but from the snow white pith of a small tree belonging to the genus aralia, a genus represented in this country by the common sarsaparilla and the spikenard. The tree grows in Formosa and, so far as is known, nowhere else. The stems are transported to China, and there the rice paper is made. It is used, aside from a number of other purposes, by the native artists for water color drawings, and sometimes it is dyed in various colors and made into artificial flowers.

The tools of the pith worker comprise a smooth stone about a foot square and a large knife or hatchet with a short wooden handle. The blade is about a foot long, two inches broad and nearly half an inch thick at the back, and it is as sharp as a razor. Placing a piece of the cylindrical pith on the stone and his left hand on the top, the pith worker will roll the pith backward and forward for a moment until he gets it in the required position. Then, seizing the knife with his right hand, he will hold the edge of the blade after a felicitous or two close to the pith, which he will keep rolling to the left with his left hand until nothing remains to unroll, for the pith has, by the application of the knife, been pared into a square white sheet of uniform thickness. All that remains to be done is to square the edges.

If one will roll up a sheet of paper, lay it on a table, place the left hand on top and gently unroll it to the left he will have a good idea of how the feat is accomplished.—New York Herald.

Sawse Sawse.

Here is the old King Richard II. way of making sausage: "Pyggs in sawse sawse," or pigs with sage sauce. "Take pyggs yskaidd (scaidd) and quarter them and seeth them in water and salt; take them and let them kele (cool); take parsley (parsley), sawse (sage) and grynde it with brede and yolkes of ayren (eggs) harde ysode (boiled); temper it with vinegar somewhat thik, and lay the pyggs in a vessel and sewe onoward (the sauce over them, and serve it forth)." "Take pyggs" is pretty good. Size or number seems of no consequence.—New York Press.

A Hard One.

"Father?"

"Well, what is it?"

"It says here, 'A man is known by the company he keeps.' Is that so, father?"

"Yes, yes, yes."

"Well, father, if a good man keeps company with a bad man is the good man bad because he keeps company with the bad man, and is the bad man good because he keeps company with the good man?"—London Punch.

Why He Wept.

Spartan Mother—What's the matter? What are you crying for? Stung Hero who has been taught never to cry for bodily pain—Oh, I—I've sat down on a bee, and—I'm afraid I must have hurt it!—London Punch.

No Need For Alarm.

"She asked me what I thought of you."

"Indeed?"

"Yes. But don't get frightened. I didn't tell her."—Lippincott's.

No Friend of His.

"Is Mrs. Gaussip a friend of yours?"

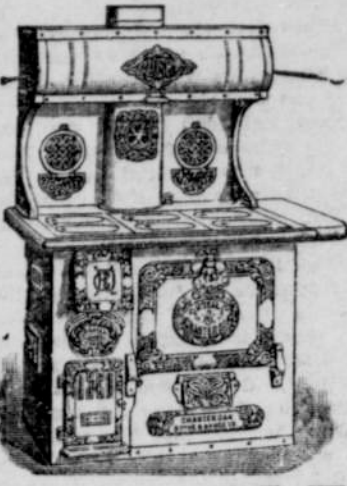
"No; she's a friend of my wife's."

"Isn't that a same thing?"

"Not at all. She feels very sorry for my wife."—Pittsburg Post.

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Notice.

NOTICE IS HEREBY GIVEN,—That within sixty days from the date of said notice it will be unlawful for stock to run at large, under penalty of Ten dollars for the first offence and Twenty dollars for each and every subsequent offence, in the Precinct of Carnahan for Tillamook County, State of Oregon, according to a vote taken at a General Election duly held on the 8th day of November, 1910.

In witness whereof I have hereunto set my hand and seal of said County this 17th day of November, 1910.

J. C. HOLDEN, County Clerk.

Notice.

NOTICE IS HEREBY GIVEN,—That within sixty days from the date of said notice it will be unlawful for stock to run at large, under penalty of Ten dollars for the first offence and Twenty dollars for each and every subsequent offence, in the Precinct of Hebo for Tillamook County, State of Oregon, according to a vote taken at a General Election duly held on the 8th day of November, 1910.

In witness whereof I have hereunto set my hand and seal of said County this 17th day of November, 1910.

J. C. HOLDEN, County Clerk.

Wants To Help Some One.

For 30 years J. F. Boyer, of Fertile, Mo., needed help and couldn't find it. That's why he wants to help some one now. Suffering so long himself he feels for all distress from Backache, Nervousness, Loss of Appetite, Lassitude and Kidney disorders. He shows that Electric Bitters work wonders for such troubles. "Five bottles," he writes, "wholly cured me and now I am well and hearty." It's also positively guaranteed for Liver Trouble, Dyspepsia, Food Disorders, Female Complaints and Malaria. Try them. 50c. at Chas. I. Clough's.

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