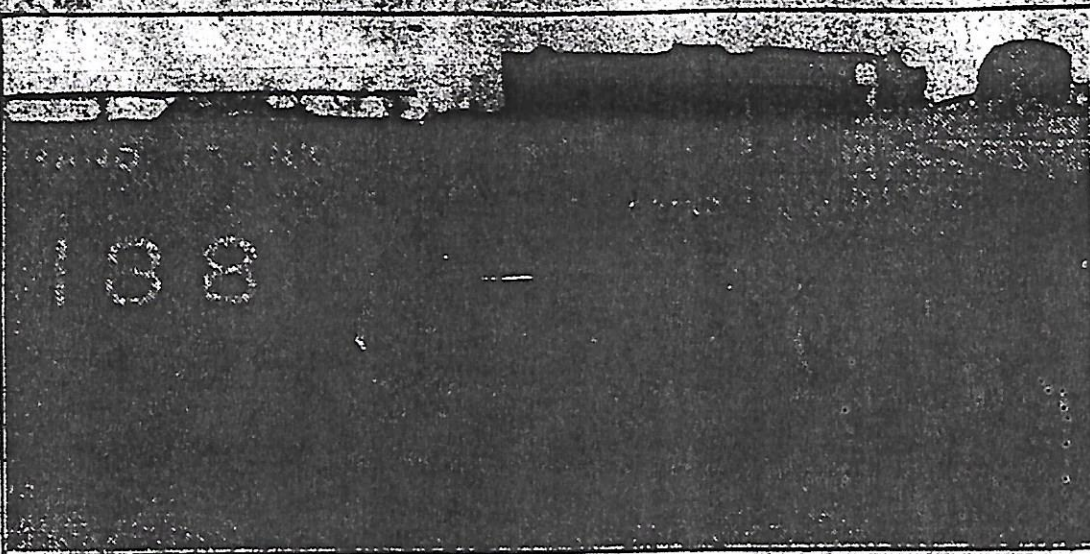


Armistice Day Tribute Made Possible By Keeping 7,000 Watches on Time



The stoppage of every train on the Grand Trunk Railway System for a period of two minutes on Armistice Day was arranged without danger to the travelling public. All arrangements for this two minute halt were closely supervised by the Train Despatching and Time Service Departments, and the cessation was made possible by the assurance that every man engaged in the operation of trains carried a watch synchronized with standard time.

IN the Grand Trunk, the importance of an efficient and up-to-date time service has long been recognized. The basic principle of safe operation is time. In recent years a large amount of money has been spent by railroads in the United States and Canada on what is known as "Safety First," and the time service department, although it can lay claim to be the pioneer "safety first" department, is probably the least known of any of the railway departments.

Before being accepted for service on the Grand Trunk all trainmasters, road foremen of locomotives, locomotive foremen, supervisors of track, supervisors of bridges and buildings, conductors, engineers, firemen, motor men, train baggage men, brakemen, yardmasters, yard foremen, switchmen and any employees engaged in construction work, train service, etc., have to provide themselves with one of the standard watches listed by the time service department.

The minimum standard now required for service on the Grand Trunk is a watch adjusted to five positions, and in such state of repair as will enable it to run within a variation of thirty seconds per week. Twice a month employees under time service regulations are required to have their watches compared with standard time by the watch inspectors, who record the employee's name, occupation and variation of his watch, and send the information to the time service department on special forms. These forms are then checked off, and the men who fail to visit the watch inspector are disciplined, and those carrying watches not running within the prescribed variation are notified to have their watches attended to.

Some idea of the interest taken in this work by the officials and employees on the Grand Trunk may be gathered by the fact that out of nearly seven thousand employees under time service regulations handled twice a month, only 2.1 per cent. failed in this duty each period last year, one hundred and forty-five thousand watches being inspected and reported by the Watch Inspectors during the year. The employees are not allowed to set their own watches, and it is to safeguard this that the lever set watch is required. The usual type of watch sold to the average citizen is pendant set, and such watches can be set by simply pulling out the pendant, whereas in the lever set type it takes a jeweler to set the second hand in its proper relation to the minute hand.

Among the number of serious wrecks due to lack of proper Time Service regulations, that is before the year 1890, one serious wreck at least on a prominent American road with

considerable loss of life can be charged to the pendant set watch, as the engineer had set his watch some hours before, and had failed to press down the pendant, resulting in his watch being awry.

Years ago, when operating conditions on railroads were less strenuous and trains did not travel at such fast speeds, it was not uncommon for the only time piece on a train to be an alarm clock hung up beside the engineer at his seat. Frequently, if the train crew were not sure of the time, they would go on a siding and send the fireman to the nearest farmhouse to find out the time.

On the Grand Trunk, Time Signals are transmitted over the telegraph wires every day from McGill University Observatory, starting at 10.58 a.m., and finishing at 11.00 a.m., during which time no telegraph operators are permitted to break in, that is, all telegraph business is suspended. The master clock at McGill is checked daily by astronomic readings, and its beat is put on the telegraph wires breaking in at 10.58 and beating fifty seconds except the fiftieth second when the wires remain open for ten seconds. The Signals again start to beat from 10.59 to 10.59 plus fifty seconds, when there is another pause of ten seconds, the line closing at 11.00 o'clock a.m. These Time Signals are sent to every part of the System at the same time by means of time repeaters cut in at all terminal and divisional points. All important official Watch Inspectors of the Railway also receive this time daily through a wire connected from the Railway circuits to their stores and correct their standard clocks with which they check the watches of the employees and adjust the clocks of the Company.

CANADA PLACES FOURTH ON THE RANKING LIST

Fourth State of "Chief Industrial Importance" on League Nations List.

(Associated Press Despatch)
OTTAWA, Nov. 18.—In a decision of the Council of the League of Nations which has reached the government here, Canada is shown as ranking the fourth state "chief industrial importance" on a calculation based on seven characteristics involving industrial production, length of railway track, horsepower used in industry, relation

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Below are given, by permission, several typical experiences.

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