

# The Fenelon Falls Gazette.

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No. 48

FOR 1914

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## ANIMAL HYPNOTISM

Deer Are Frequently Fascinated by Train Rails

As the engineer in charge of a railroad track running through the Megantic, Quebec, district was running over his division in a track car propelled by a gasoline engine, he saw a fine deer on the track before him. His bridge inspector, who accompanied him, being a keen sportsman, at once sent the car along at full speed after the swiftly flying animal. These cars are supposed to be able to run along at the rate of thirty miles an hour, so that, although the deer had a good start, it was caught up with after about a mile's racing.

For fear of a smash-up resulting from a rear-end collision, the foreman slackened up as the car came up to the frightened creature, and both men shouted vigorously to it to clear the track. The only result was another spurt of speed, which was kept up until the nimble feet slipped through a high trestle, and the helpless deer, a three-year-old male, was made into venison.

The curious feature of this not unexciting hunting was the persistency with which the stag kept to the track between the rails, instead of turning aside to the safety which a bound or two would have afforded in the bush.

The engineer, in reporting the occurrence, said that three or four times during a single summer he had been obliged to stop his motor car, to get the deer to leave the track.

It is a fact, known to experimentalists, that if a chicken's bill is held to the floor to a chalk line drawn straight before it, the bird becomes fascinated and apparently unable to withdraw itself from it. So it appears that when fear is driving from behind, the two shining rails from the right and left have a fascinating or hypnotizing effect upon deer, and as long as they are kept moving swiftly they are unable to turn to either side.

The deadly fascination of the steel rails was well exemplified on the Kazubazua Plains, when a pair of Scotch stag hounds were seen passing from the open country from the north driving a deer before them. Without heeding the shouts of the men at the station, the hunted thing, which had evidently come from a long distance, bounded along with some difficulty, following all the curves of the track down to the Stag Creek Bridge, through which it tripped and was killed by the hounds.

Old locomotive drivers are well aware of the hypnotizing effect of the headlight of an engine upon the deer family, and when possible stop and drive the creatures aside.

## NUMBERING THE WAVES

The Construction of the Undagraph Which Performs This Mission

The undagraph is a machine for counting waves. It is set up along the seacoast with its lower end in the water, and makes a written record of the number of waves beating against the shore, per minute, hour, day and year. An experimental undagraph was built some time ago for the International Seismological Association and set up on the pier at Newcastle-upon-Tyne, England. It worked satisfactorily, and a permanent installation was made at Chebucto, near Halifax, in Nova Scotia. A description of the latter will give the reader a general idea of the principles involved. The following details are taken from an account by Otto Klotz of the Dominion Astronomical Observatory at Ottawa, who had charge of the installation at Chebucto: "An iron pipe 625 feet long is led from the instrument the diaphragm part, to and into the ocean to a depth beneath the trough of the assumed highest waves at low tide, say fifteen feet. The sea end of the pipe is open. The wave passing over it causes the water to rise in the pipe and compress the air beyond, whereby the leather diaphragm is raised and electric contact is made. By means of the armature of an electromagnet a toothed wheel is pushed forward, one tooth for every wave, and with one revolution, or 120 waves, the recording pen returns to its zero. The record presents a series of finely serrated oblique lines, each representing 120 waves. Clockwork with a pen traces at the edge of the paper a time scale, making a break every hour, the linear measure of which is six centimetres. A fresh roll of paper is put on once a week. A small leak is provided in the diaphragm chamber to cut out the effect of the slowly rising and ebbing tide."

## MODERN TRAVEL

Wonders Wrought in Century by the Steam Locomotive

The railway locomotive is just over one hundred years old, and at first it exercised but a small part of its present tremendous influence on the business of the world. We get some idea of the comparatively recent advent of the railway when we remember that Queen Victoria was the first British monarch to use the railway as a means of travel. This was in 1842. "We arrived here yesterday morning," she wrote from Buckingham Palace to the King of the Belgians, "having come from Windsor in half an hour, free from dust and crowd and heat, and I am quite charmed with it." It was the Prince Consort who had persuaded the Queen to make the venture by rail, to which she was adverse. He had already made frequent trips by rail, but, as a writer in the London Chronicle says, he was not quite hardened to it, as he had been heard to say, on alighting from the train, "Not quite so fast, next time, Mr. Conductor, if you please."

That was not very long ago, and already railways girdle the world and trains travel at three or four times the speed that alarmed the Prince Consort. Everything has been revolutionized by the railways. In an Ontario town there is a business man who, although he has lived beside a railway all his life, never boarded a train. It appears that he dreads the velocity of so much weight. So far as he is concerned, he feels that to travel in a train would be unsafe. Occasionally similar cases of people entirely unused to railway travel are found in progressive Canadian communities.

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Fenelon Falls Branch

M. W. Reive, Manager.