

sacrifice. The word 'celebrate' has also been used as an apt and becoming expression. The force of the whole situation before us lies in this: that the Church has supplied her children with proper and suitable modes of expression respecting holy Mass. There is no dearth of meaningful terms, which convey true and substantial ideas to the mind. It is self-evident that these should be used in speaking and treating of the Adorable Sacrifice. St. Paul says: 'Christ was offered once to exhaust the sins of many.' Behold the term the great Apostle employs and consecrates, and which the Church, by ancient usage and tradition, has also rendered sacred. Borrowing from 'the Old Testament and the New, she employs it in the celebration of her august mysteries. In this connection it is instructive to hear.

Two Illustrious Doctors of the Early Church.

St. Augustine says: 'The same Victim is offered on Calvary and on our altars; but there It is only offered, here It is offered and distributed.'

'It is at the altar that the perfection of the Sacrifice of the Cross is attained; for Jesus Christ here nourishes us daily with the Sacrament of His Passion.'—St. Ambrose.

St. Augustine used the word 'offered' no fewer than three times in the same sentence. St. Ambrose speaks of the 'Sacrifice of the Cross,' the only consonant term for which is offering or oblation. Each prelate and doctor emphasises the dignity of the Adorable Sacrifice of our altars, and illustrates the intimate and essential connection of the Sacrifice of Mass with that of Calvary. And in very clear and forcible language they point out how the infinite graces purchased on the Cross are applied and distributed by the Divine Victim, Jesus Christ, to 'nourish us daily with the Sacrament of His Passion.'

(To be concluded next week.)

Safeguarding Royalty

The return of King Edward from his continental trip brings to mind the many precautions that are taken to guard Royal personages from accidents. When they travel by train in Great Britain the most elaborate precautions against accidents or attack are observed. On the occasion of the recent visit of King Alfonso to King Edward, a rumor gained currency that the train in which he travelled was, at a certain point, brought to a standstill by reason of an obstruction on the line. The incident was promptly denied by the London, Brighton, and South Coast Railway Company, and in view of the precautions usually taken on such occasions, there is little probability of

Any True Foundation for the Rumor.

Most minute standard instructions are carried out for the working of Royal trains, and in many instances these instructions run into some thirty-eight or forty elaborately-worded clauses occupying fully two sheets of foolscap of closely-printed matter.

Signalling is one of the primary and most important functions in the safe working of a train. When a Royal train is being worked all signal-boxes on the route, both at stations and at intermediate block stations, which in the ordinary course would be closed, are opened and the signals lighted when necessary at least one hour before the 'pilot' is due, and have to remain so until the signal 'Train out of section' for the Royal train has been received from the block post in advance.

No goods trains are allowed to leave any station on the line on which the Royal train runs, unless they can reach the next station at which they can be shunted out of the way at least thirty minutes before the Royal train is due. All shuntings on the line and sidings are

Suspended at Least Half an Hour Before

the approach of the 'Royal express.'

Goods, mineral, or cattle trains travelling along the next adjacent lines have to become stationary within fifteen minutes of the passing of the Royal. All these trains have to be brought to a standstill at the last station where they can call, and remain under the protection of signals, and the guards are responsible, under the station-masters, for the careful examination of the loading of the trucks to see that nothing projects or is suspicious.

The emission of smoke, blowing off of steam, and whistling are prohibited whilst the Royal passes, and in the case of passenger trains the drivers are specially cautioned to avoid whistling when passing unless absolutely necessary.

Station-masters have many extra duties to carry out. They are responsible for placing reliable men at facing-points over which the Royal train runs thirty minutes before it is due, and have to arrange for the examination of the facing-points, which are securely clipped and padlocked shortly before the passing of the 'pilot.' The

Signal-Boxes Have to be Visited

and the signalmen, staff, and flagman inspected as to efficiency in the duties they have to perform for the occasion. The flagmen are supplied with a complement of hand-signals and a supply of detonators.

Goods yards and sidings adjoining the line are inspected to see that everything is satisfactory and that all projections are clear of the line upon which the Royal train runs. Approach-road gates and gates leading to goods yards and sidings are closed and locked half an hour in advance, and the keys are supposed to be in the possession of the station-master until the train has passed.

In the case of fog, detonators are placed on the lines for the pilot, and these are replaced on the passing of the pilot, but taken up again immediately the signals are lowered for the Royal train to pass. In cases where a pilot cannot be run the preceding passenger train is regarded as the pilot, and acts as such.

Great care is taken in the selection of engines, drivers, and other officials; and in respect of brakes and the working of the communication cords special instructions apply. Electrical bell communications are in use for stopping the train out of course, and when these are used the

Guards Have Special Duties Cast Upon Them

to ascertain the cause. When the train is brought to a standstill under these circumstances the front guard has to proceed along the corridor in the direction of the Royal saloon (but must not enter the Royal compartment), and examine the indicators fixed on the inner side of the corridor over each door until he finds the one on which the word 'Guard' appears. He then has to ascertain from the occupants of the compartment what is amiss and report to the railway officers in charge of the train. The indicator can only be restored to its normal position by means of a key or appliance supplied for the purpose. The engine-drivers have to pay instant attention to these special signals.

The company which owns the stock forming a Royal train furnishes artificers to accompany it throughout the journey, and arrangements are made for other artificers to be in attendance at stations to

Render Assistance If Necessary.

Guards are responsible for the entering in their reports of the number of persons who travel in the Royal train, other than the railway officials, and also have to give particulars of any animals that may be conveyed by the train.

To cope with any stoppage or interruption with the telegraphic communication, a special telegraph instrument, with the necessary appliances and staff, is carried by the train, by means of which telegraphic communication can at once be established at any place in case of need. The call for this special service receives precedence over every other signal.

Through the engineering departments plate-layers are stationed along the line, within signalling distance of each other, to signal the Royal train; and slackening of speed owing to new works, relaying operations, and the like are strictly observed. Detonators are only used in case of emergency, and all detonators unused and hand-signals are returned to the station-masters and carefully checked after the Royal train has run. All level crossings and occupation crossings are strictly guarded three-quarters of an hour before the pilot is due, and nothing is allowed to cross the line between the pilot and the Royal train.

At each stopping-place the train is examined by artificers, and the signal to start must not be given until the guard has been verbally informed that the examination has been completed and is satisfactory. Most minute instructions are given and carried out in relation to the working of the telegraph, and no signalman must give permission for the train which follows next the Royal train to leave the station in the rear until 'Train out of section' has been received for the Royal train from the station in advance.

At any platform where Royalty has to alight a distinctive chalk mark is made at the exact spot at which the footplate of the engine should be when the train stops, and a man is posted on the platform with a red flag at the chalk mark to ensure the train being stopped dead at the appointed place. As is well known, special precautions prevail in connection with keeping platforms and stations clear on such occasions.

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