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DAILY EDITION.

THURSDAY, SEPT. 5

## Daily News on Daily Doings

### SIR GEORGE DOUGHTY'S ADDRESS TONIGHT.

High compliment has been paid the people of a certain Scottish seaport by the London press because on the occasion of a great assembly of scientific men in their midst this month the citizens of that seaport made a special request that opportunities for the public hearing of the greatest men of science should be doubled. That is a tribute to Scotland's characteristic eagerness for education. It is the greatest characteristic of Canadian Clubs, indeed it is their essential characteristic that they seize every opportunity for hearing the words of the world's great men. Prince Rupert's Canadian Club is well to the front in this respect, and every compliment is coming to it. Tonight through its efforts and invitation and under its auspices opportunity is given to hear Sir George Doughty speak on "Empire," a subject which certainly intensely concerns Prince Rupert, gateway of Empire, as our city is.

### PRINCE RUPERT PROGRESSES.

"To meet demands" says a contemporary, there will be a brewery soon in Prince Rupert. It is even rumored that the work of erection is speedily to commence. Welcome news! Never did Prince Rupert's metropolitan aspect become more apparent. Many a small place, it is true, may boast of a brewery, but inevitably the presence of this industry means the thronging somewhere near of population in big number. Prince Rupert is so situated that nowhere nearer than Port Essington is there any great congestion of population. It cannot be, in spite of waggish suggestions, that Port Essington's thirst is to be quenched by Prince Rupert produced beer. No, the product must be for Prince Rupert consumption and for export. The indication is infallible. Prince Rupert has been picked by the industry that makes cities famous as a place of permanent abode. Prince Rupert is really on the way to become in detail and in general a metropolis.

### IN CASE YOU MAY BE DISHONEST.

It's insulting, of course, but there's no other way of looking at it. When a corporation in favoring you with a service of

electric light demands from you a deposit of one month's average rates in advance of course that corporation is implying that you are not to be trusted. You may be all right, but you are not fit to take chances on. You must pay your month's charges in advance be they trifling or tremendous, just in case you "skip out" and leave the last month's bill unpaid. Who is it that so insults you? Your own city. If you are an electric light user you know about it. You have received a printed slip explaining the system approved by the Council by which every consumer of electricity in this city is required to deposit a month's average charges in advance before light is granted him. The petty insult of it is already causing comment amongst large users of light. The memory of the absurd ruling by the City Council that the proprietor of a certain central restaurant could not have light supplied unless he paid the back charges due by the tenant who occupied the premises before him is fresh in memory. That miserable bit of mismanagement of a public utility is the excuse for the present insinuation that every user of electric light or power in Prince Rupert is dishonest.

### PUTTING UP WITH PEOPLE

Appreciative persons are invariably loved, because it is so comfortable to go to a friend who credits one with good motives, who believes what one says, who does not hide disapproval or ridicule behind inscrutable eyes, and who is too tender and kind to dig down to the grimy roots from which even the sweetest flowers spring. Without doubt, to be happy over little trivial things is a great source of pleasure in a world where little things are so important and putting up with ordinary people and appreciating their society is a means of enjoyment which few of us can afford to neglect. Most of us, after all, are just ordinary people to other people, and cannot hope to receive from them a more lenient judgment than the judgment we give.

### THE WEATHER

For twenty-four hours ending 5 a. m., September 5: Barometer, 29.829; maximum temperature, 62; minimum temperature, 46.

# GREAT RAILROAD STRIDES RESULTS OF WHICH REALIZE C.P.R. OR GRAND TRUNK PACIFIC

## Advances Made Recently in Roadbed Building, in Grade Design, in the Construction of Bridges, Rolling Stock, Locomotives and Signalling Systems

Advances in railroading since George Stephenson have been so gradual that the contrast between his practice and that of today is simply amazing. Samuel M. Felton, president of the Chicago Great Western Railroad company, in a masterly review presents a picture of modern American railroading as against the crude beginnings of 50 years ago. In the rough and ready plans of pioneering, grades of 53 feet and more to the mile were common. Of course with heavy traffic the motive power on such lines was largely wasted. At once reform in grades began, so that before many years a grade exceeding 16 feet to a mile was rare.

### Ties Treble in Price

In the good old times of 1850, hardwood ties of the best kind were bought at 25 to 30 cents each. Today an inferior article bears a trebled price. Accordingly chemical methods have been applied, and a properly treated cedar tie now lasts 15 to 20 years, nearly thrice as long as untreated wood. Next to ties is ballast. Of old anything and everything was dumped down as ballast. Nowadays it is carefully chosen as to quality, properly crushed and screened, all its dust and dirt removed, and so placed as to ensure thorough drainage, and properly distributed to its roadbed to bear the loads of heavy rolling stock.

### Rails and Spikes

In no detail has railway practice won a more decided advance than in the design and manufacture of rails. At first they were mere strap iron, weighing 19 pounds to the yard. Today steel rails for the heaviest traffic weigh 135 pounds to the yard, and are so contoured, thanks to Plimmon H. Dudley, that they have twenty-fold the rigidity of the ill-designed primitive rails. For a good many years rail was joined to rail by chairs and fish plates lacking strength at joints as anywhere else. At first a railroad spike was nothing more than a common nail, liable soon to work loose from the stocks and shakes it underwent. Modern spikes are of screw form, so as to hold rails and ties securely together.

### Giant Locomotives

Locomotives, if the bull may be permitted, have not stood still these 60 years past. In 1850 and thereabout, a passenger engine weighed 15,000 pounds, with a boiler pressure of 100 pounds to the square inch. Today this weight is exceeded twelve-fold and boiler pressures often reach 225 pounds. Of course freight engines show a development still more remarkable. A Mallet locomotive for the Santa Fe line weighs no less than 616,000 pounds, with a tractive effort thirty-six times greater than the toy of 1850, which weighed only 45,000 pounds. In 1850 a common passenger car was wholly of wood. It had 47 seats, and measured 32 feet by 8½. It cost \$2,500. Its modern successor is all steel, carries 82 passengers, and extends for a length of 81 feet, with a breadth of 10 feet; it costs \$16,000.

### First Sleeping Car.

The first sleeping car appeared in 1858 on the Chicago and Alton railroad, as George M. Pullman cautiously converted an ordinary day-coach into a dormitory. Four years later on the line between Baltimore and Philadelphia, a box car was fitted up lengthwise with a quick lunch counter. There and then began the dining car service, which now flourishes on every through line of North America.

Just as marked have been the improvements in freight cars. In 1850 these cars of wood, were 24 feet long, weighed 13,000 pounds, and carried eight tons. They cost \$400 each. Today freight moves in cars with steel trucks and underframes, 40 feet long, weighing 100,000 pounds, and bearing a burden of 50 tons. In proportion to total tonnage, the heavy car suffers less than one-fourth as much frictional resistance as the light car.

### Bridges Get Bigger.

In pioneer times all bridges were of wood, built at a cost of five to ten dollars a running foot. Today all large bridges are of stone, of steel, or reinforced concrete. They cost 30-fold per foot, as much as the short and slight structures of long ago. As with bridges, so with engine houses, water tanks, stations for passengers and freight. Wooden buildings have given place to brick or stone steel or reinforced concrete, with costs which climb high into millions as at Washington, Chicago and New York. At first machine shops were small wooden buildings, equipped at a cost rarely more than \$10,000. In 1912 a locomotive shop, with its motive power machines and machine tools, demands an outlay of five millions or even more.

### Signalling System

Besides, all this, a trunk line requires car shops, foundries and repair shops, all representing the latest and best lathes, milling machine and casting processes. Sixty years ago a semaphore was the sole mode of signalling. Today automatic block signals are installed, costing \$850 per mile

of single track; and \$1,250 per mile of double track. Their liability to error is reduced to one in one million, as they protect a stretch of from half a mile to two miles.

As Mr. Felton surveys the world field of railroad progress he gives the chief place to the standardization of gauge which allows any engine or car to have a free path on any track whatever.

## SIXTY MILE A MINUTE RUSH OF MONEY

Woodlawn, Pa., Sept. 3.—E. T. Walther, a contractor, tried to drop \$900 in bills and \$700 in silver coin off an express train going 60 miles an hour into the hands of his brother, Charles Walther, at a station here last night.

Charles Walther failed to make the catch and the packages burst, scattering the money for a hundred yards along the track. The police formed a cordon around the money while all but 70 cents of the \$1,600 was picked up.

The Japanese printed table cloths, doilies and centre pieces simplify the problem of table laundry in the summer time. They need no starching and are easily ironed.

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Leave Prince Rupert for Vancouver as follows:  
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 Arriving at Vancouver Friday evening and Monday morning, respectively

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**DOUGLAS**

Dancing School  
 Opens THURSDAY, August 29th  
 McINTYRE HALL

## The City Editor's Razor is Also on a Vacation

—Drawn for The Daily News by "Hop"



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