

# THE DAILY NEWS

THE LEADING NEWSPAPER IN NORTHERN BRITISH COLUMBIA  
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## HEAD OFFICE

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## DAILY EDITION

Saturday, August 7, 1915.

### A MODERN RAILWAY

First-class construction has been vindicated as a policy for the National Transcontinental. A freight train of forty cars, in all about 1,400 tons, leaving Toronto on the night of the 23rd of July arrived in Winnipeg at 10:40 a. m. on the 27th, ten hours ahead of schedule time. The route was by the Grand Trunk and T & N. O. to Cochrane and by the National Transcontinental to Winnipeg. Building in accordance with the dictates of experience in railway operation is a line of investment that brings ample returns. The absolute necessity of first-class construction has been forced on the leading railways of the continent by the pressure of competition. As locomotives increased in weight and power and trains increased in length proportionate changes became necessary in track design and construction. The older railways found it profitable to spend large sums in cutting out curves, leveling gradients, and laying heavier rails on better roadbeds. Curves and gradients formerly accepted as satisfactory were found too costly in motor power and labor. The difference between the possible service of a modern locomotive on a straight, level, solid, heavy-railed, and well-ballasted track and a similar engine on a track of the class of construction acceptable a few decades ago is so great that the old track must almost everywhere give place to the new. An inferior track not only lessens capacity and wastes time, fuel and labor, but rapidly damages and depreciates rolling stock. Costly and in some cases fatal accidents have resulted from attempts to make the old standard of track construction render an approach to the service of the new.

The cost involved in building a first-class track has not

unnaturally occasioned criticism. The attitude of those who seek and expect profit from construction is diametrically opposed to that of those who look for returns from operation. Costly construction means cheap and profitable operation. It is by operation that a railroad serves a useful purpose, and from that source alone can permanent gains be derived. Builders may find it profitable to curve around hollows and climb over hills, disregarding the essentials of first-class design. But when the real purpose of the railway must be served by the transportation of freight and passengers, much of the work of construction must be done again, and done in accordance with modern requirements. The money invested in first-class construction on the National Transcontinental has been well and wisely invested. Cheaper and necessarily inferior standards would have entailed serious waste in operation, with the inevitable and costly necessity of bringing the road abreast of modern requirements in the immediate future. Not only future but present needs demand a road suitable for modern freight and passenger traffic.

Canada is a land of great distances. Productive development over our vast area demands a network of railways. This is as essential as the network of streets in a city. A farmer more than ten miles from railway facilities finds the road haul costly and discouraging. Greater distances make farming unprofitable. A vague conception of two or three lines across the continent is misleading, and likely to create unwarranted fears regarding the results of duplication. Excessive construction is a serious waste, and may be even a danger, but the network of iron is essential to development. As it serves its purpose



### PATRIOTIC FUND AND INVALIDED SOLDIERS

Invalided soldiers are now arriving each week at Quebec, and Mr. W. F. Moore has been appointed representative of the Canadian Patriotic Fund at the discharge depot in that city. All invalided soldiers will be interviewed by him and confidential reports on each case sent to branches of the fund. Mr. Moore will endeavor to ascertain the kind of work for which the soldier is fitted and it is hoped that all local committees will use their influence to secure employment for returned soldiers as quickly as possible. Mr. Moore's address is in care of Major Sharples, Discharge Depot, The Citadel, Quebec.

In connection with this matter, we would like to express our appreciation of the services of Mr. H. U. P. Aylmer, K. C., of Montreal, who, pending the appointment of Mr. Moore spent some weeks at Quebec in an honorary capacity inaugurating the system now in force.—Canadian Patriotic Fund Bulletin.

in the exchange of products for products, the country will reap full rewards for outlays involved in conforming to modern demands in construction and equipment.—Toronto Globe.

### Salvation Army.

Public meetings, Tuesday, Thursday and Saturday at 8 p. m. Sundays at 7:30 p. m.

### 31 Years Older Than The Dominion of Canada

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### PRECAUTION AGAINST BUSH FIRES IN AUGUST

Reports to the Minister of Lands from the forest districts show that, although many fires have occurred, they have been mainly confined to slashings, with attendant damage to logging camps in a few cases.

The occasional rains during the month of July, when the fall was above the average, reduced the fire hazard so far as the standing timber was concerned, but the intervening spells of hot weather quickly dried up those areas covered with slash and other debris, leaving them in a highly inflammable condition. As the vegetation ripens and dries out, the fire hazard will certainly increase, unless kept in check by frequent rains. Every effort should be made by campers, settlers, logging employees, and those whose work or pleasure brings them into close proximity to the woods, to observe the utmost precaution during the month of August and the rest of the dry season.

When a man buys a new hat, that is an incident. But when a woman buys a new hat, that is an episode.

There are various ways of wasting time. One of them is to spend it coloring a meerschau pipe.

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Corporation of the City of Prince Rupert.

TAKEN NOTICE that: (1). The Council of the Corporation of the City of Prince Rupert intends to construct as a Local Improvement, a four-foot plank sidewalk on Claude Street, from the existing plank road on Eighth Avenue to the centre of Seventh Avenue, thence along Seventh Avenue from the centre of Claude Street, to the existing sidewalk on Donald Street, and intends to specially assess the cost upon the land abutting directly on the work.

(2). The estimated cost of the work is \$884.00, of which none is to be paid by the Corporation. The estimated special rate per foot frontage is \$0.26. The special assessment is to be paid in one year.

(3). A petition against the work will not avail to prevent its construction. Dated this 19th day of June, 1915.  
BRNEST A. WOODS, Clerk.

### 3 TRAINS WEEKLY

SATURDAY MONDAY THURSDAY 10:30 A. M.

TO EDMONTON, SASKATOON, REGINA, WINNIPEG, ST. PAUL, CHICAGO, EASTERN CANADA AND UNITED STATES

### 3 BOATS WEEKLY

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No. 4 cylinder; 5 1-2-inch bore; 8-inch stroke; 25-35 H. P.; 1,700 lbs.

No. 4 cylinder; 6 1-2-inch bore; 9-inch stroke; 45 H. P.; weight 2,900 lbs.

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