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LOCOMOTION ON LAND, IN WATER AND IN AIR.

Eighty years ago, in August, 1830 the first trip of a steam locomotive was made on an American railroad. The engine was a small affair of about one horse power and weighed about a ton. The rails were of scantling, strapped with iron. A little later there was a race between a horse and an engine. The horse got away quickest, but the engine caught up and passed him, then a belt slipped and the horse, drawing an equal load, won the 13 mile race.

Things have moved on in the rail way world since then. There are half a million miles of railways in the world today. Engines have grown in weight, and proportionately, in power, from one ton to ten, twenty, forty, eighty, one hundred, and even two hundred tons. An articulated locomotive on the Erie road today weighs 410,000 pounds, or 205 tons. Speed has increased till the mile-a-minute clip has been reached and passed. And since electricity has mounted the rails and is taking a hand in helping human locomotion, a speed of 2 1/2 miles a minute, 130 miles an hour, has been attained on the Zossen electric road in Germany.

The automobile runs upon the roadways and streets, not on steel rails. It came into use sixty odd years later than the steam locomotive and the railway. France led off in developing the autocar and it was there that the first long-distance speed test came off, in June, 1895. The run was from Paris to Bordeaux and return, a distance of 732 miles. The winning car made it in 48 hours, 48 minutes—a fraction under fifteen miles an hour. Eleven years later, in June, 1906, the Grand Prize for a long run of 744 miles in France was won with an average speed for the whole distance of 63 1/2 miles an hour.

Since then the automobiles have overspread the civilized world as the railways did, but much more rapidly. And the speed has gone up from sixty to seventy, eighty and ninety miles, and for short distances on a

racetrack 120 miles an hour has been made. This has been the development of twenty years in the automobile, one-fourth of the time that the railways and the steamships have been at it. Fulton's little steamer on the Hudson, by the way, was a child's toy compared with the ocean liners of today, which rush through the Atlantic waves at railway speed. One of the latest of these accommodates 3,000 passengers.

And now the aeroplane has come. Although not half the age of the automobile, it has already made its appearance in all the leading civilized countries. Unlike the locomotive or the motor car on land, or the steamship in the sea, the aeroplane is incapable of slow speed. Wings are made for swift flight, and except in soaring downward from on high, toward the earth, a comparatively swift forward motion is necessary to keep the aeroplane aloft. And great speed has already been attained—65 miles an hour at Rheims on Saturday last. Thus the flying man equals the speed of the swift railway locomotive and doubles the speed of the swift steamships. And this is ten years from the start.

What will be the future development of the flying machine? What will it be in ten, twenty, fifty years to come? We can only guess. Wilbur Wright in a recent interview said it is now possible for him and his brother, with the knowledge and experience they have gained, to construct an aeroplane which will carry seven or eight passengers, fly one hundred miles an hour and keep in the air for ten hours, making a thousand mile journey without alighting. Thus far Mr. Wright, spoke for publication. His interview, as the result of the unpublished part of the conversation, says that there is little doubt that 200 miles an hour will yet be attained—over three miles a minute, or to be accurate, a mile in 18 seconds! We may doubt it, for there must be some limit, even to the imagination. But who can tell?

THE QUEBEC BRIDGE.

From Montreal to the mouth of the St. Lawrence is a distance of some five or six hundred miles. Throughout that distance there is no bridge across the great river which divides the settled area and population of Quebec. Ferries are few, and are interrupted fall and spring by forming or breaking up of the ice. The car ferry has not yet been attempted there. Railway freight destined to the other side of the river must go

round by Montreal, and there is a very extensive railway mileage on both sides of the river, but more on the southern than on the northern side.

The bridge is a prime necessity for the railways, and especially for the National Transcontinental which is now approaching completion. Its main line passes 100 miles north of Montreal. The direct route from the northwest to the Maritime Provinces thus needs the bridge at Quebec and we have an interest therein. More

over, Canadian pride was not a little interested in the prospect that this bridge would be in several respects—the longest single span being one—the greatest bridge in the world. But such an undertaking can only be achieved at great cost and the surmounting of great difficulties.

All are familiar with the great disaster, involving scores of precious lives, which befell the first attempt to erect the bridge upon the sub-structure. It fell, and the fall involved a loss of millions. It is a sad satisfaction that even this might be better than if the bridge had been completed and had come down under a heavy train freighted with passengers. Great care has been taken to secure the best engineering and expert counsel and advice in preparing the plans for the new structure.

Just now, before the work of the expert commission has been completed or plans agreed upon, two of the most eminent foreign engineers, Messrs. Modjeska, of Chicago and Fitzmaurice of London, have resigned. This seems regrettable, notably because it may lead to further delay. It is now two years since the first bridge fell. And the question arises, why have they resigned? Do they think that a bridge of such long span is impracticable or would be dangerous? Or have the majority of the engineers decided upon a plan for which these two eminent experts decline to accept the responsibility? No information in answer to these inquiries is yet available. We must wait to learn the facts.

STEAMERS AND PATRONAGE.

As to which party has done most for Charlottetown or the Province in certain ways, there can be no question. All, in this section of the Province, at least, will gratefully acknowledge the new winter steamer and the benefit resulting from its service direct to Charlottetown. Few will object to coal being purchased on the other side of the Straits, Nova Scotia is a coal country; ours is not. But when it comes to a matter of patronage in appointing officers and men, or of provisions and supplies for the ship our people have a right to be considered and to get their play, which some of them at least think they do not get. Hence the complaint.

Beyond question Charlottetown and not Pictou should be the home port of the winter steamers. These steamers are built for Prince Edward Island trade, and would have no existence but for it. Their cost and the cost of operating them are charged against us whenever Island affairs come under discussion at Ottawa. Nova Scotia has coal and supplies it to the steamers; has also a drydock at which needed repairs can be ef-

fect, and so gets the cream of the profit which the boats afford to private firms and individuals. On top of this Mr. McDonald, M. P., is assertive and domineering enough to claim everything in sight in the way of boat patronage for Pictou.

There is no need to speak with bated breath and whispering humbleness on this question. It is no question of mere Tory faultfinding. Prominent Liberals are among those who complain loudest, as far as our hearing and information goes. There is a strong feeling that Mr. McDonald has had his way too long in this matter, though it will but strengthen his hands in Pictou to say so. How far he has been resisted by our representatives we do not know, but this matter is one in which, with justice clearly on their side, if they assert themselves the will of the Island members who support the Government ought to prevail. And we hope it may yet prevail.

A home port on the Island for the Island boats, with all that it implies, and such control of patronage by Island representatives as is exercised in other Provinces in regard to local public services there should be firmly insisted upon.

PREACHERS AND PRIZE FIGHTERS.

Bob Burdette once wrote a sermonette commenting upon the fact that a prize fighter got a good deal more money than a preacher. "But," he said, "don't forget how carefully the bruiser has to train—the long days of careful dieting, of fastidious exercise, of strenuous preparation. Put their equivalent behind the preacher, let him be equally fitted for his job and let him land upon Satan equally well-placed and careful blows, and you would need to give him any of your sympathy—he, too, will enter the championship class."

"The greatest handicap under which the preacher now labors, as compared with the prize-fighter, is that when he dons the mitts and draws back for a smashing blow at the Evil One, some of the big men who are supposed to be the preacher's seconds, rush up, tap him on the shoulder and whisper: "It's all right to do a little sparring, but be careful where you hit, my money is up on the other fellow!"

Burdette's second paragraph is quite as true to life as the first one above quoted.

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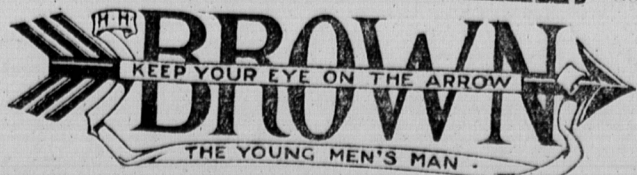
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