

GREATEST RUN ON A RAILWAY.

Unusual attention is being paid to high speed railway trains and steamships. For some years past the fast steamships have striven each week to discount all speed records, and as we go to press the records of all previous running on long distances are made to appear slow in comparison with the latest achievement now given to the world, in the report following:—

140 MILES DONE IN SEVEN HOURS—420 MINUTES—THE NEW YORK CENTRAL FLYER MAKES A MOST WONDERFUL SHOWING IN A RUN AGAINST THE WORLD'S TIME TO BUFFALO.

New York, September 11.—An experimental train, consisting of five cars, left here early this morning from the Grand Central station with the intention of covering the 143 miles between here and Albany in 100 minutes. The only passengers on board are Vice President Webb, of the New York Central Railway, and seven invited guests. It is the intention of the management to run the train through to Buffalo, if the first stage proves a success. The trial to-day is simply to test the speed capacity of new engines, and the ability of the roadway to stand such terrific pressure.

The train steamed out of the Grand Central Station at 5:40.30 a.m.

Albany, N. Y., September 11.—The "Flyer" arrived at Albany at 7:54.55 a.m., covering 143 miles in 134 minutes 55 seconds. The train stopped at Albany and changed engines, doing it in one minute.

The train before reaching Albany passed Rhinecliff Station at 7:07 o'clock. While in sight of Rhinecliff it ran two and one-half miles in one minute and fifty five seconds. The first 74 miles of the run was made in 70 minutes.

Rome, N. Y. September 11.—The New York Central "Flyer" arrived here at 9:42 flat, making the run from Utica (fifteen miles) in 14 1/2 minutes, including taking water from the trough in East Rome. The 109 1/2 miles from Albany was made in 106 minutes.

Syracuse, N. Y., September 11.—The fast train reached here at 10:17.15 and left at 10:19.50. Locomotive No. 903 took the train west.

Rehoboth, N. Y., September 11.—The New York Central "Flyer" left Syracuse at 10:20 a.m., being pulled by engine 203, in charge of "Charlie" Hogan, chief locomotive inspector of the Falls division. The 83 miles between Syracuse and Rochester were covered in 73 minutes. Nothing but a cloud of dust could be seen as the train ploughed through the Central yards and trainshed, where a large crowd had assembled.

Buffalo, N. Y., September 11.—The New York Central "Flyer" arrived at the Central station in Buffalo at 12:40, having made the distance from New York to Buffalo, 440 miles, in 420 minutes, or seven hours. This breaks all long distance records of the world, and proclaims the Central-Hudson road the possessor of the championship. This beats the time of the Empire State Express one hour and forty minutes, and knocks nearly three-quarters of an hour from the latest English record of 450 miles from Euston to Perth in 7:45. The "Flyer" passed Batavia at 12:07, West Batavia at 12:14, Looneyville at 12:25, and entered the train shed here at 12:40 flat, amid the cheers of hundreds of people gathered to witness the actual finish of a wonderful record-breaking performance.

The 440 miles were run at a speed of 62.86 miles an hour; that part of the run from Syracuse to Rochester was covered at the rate of over 6:22 miles an hour, and the short run in sight of Rhinecliff at the rate of 78.26 miles an hour.

In the ordinary running of a locomotive at say 30 miles an hour that speed makes a wind pressure of 130lbs to the square foot, which has to be overcome by the pressure within the boiler, but

in the speeds of the "Flyer" from New York to Buffalo covering the 440 miles in 420 minutes there was a head pressure from the wind created by the advancing locomotive of 191lbs to 311lbs per square foot, that pressure overcome by the boiler pressure, while drawing the cars.

Sixty miles an hour is the speed of a heavy storm, and the speed of the flying train was the speed of a flying wind storm.

The locomotives that withstood the friction under such speeds are monuments to the genius of mechanics.

Heroes and Heroines of Canadian History Competition.

To encourage young folks in the study of our history, "SATURDAY NIGHT" offers the following prizes: A Prize of \$10 to the girl or boy under sixteen who writes the best essay of 300 words on some hero or heroine of Canadian History. Another prize of \$10 to the boy or girl under thirteen who will write the best similar essay.

All essays must be certified, as to age and authorship, by parent or teacher, and accompanied by the following coupon, with blank spaces filled in. To be sent to Competition Department "SATURDAY NIGHT," on or before Oct. 30th, 1895.

Canadian History Competition.

Essay on \_\_\_\_\_

By \_\_\_\_\_

Address \_\_\_\_\_

Aged \_\_\_\_\_

Certified by \_\_\_\_\_

HALF A CENTURY OF INVENTIONS.

Those of us not yet fifty years of age have probably lived in the most important and intellectually progressive period of human history. Within this half century the following inventions and discoveries have been among the number:—Ocean steamships, street railways, elevated railways, telegraph lines, ocean cables, telephones, phonography, type-setting machines, type-casting and setting machines, mild steel, the Bessemer and other processes, improved steam engines, air-brakes, automatic machines, long distance telephones; the manufacture of paper from wood by the use of alkalis; the manufacture of pulp for paper by mechanical process; the manufacture of paper from wood by sulphuric acid; the manufacture of paper that before cost ten cents, at less than two cents per pound by improved machinery; sewing machines, knitting machines, self-binding agricultural machines, sowing machines for farmers, bolt and nut machines, automatic screw making machines, innumerable improvements in machines of every kind; photography, and a score of new methods of picture-making, aniline colors, kerosene oil, electric lights, steam fire engines, chemical fire-extinguishers, anaesthetics and painless surgery, gun-cotton, nitroglycerine, dynamite, giant powder; aluminium, magnesium and other new metals; electro-plating, spectrum analysis, and spectroscopy; audiphone, pneumatic tubes, electric motor, electric railway, electric bells, type writers, cheap postal system; steam hoisting, steam and hydraulic elevators, vestibule cars, cantaliver bridges. These are only a part. All positive knowledge of the physical constitution of planetary and stellar worlds has been attained within this period.

My four-year-old boy remarked confidentially to the cook the other day that he "would hate to be a chicken." "Why, Bob?" "Cause I would have to lay eggs, and I don't know how," was the response.

CORRESPONDENCE.

To the Editors of Saturday Night:

Sir,—The reference to the trials and troubles of a pursor on the river boats in the "Sagunay Trip," in your last issue, pleased me greatly. I recently travelled several times on the 'Carolina' and was struck with the politeness of both Capt. Rivarin and Pursor Footnor. I took some interest in watching the passengers at the ticket office, and was astonished at what the pursor has to put up with. The growling and grumbling that went on by presumably respectable people who could not get just what they wanted, made me surprised and would have made me mad if I had been in charge. Then, the annoyance of men who had been patronizing the bar and had got to quarrelsome pitch, was great. Moreover, I suppose that some of these same 'gentlemen' would be the very ones to make complaints if things did not go just to suit their precious selves. Thank goodness, I am not a pursor!

Yours truly, TRAVELLER.

ANENT GOOD BEHAVIOUR.

To the Editor of Saturday Night:

Sir,—Can you find space in your valuable paper for a few lines from a mother anent the behaviour of the girls at one at least of the seaside places?

I have been staying for some weeks this summer at Murray Bay, and found the place very pleasant, although it was a very wet season. But the girls, or young ladies, as they would claim to be, made me feel disgusted. And I should be sorry to take my girls there when they are grown up, if they are to copy those that I saw there. They appeared to feel free enough to act in the most loud way and to carry on as if they felt no restraint. If golf is responsible for the mannish gait and boyish shouts, then it is no game for ladies. It appeared to me that if you had lots of money to keep in the swim, you were all right; but if not, then, it was equally right to drive over you or do anything else that might suit the people who believed they owned the whole place. Why, one day, whilst sitting resting in the road near Hon. E. Blake's house, some of the golf playing rowdies started playing in the road, and nearly tumbled over me, and then in the drawl of the fashionable set, excused themselves. Now is this the way of decent society?

Trusting that you may find room for this, and thanking you in advance. I am, dear sir, yours, etc. MOTHER.

Social and Personal.

Mr. J. N. Greenfields has been confined to his apartments with indisposition.

Messrs. J. G. Shaughnessy and R. B. Angus left on Tuesday evening for Toronto.

Mr. J. Stephenson, Superintendent of the G.T.R., is enjoying a brief respite in Toronto.

Mr. William Orme, editor of the Sunday Sun, has had a serious relapse from his recent illness.

Mr. J. B. Pease, managing Editor of the Kingston Daily Whig, was at the Queen's on Wednesday.

Mr. C. H. Dobbin, of the Sherbrooke, has deferred his return to Montreal until the month of October.

Dr. A. Laphorne Smith, of Bishop street, has accepted an appointment to a professorship in Bishop's College.

Mr. James McShano left for New York on Sunday night. Mrs. McShano and Miss McShano also contemplate a trip to New York.

The members of the Ladies' Golf Club are awaiting the return of their secretary, Miss Ethel Gault, who is out of town on a brief respite before arranging for the social festivities of the Club.