

BRITISH RAIL RECORDS

NON-STOP RUN FROM LONDON TO PLYMOUTH.

English Railways' Rivalry in Time Reduction — Mail Train's Speed.

A new record in railroad travel has been established by the Great Western Railroad of Great Britain. On July 1 a regular non-stop daily train service was established between the London terminus at Paddington and Plymouth. The distance is 246 miles, and the "Cornishman Limited Express" is scheduled to cover the journey in each direction in 265 minutes without a single stop. This supplies an average speed of 55.69 miles for the journey. This, therefore, constitutes the longest non-stop railroad run in the world.

LONG HELD RECORD.

Ever since the year 1896 this railroad has retained such a non-stop record, for in that year the railroad company initiated a through non-stop train from London to Exeter, 194 miles, covered in 3 hours 40 minutes. During the subsequent years, however, this run has been increased to 3 hours 30 minutes, equal to an average speed of 51.7 miles per hour. In the recently inaugurated run, however, the time between these two points has been still further reduced by 5 minutes, increasing thereby the average speed to 56.7 miles per hour. Hitherto this railroad has not been able to make the journey a non-stop one beyond Exeter, owing to the absence of the water troughs between the tracks from which to replenish the engine's water supply. Now, however, a trough has been laid down at Starcross, between Exeter and Plymouth. Furthermore, the coal capacity of the engine has been considerably increased, and larger lubricating boxes have been supplied, so that the oil boxes can contain a sufficient supply for the entire journey.

NOT YET AT LIMIT.

Meritorious though this run of 246 miles in 265 minutes is, yet, if the necessity arises, the speed can be considerably accelerated. This fact was demonstrated on May 9th last, with the North German Lloyd liner Kronprinz Wilhelm. On this occasion the train covered the distance of 216½ miles from the dock at Plymouth to Paddington in the remarkably short time of 3 hours 46 minutes. The run, however, was not a non-stop, as a mail van was detached and engines changed at Bristol, necessitating a halt of 3 minutes 43 seconds, which stop, however, was included in the time of the run. On the occasion of the trial run of the "Cornishman Limited Express," a new record was made between London and Bath, the 107 miles being completed in 102 minutes.

The road, although not so level as that between Camden and Atlantic City, is yet comparatively easy, but after leaving Exeter the road becomes more difficult. Especially so is the last 52 miles into Plymouth, the track abounding in stiff gradients of 1 in 40, with numerous sharp curves, which militate considerably against fast travelling.

SOME NOTABLE RUNS.

There is strenuous friendly rivalry at present existing among the various English railroad companies to establish non-stop records. The London and North-western Railroad is contemplating the establishment of a through non-stop service between London and Carlisle, a distance of 299½ miles. They have already made such a run with a "special," which covered the journey in 5 hours and 43 minutes, an average speed of 51 miles per hour. With their latest type of engines, however, this railroad company could considerably increase this speed if desired. On the occasion of the Postal Congress at Glasgow last year, the train containing the delegates, and representing a weight of 450 tons, was hauled over the 401½ miles between the two cities, both on the outward and return journeys, without a stop, in 6 hours and 6 minutes 5 minutes respectively, at average speeds of 66.9 miles and 66 miles per hour.

MAIL TRAINS' SPEED.

Already the boat trains running from Liverpool to London in connection with the incoming American mails, three of four times a week, cover the 192 miles in 3 hours 45 minutes, an average speed of 51 miles per hour. Other notable long-distance non-stop runs on this system include Wigan to Williscam, 188½ miles, in 3 hours 41 minutes, average speed 51.1 miles per hour; London to Stockport, 183 miles, in 3 hours 18 minutes, speed 55.4 miles per hour; London to Chester, 179 miles, in 3 hours 33 minutes, speed 50.4 miles per hour.

The Midland Railroad also have inaugurated several noteworthy long non-stop runs. The record is that recently instituted between London and Leeds, 198 miles, in 3 hours 15 minutes, speed 52.8 miles per hour.

The Great Northern Railroad, which for many years has been considered the crack fast railroad of Great Britain, but which has since lost its reputation in this respect, is also completing arrangements whereby it will be able to regain its lost

CURE THE MOST EXTREME CASE

STONE IN THE KIDNEYS CANNOT STAND BEFORE DODD'S KIDNEY PILLS.

Mr. S. A. Cassidy, of Ottawa, Permanently Cured After Years of Suffering by the Great Canadian Kidney Remedy.

Ottawa, Ont., Aug. 15—(Special)—While all Canada knows that Dodd's Kidney Pills are the standard remedy for all Kidney Complaints, they may surprise some people to learn that they cure such extreme cases as Stone in the Kidneys. Yet that is what they have done right here in Ottawa.

Mr. S. A. Cassidy, the man who is the well-known proprietor of the Bijou Hotel on Metcalf street, in an interview he says: "My friends all know that I have been a sufferer from Stone in the Kidneys for years. They know that besides consulting the best doctors in the city and trying every medicine I could think of, I was unable to get better. 'Sometime ago a friend told me of Dodd's Kidney Pills would cure me. As a last resort I tried them and they have cured me."

"I could not imagine more suffering than one endures who has Stone in the Kidneys and I feel the greatest gratitude to Dodd's Kidney Pills."

If the disease is of the kidney from the kidneys Dodd's Kidney Pills will cure it.

prestige. Several of the northern expresses cover the journey every day between Grantham and London, 105 miles, without a stop. Their present longest non-stop run is between Wakefield and London, 115 miles, in 3 hours 10 minutes, an average speed of 55.5 miles per hour. Owing to the institution by the Great Northern of a through express between London and Leeds, the latter town, which also serves a similar service, the 185½ miles to be covered in 195 minutes—an average speed of 57.07 miles per hour.

POWERFUL ENGINES.

The Great Northern Railroad proposes considerable acceleration in connection with the East Coast expresses. For this purpose mammoth powerful engines have been constructed. These are designed by a railroad engineer, are of the compound "Atlantic" class, and represent the limit of the dimensions of a locomotive of the normal type in Great Britain. They have been specially designed to work the East Coast route express trains at a speed varying from 55 to 60 miles per hour with loads of from 380 to 400 tons behind the tender.

The special feature of this type engine is the length and circumference of the boiler. The inside diameter of the boiler is 5 feet 6 inches and the length of the tubes, representing the distance between the smoke-box and the fire-box, 16 feet 6 inches. The heating surface furnished by the tubes aggregates 22,000 square feet, while that of the boiler supplies about another 10,000 square feet. The working steam pressure is about 185 pounds per square inch. The two outside cylinders measure 18 inches in diameter by 18 inch stroke, and the diameter of the four driving coupled wheels is 48 inches. The length of the engine and tender is 58 feet over all, and their combined weight in working order is 110 tons.

MALAY SUPERSTITION

Believe the Crocodile Is a Spirit of the Water.

Along the Malacca Straits the Malays still believe that many of the black rivers are sacred, and they are particularly impressed with the belief that the crocodile is a spirit of the water. Therefore, these ugly monsters are not only extremely plentiful but they are so daring that they make most of the waterways dangerous even for persons in boats. The Englishmen who dwell in part of the country declare that hardly a week passes without the killing of a native by a crocodile. The brute swims slowly along the bank, flimsy canoes and sampans used there and suddenly sweeps its terrible tail around in such a way as to sweep the man out of the boat into the water.

Here and there along the banks of the black rivers will be seen a piece of white cloth and basket of fruit and rice, attached to the water by a string. These are offerings made by the natives to some crocodile that has hidden just under the bank.

Now and then, however, a crocodile becomes so ferocious and kills many persons that even the superstitious natives feel it necessary to dispatch him. Then they employ a ingenious and curious method. They make a small bamboo basket three feet square, and to it they attach a long rope, made of pleated cotton. At the end of the rope they attach a huge hook, to the shank of which they tie a live chicken.

They set the chicken on the bank and shove it out into the

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