

# THE SOUTHERN PACIFIC RAILWAY MADE TRACK LAYING RECORD WHICH HAS NOT BEEN BROKEN

The sixtieth anniversary of "last spikes" ceremonies in the first transcontinental railroad, celebrated on May 10 by the Southern Pacific Company, draws attention to a record of ten miles of track laid in twelve hours which has remained unapproached for sixty years. That record was made after considerable advance preparation, using crews that had several years of training and which were working at the time under the stimulus of great rivalry. The following is from an account recently published by the Southern Pacific Company:

"For some years prior to the completion of the first transcontinental line construction crews of two companies had been approaching one another. The Central Pacific Railroad was building eastward from Sacramento, and the United Pacific was building westward toward a meeting point which was not predetermined; each company was to build as far as it could and would thereafter own and operate the part of the line it had constructed. Both companies were eager to have as much of the transcontinental line as they could; the rivalry extended even to construction crews and became more intense as the meeting point was approached.

## Railroads in Rivalry.

"One day the Union Pacific broke all records by laying six miles of track. The General Pacific bettered this by one mile and under the spur of this defeat, by working from 3 A. M. until almost midnight, the Union Pacific managed to lay seven and one-half miles of track. Charles Crocker, heading the Central Pacific forces, then announced that he would lay ten miles of track in one day. Trainloads of supplies and hundreds of workmen were organized for the supreme test, which came on April 28, 1869, when five sixteen-car trainloads of materials were used.

"One by one these trains were pushed up close to the ever-advancing railroad. At a designated point men climbed up on top and threw off fishplates, kegs of bolts and spikes. Stakes were removed from right and left sides of alternate cars to allow the rails to be rolled off. Within eight minutes, with a noise like a military bombardment, each train of sixteen cars was cleared.

"Small iron handcars were then put on the tracks, each manned by six Chinese under a white boss. Sixteen rails were loaded on each car, together with a keg of bolts, a keg of spikes and a bundle of fishplates. Two horses with riders were attached to a car in tandem by a long rope. When the car was loaded and the crew on top, the horses were off on the jump toward railroad.

## Mad Races For Lead.

"One side of the roadbed was kept clear for the horses racing ahead with material cars. On down grades the horses were detached and the car went flying along with one of the crew acting as brakeman. Meanwhile the horses ran alongside and when a level was reached the nearest rider hooked on again. At the same time empty cars were returning on the single track, all of them at full speed. The crews of an empty car would jump off and lift it from the rails when the loaded car approached, allowing the latter to go past without slackening speed. There was no halt in the continuous stream of materials to the front.

"When the loaded car reached railroad its crew jumped off to give way to a gang with picks, who broke open kegs and cut the fastenings of the fishplates. Bolts and fishplates were distributed along the track, but spikes were poured out over the rails piled on the car and as the rails were removed spikes dropped through the floorless car and distributed themselves.

"The rail-laying crew had been recognized in advance as the limiting factor and particular attention was focused on this part of the organization.

## An All-Irish Crew.

"A picked crew of eight, an all-Irish crew, did all of the rail laying. These men worked in pairs, four men on each side of the track. When a rail car stopped at railroad two men

seized the forward end of a rail with their tongs while the two others slipped the rear end of the rail to the side of the car so it rested on rollers.

"The two forward men trotted ahead thirty feet, the length of the rail, and the two behind dropped their end into place, where it was bolted and spiked by the track gang. The car was then moved forward half a rail length and the procedure was repeated on the other side. Ahead of the rail layers were men who set the ties to line, and behind came those who spiked, bolted and ballasted, the latter about 400 strong. On the day of the record the eight men in the rail crew each lifted 125 tons of rail.

"The work advanced in the forenoon at the rate of about a mile an hour; six miles of track had been laid when a halt was called for lunch. In the afternoon progress was slower, due to an ascending grade and to curves which involved lost time in bending rails.

"Bending was done by placing a rail on blocks and striking it with a sledge. By 7 P. M., however, after a little less than twelve hours of work, a total of 52,856 feet of track had been laid and ballasted. Jim Campbell, later superintendent of the division, then jumped into a locomotive and ran it back over the new line at forty miles an hour, just to prove that the job had been well done. It is believed that had the roadbed been perfectly level and straight the crew on the day could have completed at least fifteen miles of track."

# JOHN B. DANIEL SOME CLASS AS AN ANNOUNCER

John B. Daniel knows the world. And a good-sized portion of the world knows John B. Daniel. Besides giving the world an opportunity to get a first hand impression of him by visits to many countries, Daniel has cemented a friendship with millions in the United States through his work as an announcer for the National Broadcasting Company.

Daniel was born in London, England, in 1900—many years before radio was even dreamed of. A son of Tom Daniel, known in musical circles the world over as an outstanding basso, the youth was brought up in an atmosphere of music. His practical education was obtained at schools in Scotland and the United States, musical knowledge being imparted by his famous father.

So rapidly did young Daniel advance in his study of music that he was named critic for a New Jersey paper before he was 18 years old. Later he took up singing as a profession, his baritone voice being heard in musical comedy, vaudeville, church and concert work in many sections of the country.

Two years in the United Navy rounded out his acquaintanceship with the world, his visits to many foreign ports aiding materially, he says, in his education.

## Introduced Coolidge

After the Navy came radio and Daniel has been wedded to that art since his debut in May, 1925. Shortly after he joined the NBC staff he was sent to Washington and remained in the studios there for two years. During that time he handled all major broadcasts emanating from those studios. While Calvin Coolidge was President of the United States, Daniel introduced him to the radio audience no less than twenty times. Other important broadcasts handled by Daniel include the reception for Col. Charles A. Lindbergh following his return from his flight to Paris; the reception for the Bremen flyers and the introduction of the President of the Irish Free State.

At present Daniel is heard nightly over the NBC networks. The Pure Oil band concerts, on Tuesday nights; the Atwater Kent programs, Thursdays; the Cities Service Orchestra and The Cavaliers period, on Fridays; and the Lucky Strike Dance Band, each Saturday night, are among those on which he is heard regularly.

# MOTHER OF TWO BABIES AUTHOR OF TWO NOVELS DUAL CAREER WORKS OUT WELL

London, Aug. 12—Mrs. Peter Luling, better known to the world of literature as Sylvia Thompson, has repeated an earlier achievement. She has just produced another book, along with the arrival of another baby. In three years Mrs. Luling has written two books and has two fine children.

## What She Says

She says: "Having in three years written two books and produced two babies, one is expected to be able to give an opinion as to how these somewhat diverse hobbies agree!

"I am not sure that it isn't so far rather early in one's career as novelist and mother to enable to give a considered opinion and it would be easy to hedge and say:

"Let posterity judge the novels and let the babies, when they are grown up, give their opinion as to how far the novelist has been successful as their mother.

"However, putting aside such weighty and eventful judgements I am inclined to pronounce the two careers of maternity and novel-writing as not the only perfectly compatible but even mutually beneficial.

"To be, unless one is a genius (and that is utterly another question)—to be only a novelist is to be in danger of that type of intellectual exclusiveness which shuts out everyday life and the common difficulties of existence, shuts off ordinary people and seeks the company of fellow-intellectuals, and lands one very soon in a parched, gibbering tiny world which can only echo and re-echo its own aphorisms and repeat, ad nauseam, its own disillusionment.

## Must See Life

"I am convinced that to write an even 'goodish' novel it is important to see as much of life, and understand as many lives, as possible and rather than shut oneself into one world, to exist in as many worlds as can be reached within the limits of one's time and circumstances.

"Therefore, though it may (and does) seem on occasions incredibly annoying to hear the baby crying in the garden (when a chapter is just unfinished), or to wonder whether one's elder child is digging up all the plants that matter—in the long run it is important for the novelist to realize that to most of the real world (and fundamentally to oneself!) children are more vital than novels, and fishmongers more necessary than lady-novelists!

"An American lady who once came to interview me asked me the following question: 'Do you feel, Miss Thompson, that you would like to take your machine (typewriter) and go out alone into the desert to write your books?'

## Doubts Help of Sahara

"I replied that (a) I could not type anyway; (b) I did not think the lonely spaces of the Sahara would be helpful to my artistic career. I am inclined to believe that if you can write you can write as well as your particular talent enables you in quite normal surroundings and under conventional conditions (in fact, I think clean rooms, regular meals and the usual social amenities are a help rather than a hindrance).



SEALED tenders addressed to the undersigned, and endorsed "Tender for the Reconstruction of Wharf, Beaver Harbour, N. B.", will be received until 12 o'clock noon (daylight saving), Tuesday August 27, 1929, for the Reconstruction of Wharf at Beaver Harbour, Charlotte County, New Brunswick.

Plans and form of contract can be seen and specification and forms of tender obtained at this Department, at the offices of the District Engineers, Old Post Office Building, St. John, New Brunswick; St. John Association of Construction Industries 109 Princess Street, St. John, New Brunswick, and at the Post Office at Beaver Harbour, Charlotte County, N. B.

Tenders will not be considered unless made on printed forms supplied by the Department and in accordance with conditions contained therein.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Minister of Public Works equal to 10 per cent of the amount of the tender. Bonds of the Dominion of Canada or bonds of the Canadian National Railway Company will also be accepted as security, or bonds and a cheque if required to make up an odd amount.

NOTE.—Blue prints can be obtained at this Department by depositing an accepted cheque for the sum of \$10.00 payable to the order of the Minister of Public Works, which will be returned if the intending bidder submit a regular bid.

By order,  
S. E. O'BRIEN,  
Secretary.

Department of Public Works,  
Ottawa, August 2, 1929.

"If you cannot write, then neither the sands of the desert nor the wastes of Bloomsbury, nor all the chatter in Chelsea, will make you. On the other hand, one is often asked, how does this domestication of literature react on your children? Doesn't it mean that they are to some extent deprived of maternal care and supervision? I think this is nonsense. There is plenty of time in the day to organize and supervise one's nursery. With a little judgment it is possible to choose just the kind of nurse who can be trusted to carry out all the practical details (this is vitally important—and is actually the factor that makes one's career possible or impossible).

"But provided you have a reliable nurse it seems likely that the children benefit in the end from being deprived of an almost incessant monthly vigilance—which so easily works out as excessive 'fussing'.

This is bad for the mother, the children and the whole routine of the nursery. It often results in the mother having no life of her own, no intellectual independence and no real interest but that of worrying whether the children may be going to be ill whether the nurse isn't doing her work thoroughly—all those innumerable apprehensions that so easily make the mother miserable, the nurse bothered, and the children increasingly aware, as they grow older that their mother cannot be looked upon as a reasonable companion because she is always "fussing" about something.

"I am in fact, inclined to conclude that the babies will undoubtedly benefit in the long run from their mother abstracting herself into an imaginary world may hold a clearer image of realities if its author enters it with the delicious atmosphere of the nursery still clinging about her mind."

Recalling Mr. Dooley's famous description of a heat wave in Chicago, a canoeist in Northern Ontario recently set fire to a lake whose surface was covered with oil.

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