



LOCOMOTIVE ASLEEP.

to watch the bolts in white heat, with nimble fingers handling them as if they were slate pencils: the great sheets of iron being welded together with huge but silent pressure,—awful in its hugeness and in its silence: the gangs of men lifting engines and carrying them in and out as if they were so many Christmas toys: the iron, the steel, the brass, in their foundings, sawings, and filings, until ready for appointment place and duty.

How I wish I could take you all. Perhaps I may some day,—some grand Dominion—Maple Leaf—Young Canadian—First of July Day when the company will spread out its bunting, deck its engines with roses, and give you all a trip to the workshops.

If you are not proud of your country then, I sha'n't tell you another thing.

The car and locomotive workshops are distributed over the country for convenience in repairing. When a locomotive has a headache it makes for the nearest. Two thousand five hundred tons of pig-iron a year are required for the Montreal works alone. Mixed with scrap-iron it is made up into everything that is needed, from a needle to an anchor. Bridges, great strong boiler plates,

car wheels, stoves, stove-pipes, coal-scuttles, spikes, water-coolers, lamps, nuts, bolts, files, nails, taps, tools, and scores of castings and fittings too hard for you to remember, keep fifteen hundred men busy from morning till night. One locomotive a day is repaired. A new one takes a week. Of ten new ones making recently, the first ran its trial trip on November first, and the last of them started on December thirty-first. Now twenty freight locomotives are on the way, the first to run on March fifteenth. They are building abreast of each other, all commenced together, all trying races with each other, and all to be finished off about the same time. Each is worth \$9,000.

The frame work of cars is of oak from Michigan, and southern pine from Georgia, and red and white pine from our own Ottawa region. Mahogany, white wood, bay wood, maple, ash are used in decorating. A passenger car costs \$5,000, a box freight car \$500, and a sleeper is worth \$15,000. The month's wage sheet of this workshop amounts to \$50,000, and the material worked up by the men costs as much

more. Nearly all the Pullman cars in Canada are made in the Montreal workshops. Next year the company will commence to build rolling-mills for themselves, the only thing evidently which is wanted to make the system complete.

But it is not all work. There is the Reading-Room over there, with five thousand volumes in every branch of literature, and periodicals and magazines of all sorts. A huge album with portraits of the chiefs and the subs, and two volumes from Her Majesty with her Most Gracious autograph, and turned out on special occasions only. See the men and their boys drop in of an evening to look over the news, and take home with them a volume for the fireside. The system of book-check, in its originality, simplicity, and security, seems to be an outgrowth of the general application of the best means towards the end which is the guiding principle of this great corporation. A frame work of small holes represents the library; the holes represent the books. A peg is fitted in each hole, having on one end, facing the outside of the office, the number of the book, and on the inside, facing the librarian, a number corresponding to the member who



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