

# RAILWAY LIFE

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THE Canadian Pacific Railway has declared a dividend of three per cent., payable on 17th February next.

THE recent storms have interfered very seriously with the running of trains in Ontario. It is not often that such a long period of continuously cold weather visits Toronto, as has marked the last three weeks.

A LONG and very important article on the Canadian Pacific Railway has appeared in the *Quarterly Review*, a summary of which has been called to one of the leading Toronto newspapers. The article will be noticed at greater length in the next issue of RAILWAY LIFE.

THE rapidly expanding railway interest of the "New South" will be represented in the journalistic field by the *Southern Railroad Age* the first number of which has come to hand. The *Age* is a neat sixteen-page monthly, and as its editors seem to be thoroughly acquainted with the field the new venture is to occupy, success will doubtless attend its career.

A DEPUTATION of thirty engineers on the Canadian Pacific Railway between Port Arthur and Quebec waited on W. C. VanHorne, vice-president of the company, for an advance of wages. They considered that the company's receipts now justified an increase. The result of the conference was an agreement to raise the wages from \$2.30 to \$3.40 per day, with an increase of 20c. per hour for detention time.

THE building used for the general offices of the Canadian Pacific Railway in Montreal has changed hands, having been sold to the Imperial Insurance Co. The purchase amount is not known, but it is said the C. P. R. people have made a good bargain. The building was the old Consolidated Bank, and was sold to the C. P. R. for \$80,000. It is understood in the terms of sale that the railway company occupy the premises until their new station and offices are built in the West End.

THE following meetings are announced:—Annual meeting of the Cumberland Railway & Coal Company, in Montreal, 9th February; special general meeting Manitoba & North Western, at Winnipeg, 16th February, to authorize the bonding of the Shell River branch; annual meeting Ontario & Quebec Railway Company, in Montreal, 1st February, to be made special for the purpose of authorizing the acquiring of the West Ontario Pacific; and a special meeting of the Lake Temiscamingue & Colonization Railway Company, at Ottawa, 17th inst., to authorize the issue of bonds.

MR. ROBERT MCKEON, secretary of the Master Car & Locomotive Painters' Association, of the United States and Canada, has issued a circular to the members, giving a program of subjects for consideration at the next general convention. Among these questions is the following:—"Does the addition of Japan to raw linseed oil retard its drying if used in excessive quantities, and what variation is there in the drying qualities of Japans, when mixed with raw linseed oil?" One of the members of the committee to report on

this question is Mr. B. W. Scott, of the Canadian Pacific, Montreal.

AS Canada exports over a million dollars worth of eggs a year, and handles a large value of dressed poultry as well, the efforts to extend and develop the poultry industry are of interest to the railways. No better means can be found of improving the stock and disseminating information than of competitive exhibitions. It is pleasing to know, therefore, that the exhibitions in Toronto, and more recently in London, have been entirely successful. The best breeders in the Province were represented. Among the most prominent was Mr. C. F. Wagner, of this city, who, at London, took 22 prizes and 1 special on 22 birds entered.

SPEAKING of the fast run on the Canada Southern Division of the Michigan Central Road, the *Railway Age* says it is "a performance almost unparalleled. It appears that 100.8 miles were made in 104 minutes, averaging 58.15 miles per hour with stops, and 61.08 miles per hour deducting stops; and that 107 miles were made in 93 minutes, at an average speed of 69 miles per hour. At one time the terrific speed of 78 miles per hour was reached, and other "spurts" were made at the rate respectively of 76.2, 75, 72, 70.8, and 70.5 miles per hour. Altogether it was an achievement in rapid running of which few, if any other roads in the country, are capable."

THE *Electrical World* says: Several plans for electric railways in New York are maturing, and it seems likely that the details will shortly be made public. One striking move in the direction of using electricity is noted. A franchise has just been granted that will cover a road on Fulton Street, crossing Broadway. Such a road will be of great service, and its necessity has long been felt. The interesting feature is that the road is to be operated on the Bently-Knight system, using a conduit. The system was first tried at Cleveland, and has for some time been in successful operation on a short track at the Rhode Island Locomotive Works, Providence.