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## CONTENTS.

Railway Items	161
Personal	162
Construction	162
The Cost of Building Locomotives	163
EDITORIALS:	
The Labor Commission	164
Grand Trunk Improved Facilities	164
The Sault Connection	164-165
Railways and Nations	165
Editorial Notes:	
G. T. R. Shops at Montreal	165-166
The Launching of the Cibola	166
The English Press on the C. P. R.	166-167
The Dismissed C. P. R. Conductors	167-168
An Important Case	168
A Smoke Consumer	168
C. P. R. Sault Line	168-169
Railway and Forest	169
Rogues of the Rail	169-170
Anthracite in the North-West	170
"Punch" On the North-West Passage	170
The Euphrates Valley Railway	170-171
The Great Silver Country	171
The New Line from Duluth to the "Soo"	172
The Railway Service	172
Mechanical	172
Advertisements	174-176

AN Ottawa newspaper estimates the output of logs on the Ottawa region alone at about a thousand millions of feet.

SMITH'S FALLS is growing fast. During the past year \$187,000 has been expended in building. Of this \$40,000 was spent by the C. P. R.

THE village of Watford and Townsend Township will each grant a bonus of \$5,000 to the Brantford, Waterloo and Lake Erie Railway.

SIR GEORGE STEPHEN is now in England arranging contracts for the construction of three new steamers to ply between Vancouver, B. C., and Japan.

NEW YORK is about to have a new elevated railway, this time probably with an electrical plant. It will run up in the proposed Elm Street thoroughfare. The projected underground systems are all condemned as unhealthy and dangerous.

MR. GEORGE M. PULLMAN and other capitalists are said to be engaged in forming a company that has for its object the erection of works at Pullman, Ill., for the building of locomotives. It is said that Mr. W. H. Fennner will be the leading spirit in pushing this new enterprise.

HEREPATI's *Railway Journal* objects to the Canadian Pacific route to Asia, on the ground that the harbor at Vancouver is liable to be frozen over, and that the Northern Pacific is a frozen sea. The London paper is a little astray in its weather department.

IN order to facilitate the transfer of freight passing to and from the United States over the C. P. R. and connections, the C. P. R. contemplates having a United States custom official stationed at Winnipeg instead of Emerson, as at present, thus obviating to a great extent the possibility of delays at the boundary.

IT is reported at Emerson that the "Iron Range" Railroad will build across Northern Minnesota to Emerson, as soon as the Red River Valley Road is running. This "Iron Range" road is in the hands of capitalists of almost unlimited resources, who can secure money at the lowest rate of interest for their undertaking.

THE Russian Minister of Railways has appointed a commission to select a method of lighting cars with electricity, and all the principal companies will hereafter be compelled to use the light on passenger trains. The South Russian railway has for some time used electric lights on all its fast trains from Odessa to Kioff, and the Czar's special trains have been so lighted for a long time.

THE Dominion Government has given explanations to those interested in the Trent Valley Canal as to the reason why the Commission to investigate the project has not been set to work. The principal reason is that the chairman, ex-Judge Clark, has accepted the appointment of solicitor of the Canadian Pacific Railway, vacated by the resignation of Hon. J. J. C. Abbott.

THE Canadian Pacific railway land department shipped another large exhibit of agricultural products, consisting of threshed grains, grains in the straw, native and cultivated grasses, and field and garden roots and vegetables. The greater portion of this exhibit goes to Europe, being consigned direct to Liverpool, and the balance is for the C. P. R. exhibition car, which will travel again in the eastern and maritime provinces.

A DESPATCH from Victoria, B. C., says:—The Provincial Government has entered suit against the C. P. R. to recover the \$250,000 guarantee given by the company when the agreement was entered into between the province and the railway to extend the line from Moody to Vancouver. The defence was that the court had granted an injunction which prevented the railway from building the line in the allotted time through no fault of their own. Judgment was reserved.

YOUNG Charlie Parmelee, of Ansonia, Conn., had a tremendous scare the other night. He was walking on a railroad track and caught his foot between a plank and rail at a crossing. While trying to get free he heard an approaching train. As he struggled it came nearer and nearer until, just as he had made up his mind for death, the headlight showed him that he was on a switch and not the main line. After the train thundered by, a watchman released him. He was very lame for several days.

AT a meeting of the French Chamber of Commerce a resolution was passed asking the Federal Government to fix rates on Canadian railways at two cents a mile first class, and one cent second. The resolution set forth that the Government had paid \$150,000,000 in subsidies; that they had reserved the right to fix rates by order-in-council, and that the maximum rate had been fixed by several of the American State Governments at two cents a mile. They also asked that fares for palace or sleeping cars be fixed at \$1 each berth for each twelve hours the journey lasts.