

## The Railway Service.

It is stated that the general freight agent's office of the Michigan Central will be removed from Chicago to Detroit.

THE total car equipment of the Canada Southern Division of the Michigan Central is 2,446 cars.

THE *Weekly Telegrapher* says:—It would be a happy day for the telegraphic fraternity if every railway company in America would unite in the decree that no man addicted to the use of intoxicating liquors could be employed upon their line of road.

THE *Railway Age* says:—The railways of the United States now constitute one of the effective temperance organizations in existence. Practically they encourage, and most of the companies require abstinence from intoxicating liquors on the part of their 600,000 or more employees. A great and gratifying change in sentiment as well as in practice on this subject has taken place among railway officers and men within a few years. It is a comparatively short time since to be a railway man was considered almost equivalent to being a drinking man, and the officer or employee who refused to drink was hardly considered adapted for his profession. All this is happily changed.

BEFORE the Dominion elections the following circular was issued by the General Manager of the Grand Trunk Railway:—Complaints are reaching me of some of the Company's agents and others in the service, interfering actively in the elections now in progress throughout the country. I desire to remind the staff that it is contrary to the Company's regulations for any one in its employment to engage in canvassing or in the work of influencing votes in favor of any political candidate, and the penalty for disregarding this regulation is dismissal from the service. It is my wish that every one who is entitled to vote should be allowed the opportunity of exercising that right where such can be done consistently with the proper performance of his duty to the Company.

AN American exchange has the following:—The Canadian Pacific Railway Company is an enterprising and progressive concern. Its management is in competent hands, and no opportunity is omitted to fill its ranks with the most experienced and able men to be found. Recently it has been crossing over the line, and enlisting some of our brightest railroaders in its service. It took George Olds from the Missouri Pacific, and made him its General Traffic Manager; then it wanted a Passenger Traffic Manager, and found him in Lucius Tuttle, of the Boston & Lowell; now it has filled the position of General Eastern Freight and Passenger Agent, at New York, by appointing E. V. Skinner, of the West Shore Railroad. The Canadian Pacific is to be complimented upon having secured three such efficient officials.

THE *Weekly Telegrapher*, the organ of the Order of Railway Telegraphers has a sound and thoughtful article under the suggestive heading "Pulling out in the Spring." The article refers to the tendency on the part of young telegraphers to waste their earlier years in "tramping." The *Telegrapher* says:—Many operators become possessed with a wild infatuation to see more of the world, to measure swords as it were with the lightning jokers away from home, and think that if they can hold down their jobs just through the winter, in the spring they will pull out. When spring comes away they go, work here and there, just enough to earn a living and buy a few clothes, until winter comes, when they will try and pull in until spring. This is usually done about three or four years, when the victim will just begin to realize that that much of his young life has been wasted. Those precious years in which he could have fitted himself for the dispatcher's or even the superintendent's chair, are gone, never again to return. Those golden days are gone forever—wasted. Young brethren, you who have buoyant hopes, or bright anticipations of some day shining in the firmament of telegraphic planets, drop your rambling ideas, your thoughts of pulling out in the spring, and get down to this business seriously.

## Mechanical.

It is claimed that a new system of lighting cars by electricity, tested on the Boston and Albany road, has been found thoroughly practical and successful.

MR. FRANK E. PORTER, manager of the Detroit Electrical Works, it is claimed, has a new electrical motor of his own invention which will draw light trains with great speed and at low cost.

AMONG the American patents recently issued to Canadians, as reported by Messrs. Whittlesey and Wright, Patent Attorneys, 624 F street, Washington, is one to George Harvey, Winnipeg, for a car seat, and one to S. Bill, of Allison, a device for operating train switches.

THE Canadian Pacific Co. has notified the corporation of Montreal of their intention to build workshops in the city to cost \$800,000; and the city council agreed to assess the land and buildings at \$125,000 on condition that the company employ in the workshops not less than 500 hands.

ACTING Secretary Fairchild has issued a circular to constructors of passenger cars and steamboats and other persons, throughout the United States, inviting suggestions as to the best methods of building railroad cars and steam vessels, and heating the same so as to prevent loss of life and property by fire. Correspondents are requested to send sketches or drawings of their designs when practicable.

THE *Car and Locomotive Builder* speaks thus of an important Canadian industry:—The Canadian Locomotive and Engine Company, Kingston, Ont., are doing a good business in locomotive building. Mr. F. D. Child, so well known in the United States as super-

intendent of the Hinkley Locomotive Works, is superintendent of the Kingston works. There is now every prospect that these works will receive permanent support from Canadian railway companies. Most of the engines built yet have been the ordinary eight-wheel American type, but they have built two consolidation engines reputed to be the largest ever built in Canada.

MR. A. S. CONY, of Rochester, N. Y., recently visited the city in the interest of Mr. H. E. Sheppard, patentee of the perfection lamp burner, which is now being introduced to the Canadian public. These burners work upon a principle which has proved entirely satisfactory in actual practice, and the invention is meeting with universal acceptance on the other side of the line. Ordinary wicks are used, but two or three "cones," each with its own wick, are included under one chimney. The effect is to produce a constant draught of air giving, it is claimed, better results than have ever been known before in the way of smokeless and odorless combustion, while at the same time the hard yellow rays are eliminated, leaving a clear white light which burns with absolute steadiness. These burners, it is held, are especially adapted for railway purposes because of the brilliancy of the light and the saving of oil, as well as important advantages given by the peculiar construction of the burner. These lamps are already in use in the stations of the Flint and Pere Marquette Railway and they have been placed in the official car of the road, where they are said to have given the greatest satisfaction. At present the manufacturers have such extensive orders on hand and "in-sight" for the ordinary trade that they have not, as yet, been able to give the attention which the extension of the business railway requires. This, however, they expect to do soon.

IN a recent address as President of the British Institutions of Civil Engineers, Mr. Edward Woods stated that the locomotive of fifty years ago contained the essential features of those of to-day, the great improvement wrought having been in constructive detail. The modern engines possess at least four times as great steaming power, coupled with six-fold weights. Compared with a modern locomotive, the "Planet" type of 1832 to 1836 had a weight of  $7\frac{1}{2}$  tons instead of 45 tons, a fire grate area of 7 square feet instead of 40 square feet, a heating surface of 300 square feet instead of 1,400 square feet. An almost incredible economy of fuel has been effected. About fifty years ago, for instance, one railway line consumed 11,600 tons per annum, while a few years later, 3,100 tons sufficed for a greater traffic. The tractive power has been increased five fold, and all gradients up to one and twenty are now readily surmounted. Ordinary speeds have considerably increased, yet express and special trains run but little faster. In track-laying a mistake of the early engineers was the use of stone sleepers, making a road so rigid that rails were often broken. Steel has superseded iron for rails, at a present cost of only half that of iron rails in 1870, while the durability is about three times as great.