



Vol. II.]

TORONTO, ONT., FEBRUARY, 1887.

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AMONG the inventions recently patented at Washington is a new car coupler, invented by S. D. Ripson, of this city.

THE output of the Springhill, N. S., collieries for the year was 468,000 tons, an increase of 118,000 tons over 1885. The collieries are kept busy at their utmost capacity and give employment to between eleven and twelve hundred men and boys.

ANTONIO MESCCI, an aged Italian, is one of the suitors against the Bell Telephone Company, claiming priority of invention by five years. He is well fortified with documents and is said to have capital at his back in the present contest.

MR. D. W. HIGGINS, a British Columbia M. P., was in Winnipeg recently. He was interviewed there. Of the C. P. R. route he said it was impossible to imagine or conceive the marvellous beauty through which it ran in crossing the Selkirk ranges. The engine seemed to fairly climb the mountain sides, and so zig-zag was the road in some places as to bring the engine almost over the same spot four times in succession. In equipment, road-

bed and scenery he considered the C. P. R. superior to any of the other trans-continental lines, and he had travelled over them all.

THE Submarine Continental Railway Company of England, the concern which has endorsed the tunnel scheme under the Straits of Dover, is applying to the British Parliament now in session for a bill to authorize them to continue experimental work and to enlarge the area for experimenting. The Franco-phobists are dreadfully afraid that the tunnel will be used by the French to invade England, but as the request involved in the bill is very modest, it will probably pass in spite of the protests of some of the old ladies connected with the army.

The International Association of Ticket Agents was organized at Chicago, January 13, the object being social intercourse and an interchange of ideas. The following officers were elected: President, M. G. Carrell, Cleveland; vice-presidents, W. W. Browning, Baltimore, and William Brown, Cincinnati; secretary, H. C. Hollabird, Cincinnati; treasurer, E. R. Jones, Baltimore. Executive Committee, Charles H. Clough, Dayton; George W. Mumson, Grand Rapids; J. H. Earnshaw, Middleport, Ohio; J. W. Womeldorf, Middleport, Ohio; J. P. Bliss, Columbus, Ohio. It was decided to hold the next annual meeting at Cleveland, January 17, 1888.

THE *Railway Times* of London, England, says:—A remarkable advance is claimed for the Canadian Pacific Railway. It has been demonstrated that the line is likely to be free from the frequent delays and heavy expenses entailed on the trans-continental railways of the United States by repeated snow blockades. During this winter not a single instance of interruption to traffic by snow drifts has occurred on the Canadian Pacific Railway. The question is, however, whether the freedom of the line from snow has been due to exceptional meteorological conditions, or whether it can be regarded as likely to be the normal experience.

SIR A. T. GALT recently brought down to Montreal some samples of coal from the Medicine Hat mines, of which concern he is the head. It is of excellent quality, in several grades. It emits a fine glowing heat, and appears to be equal to any obtainable from the Lower Provinces. It is used largely by the C. P. R. west of Port Arthur, and is finding a market in Winnipeg.

THE *Kingston News* recognizes the importance of securing connection for the city with the Napanee, Tamworth and Quebec. A recent issue of the *News* says:—The railway committee appointed by the board met some of the directors and ascertained some of their views relative to the proposed construction. We might mention that this line, if extended to Callendar as proposed, would offer the most direct route for summer travel from New York to Winnipeg, as we find the distances would be: via Kingston, Yarker and Callendar, 1658 miles; via Niagara Falls, Toronto and Gravenhurst, 1847 miles; via Chicago, 1848 miles. We are glad to see the city council recognizing the importance of this scheme by mentioning it financially in the proposed re-adjustment of the city debt. We hope this year the undertaking will be presented before the people.

THE number of locomotives built in the U. S. during 1886 is estimated by the *Car and Locomotive Builder* at 1,802, of which 1,527 were built in contract shops, and 275 in railway shops, at a total cost of probably \$15,000,000. The *Car Builder* says that while the production of locomotives in 1886 was large compared with that of the previous year, yet it was not equal to the natural increase of railway rolling stocks, and thinks that "nearly 1,000 locomotives ought to be broken up annually to keep the remaining stock within the age that the engines could be run without ruinous expenditure for repairs." These considerations, together with the certainty that there will be a very large amount of railway construction during the present year, ought to put the locomotive builder, into a very comfortable state of mind.