

The Leading Wholesale Trade of Toronto.

CHILDS & HAMILTON,

(Succeeded by W. B. HAMILTON)

MANUFACTURERS & WHOLESALE DEALERS

IN

**BOOTS & SHOES,
TORONTO, ONT.**

1873. FALL GOODS. 1873.

DAVID ARNOTT & Co.,

HAVE OPENED

150 PACKAGES

FALL GOODS.

44 Yonge and 3 Wellington Street West.

owned by Isaac Rattenbury. A large frame barn was also destroyed. The loss is supposed to be about \$8,000 or \$9,000; insurance about \$5,000.

Montreal, Aug. 25.—A fire broke out in a block of small buildings situated near the corner of Centre and Rossery Sts., Point St. Charles, and as the buildings were of wood they were soon consumed, and 17 families rendered homeless. The only insurance I can hear of was a policy in the Royal for \$700. The total loss estimated at \$10,000.

St. Andrew's N.B., Aug.—The range of buildings occupied by Henry O'Neil as a butcher shop, James Stoop, merchant tailor, Capt. Balson's store, Mrs. Kearney's store and dwelling, and David Walsh's shop and dwelling were reduced to ashes. The stock of goods was nearly all saved, but in a damaged condition. O'Neil was insured for \$800, Stoop for \$800, Mrs. Kearney for \$600, estate of John Doherty, house occupied by David Welsh for \$600.

Township of Howick, Ont. Aug. 12.—The barn of Geo. Armstrong was burned; insured in the Beaver and Toronto Insurance company.

Acton, Aug.—The buildings owned by Mrs. Midgely, Messrs. Secord, Matthews, Storey & Co., McNair, Mrs. Burrows, and John McKee's general store. Mrs. Burrows is insured in the Waterloo Mutual for \$900; McKee's loss is \$7,000, insured for \$5,000 in the Gore and Western. Mrs. Burrows loss is \$1,000 and is fully covered.

Township of Garafraxa, Aug.—The barn and stables of Geo. Bailey, were burned with contents; insured in the Nichol Insurance Company for \$1,200. The barn of Thos. Ewing was also burned; insured in the same company for \$350.

100 MILES AN HOUR.—The London Enquirer discusses the feasibility of running railway passenger trains at the rate of 100 miles an hour. The highest speeds attained in the world are reached by the Great Western Railway, (Eng.), and that may be taken roundly at 50 miles an hour. Several instances are cited showing that with a light train and a powerful engine, a speed of seventy to seventy-five miles an hour has been attained. Supposing 100 miles per hour to be attainable, the first requisite would be a perfectly smooth, level and solid road-bed.

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SESSIONS, COOPER & SMITH,MANUFACTURERS, IMPORTERS AND WHOLESALE
DEALERS IN**Boots and Shoes,**

36, 38 & 40 FRONT STREET WEST,

Toronto, Ontario.

JAS. COOPER.

J. C. SMITH.

M. & L. SAMUEL,

Importers of

HARDWARE, METALS,

Tin Plates, Chemicals, &c.,

58 YONGE STREET, TORONTO, ONT.

English House—No. 1 Rumford Place, Liverpool.

Importation Orders solicited at a nominal commission on sterling cost.

Consignments of Produce, &c., to our Liverpool firm, will have their prompt and faithful attention.

Leading Wholesale Trade of Ottawa.

1873. SPRING & SUMMER. 1873

Wholesale Dry Goods.

IMPORTATIONS COMPLETE.

TERMS LIBERAL. PRICES MODERATE

N.B.—Orders by Mail or Telegraph receive prompt and careful attention.

**MAGEE & RUSSELL,
OTTAWA.**

Ottawa, April, 1873.

First-rate ballasting would be required, with steel rails laid between two iron cheeks, so that no fish plates nor any joints in the ordinary sense would be used. The rail would have to be of great depth to ensure rapidity, and all steep inclines would have to be excluded as out of the question. With such a line provided. Let us assume that the train will consist of three first-class carriages, and a brake van, the carriages weighing each $8\frac{1}{2}$ tons and the van 10 tons, or in all, say 35 tons. No experiments whatever have been made with trains traveling at a speed of 100 miles an hour, and it is therefore impossible to do much more than guess at the probable resistance to be overcome. At 60 miles an hour on an ordinary line, and making due allowance for contingencies, it cannot, according to experiments carefully carried out both in France and in England, be much under 40 lbs. per ton. At 30 miles an hour the resistance is about 20 lbs. per ton; at 47 miles an hour the resistance reaches 32.5 lbs. If the resistance goes on increasing in this proportion, then the resistance at 100 miles an hour cannot be less than 75 lbs. per ton; but it may be very much more, and it would not, we think, be safe to take it at less than 120 lbs. per ton. Now a speed of 100 miles an hour is 146.5, or, in round numbers, 146 feet per second, or 8,800 per minute. This multiplied by 120 and divided by 33,000, gives, say, 32 horse power. "The Great Britain" broad-gauge Great Western engine, with its tender, in running order, represents a weight of about 64 tons, and a heating surface of 2,100 square feet. This engine

The Leading Wholesale Trade of Toronto.

MOFFATT BROS. & CO.

• Will show this week their

FALL IMPORTATIONS

-Of Staple and Fancy

DRY GOODS**CANADIAN GOODS**

• IN GREAT VARIETY.

NEW BRUNSWICK COTTON YARN,

CANADIAN COTTON BAGS.

The Leading Wholesale Trade of Guelph.

MASSIE, PATERSON & Co.,

IMPORTERS

AND

WHOLESALE GROCERS

ALMA BLOCK,

GUELPH.

DISSOLUTION.**W. & R. GRIFFITH,****WHOLESALE GROCERS, &c.,**

Corner of Church and Front Streets,

Established 1861.

In future the above business will be continued by the undersigned, who begs to assure the customers and friends of the Old Firm that every effort will be made to merit a continuance of the confidence extended to the House for the last Twelve Years.

ROBERT J. GRIFFITH.

Toronto, Aug. 1st, 1873.

has indicated over 800 horse-power. To run such a machine and a train weighing 35 tons, or a gross load of 99, or, say in round numbers 100 tons, at 100 miles an hour would require 100x32 or 3,200 horse-power, or just four times more power than the most powerful high speed locomotive that has ever been built could exert. To run the engine weighing 38 tons, alone, would require a power of 1,216 horses, assuming that the engine resistance was identical with that of a carriage. These figures suffice to prove that it is absolutely impossible to obtain a speed of 100 miles an hour on a railway, if the resistance is anything like 120 lbs. per ton. It will be seen, then, that the whole question may be narrowed to one point, and that is train resistance. This resistance may be very much less than 120 lbs. to the ton, but that main question must be settled by future experiments.