

**CHANGEABLE GAUGE CARS.**—A correspondent of the *Boston Commercial Bulletin* writes as follows of these cars now running between Chicago and Boston:

I visited the Lowell Railroad Depot, where I saw several of the cars of the line loading with furniture, shoes, and other merchandise, for different points in the West. These cars make quick trips and work satisfactorily. The change from the New England narrow gauge to the Grand Trunk broad gauge is made at Montreal, with another change at Port Huron, Michigan, from the Grand Trunk, or broad gauge, to the four feet eight and a half inch gauge, which is the general gauge of the Western States. The cars are built and owned by an incorporated company, and are rented to the different railroads forming the through line at a fixed rate per car per mile. It thus becomes the interest of the Car Company to see that their cars are kept moving, and hence the freight with which they are laden must have dispatch.

This changeable gauge arrangement is proving of immense benefit to the Grand Trunk and Connecting Companies, who are now able to convey Freight through expeditiously without transshipment, and thus to successfully compete with the "Blue" and other Through Lines. It also enables the Grand Trunk Company to devote most their entire stock of broad gauge cars to the better development of the Local Traffic.

**SAFETY OF RAILWAY TRAVEL.**—One enthusiastic Railway man has been heard to say that it is safer to travel by railway than to stay at home. Whether this is true or not, the result of travel on the Railroads in Massachusetts for the past year shows a singular immunity from fatal results to passengers. The returns of the several Railway Corporations in this State disclose this fact among others, that 24,916,021 passengers were transported by them for greater or less distances during the year ending November 30, 1868, and out of this vast number not one was killed or injured while occupying his seat, although several were fatally hurt in attempting to get on or off the Trains when in motion, and many persons have been killed or badly hurt while (unlawfully) walking on the track. Experience proves that there is no method of travel that is near as safe as that of the well managed Railway.

**HEALTH OF RAILWAY EMPLOYÉS.**—Much light is thrown on the interesting question whether Railway travelling is injurious to health, by statistical investigations of Dr. Wiegand, of Halle. His inquiries are based on the Reports of thirty-eight Railway Companies, and the results of 1868 are as follows: Of 11,125 engine drivers, stokers and other officials travelling with the train 119 in 1972 per cent. died; while of the 43,853 other officials employed, only 408, or 0.931 per cent., died in the same period. It will be seen that the rate of mortality is somewhat higher in the first than in the second class, but the difference is not great enough to lead us to suppose that the occupation is more than usually dangerous or unhealthy.

**PASSENGERS' BAGGAGE.**—There is a prospect that some of the baggage belonging to travellers will be saved from total wreck. The Legislature of Massachusetts have had a bill before it to the effect that any baggage-master, express-agent, hackman, or other person whose duty it is to handle baggage, who shall wantonly injure it while in their charge shall be punished by a fine not exceeding fifty dollars, or by imprisonment not exceeding two months. Such a law, if strictly enforced, would be a saving of trunks and tempers. Other States might well follow the example of Massachusetts.

**THE PACIFIC RAILROAD.**—The tide of travel over this Railroad has already begun. The time from Chicago to San Francisco is only about five and a half days, including a twelve hours' ride per steamer from Sacramento. Pullman palace cars run daily from Chicago to Promontory Point, and others from there to Sacramento, so that the traveller can take his berth or his "section" there and retain it for the whole grand trip, securing a good bed every night and luxurious rest by day.

**ST. PAUL AND PACIFIC RAILROAD.**—Nearly one thousand men are now employed on this line, some of whom have been at work on the Union Pacific road. Cars are already running sixty miles west of St. Paul, and the ties are out for ninety miles further. The track is going down at the rate of half a mile a day. It is expected that 160 miles of the road will be completed before the snow flies.

**GRAND RIVER VALLEY RAILROAD.**—Work on this line between Hastings and Grand Rapids is progressing rapidly. Several miles of the road-bed are already prepared, and track-laying will commence as soon as the iron, which is on its way from New York, arrives. It is the intention of the officers of the company to have the road completed to Grand Rapids before the commencement of the State Fair.