

ning at the rate of 50 miles an hour covers 73 1-3 ft. in a second; & to stop a train moving at this speed in 20 yards means that it must be brought to a full stop in 4-5 of a second. When it is remembered that, in an end-on collision, it takes several seconds for the momentum of the train to expend itself in telescoping car into car, one is moved to ask what would be the condition of the living contents of a passenger car that was brought to a stop in a fraction of the time that it takes to bring the last car of a telescoping train to rest?

C. J. Smith, Traffic Manager of the Canada Atlantic Ry., speaking in Montreal late in Nov., said there was every indication that considerable freight from the Northwest would be moving east during the next two or three months. The strong position of the C.A. is, he said, giving the seaboard lines something to think about just at the present time. In the last two years the Co. has almost doubled the volume of its shipments from Lake Michigan, the grain deliveries at Parry Sound alone having amounted this year to nearly 11,000,000 bush, against 6,000,000 in 1898. The bulk of this business comes from Chicago & Milwaukee. Some time ago an officer of an all-rail route called attention to this rapid growth, remarking that it was another instance of the advantages Canadian lines have in being free from the restrictions of the Interstate Commerce law.

An attempt is being made by several American capitalists to substitute an elaborate & complete system of electric traction, in place of horses, upon the English canals. The country is extensively intersected by these water thoroughfares, & in the manufacturing districts, owing to freightage upon them being much cheaper than upon the railway, they constitute important means of transit. F. Hawley, Vice-President of the Traction Co., has also been surveying the canals of Holland, Belgium, & France, & has sought powers to introduce electric traction thereon. He has traversed over 3,000 miles of canals in all, & the concessions for this radical change have been granted in Belgium, where it is anticipated that the installation will be completed by next year. In England the scheme is only in an

embryo stage; but in view of the great success which has attended the introduction of electric traction for other purposes, there appears every probability of the Co. receiving the necessary permission. The Co. guarantees an economy of 40% in the cost of motive power. It will also sell power to manufacturers, & supply the neighborhoods through which the canals extend with a cheap source

of electric lighting. It is also explained that another advantage of the system will be that the position of any particular boat will always be known, so that the goods will not be lost sight of by the shipper from one end of the journey to the other. Under the present system of horse traction, owing to the location of the boat not being known, goods are often lost sight of for days.

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Perpendicular, square ends, size 12 x 3 inches, white ground, blue letters, lined & tipped, lettered perpendicularly, **Push, Pull**.

Oblong, square ends, size 12 x 3 inches, white ground, blue letters, lined and tipped, lettered horizontally, **Push, Pull**.

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