

with railway, telegraph and telephone interests, and the press. Telegrams were constantly sent, and received, with perfect success and without a hitch of any kind; and the practicability of the device was thoroughly proved. Resolutions expressing these facts were adopted. The device in question was illustrated and described in these columns, February 27. The principal question now remaining, concerning it, is its economic value in actual service. In this connection there are many points which will bear discussion.

CANADIAN PACIFIC.—An Ottawa dispatch of the 4th says: "It is stated here that the Canadian Pacific R. has arranged with Baring Bros., of London, for the purchase, of £2,000,000 of bonds, the proceeds of which are to be applied to paying off part of the indebtedness of the company to the government, while the balance of \$9,000,000 is to be liquidated by transferring about 9,000,000 acres of land belonging to the original grant of 25,000,000 acres. This would practically make the cash grant subsidy to the company \$35,000,000 and the land subsidy 18,000,000 acre. When this arrangement is completed the company will stand toward the government in the same position as all other roads in the country, with the exception that the government will continue to hold the 5,000,000 acres of land originally agreed to be withheld from the land grant as security for the continuous running of the road by the company.

—A BILL has been introduced in the Ontario legislature to incorporate a railway to run from Port Arthur, on Lake Superior, to Winnipeg, and form part of a mixed rail and water route between Winnipeg and Montreal in competition with the Canadian Pacific railway. Until the Canadian Pacific has demonstrated that one line can be properly operated over the long stretch of nearly 450 miles of uninhabited country between Winnipeg and Lake Superior, this movement would seem to be somewhat premature.—

"COUPLING PINS."

PROHIBITION IN THE DINNING CAR.—A Rock Island train had just left Moline, Ill., and was slowly crossing the big iron bridge over the wide waters of the Mississippi, when a tall passenger, with a huge mustache and watery eyes looking out from under a slouch hat, jumped excitedly to his feet and shouted:

"Conductor! Hya, conductor! Are we in Iowy yet?"

"No," responded that official; "but what if we ain't?"

"Then stop this train. Stop her, quick, I say. Stop her!"

"But I don't see any reason why the train should be stopped."

"Stop her, I tell ye. By so doing you can save the life of one of your passengers. I beg of you stop the train."

The conductor, wondering at the cause of this strange request, hesitated a moment and then reached for the bell cord. In a few seconds the train came to a standstill, when the excited passenger again inquired:

"Are you sure we are not in Iowy?"

The conductor looked out of the car window and assured his passenger that the train was still in Illinois.

"Then," replied the man with the big mustache and watery eyes, "you have saved my life. I thank you. Only a few minutes ago I read this little hand bill, which says dinner is now ready in the dining car, and that no liquors will be sold while the train is running through Iowa. Please, Mr. Conductor, hold your train here two minutes till I run back to the buffet and get my bottle filled. Do the legislative galoots out this way think a Kentucky gentleman could ride clear across the state of Iowy with an empty bottle?"

MISPLACED SYMPATHY.—"I am sorry you two ladies are going all that distance alone," I said to some friends going east some time ago. "If we see anybody on