

# RAILWAY LIFE

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THIS issue of RAILWAY LIFE is late, and for the delay we offer apologies to our readers. We have been kept back by pressure upon our job printing department during the Christmas season. Being delayed in the December issue until the opening of January, we take this occasion to wish our readers, one and all, A Happy New Year.

THE Canadian Pacific offer to run a branch line to the proposed new lacrosse grounds in Montreal.

THE traffic to California has been something enormous during the last month. West-bound trains are run in three sections, and new trains have been put on every line.

LONDON, Ont., papers state that the Christmas excursion traffic on the Grand Trunk was the largest ever known.

THE Canadian Pacific entered Sault Ste. Marie (Canadian side) on the 29th of November. There was great rejoicing among the people of the city.

THERE were more cattle exported last year than in any year since the trans-Atlantic trade was opened, but the prices were not satisfactory. The transportation rates were cut very low by the steamship companies, enabling the shippers to come out fairly well.

THE Kingston and Pembroke Railway Company offer to build a branch line from Renfrew to Eganville as soon as bonuses to the amount of \$6,000 per mile are forthcoming. The government has already given \$3,200 per mile.

THE old-time practice of naming engines is coming into vogue again on some roads that long ago abandoned it as foolish. There is no doubt that the public like the idea, and a hundred people will talk about the feats of the "Quickstep" that would never remember the 194 for four days. In the passenger service we believe it pays.—*Locomotive Engineer.*

A CHICAGO special says Despatches from numerous points in Dakota and Kansas state that the demand for coal far exceeds ability of the railroads to supply, and in case of severe weather a coal famine may ensue.

SAYS the *U. P. Employee's Magazine*—In answer to several inquiries we would state that a "trust" is a new name for an old game. It is a new substitute for the vulgar term "pool." As robbery receives public sanction and becomes respectable it is entirely proper to clothe it in polite language. By and by gambling will be termed distributing alms, and guzzling champagne will be known as partaking of the Lord's supper. This is an age of progress.

A SAD case of sudden death on a train occurred on the Canadian Pacific train from New York, on Monday, 19th inst. Miss Lyman, a Montreal lady, who was returning from a sanitarium in Elmira, where she had much

improved in health, was one of the passengers in the Wagner car. She retired apparently in good health, but died in her berth, being beyond mortal aid before it was known that she was in danger.

A DESPATCH from Essex Centre says The Leamington and St. Clair Railway has been purchased by Jas. Ross, late manager of construction of the Canadian Pacific Railway, and now a contractor for the company. This railway runs through the best portion of western Ontario, and since its opening for traffic has developed business far beyond the expectation of its promoters. Mr. Ross is well known in connection with the Credit Valley and Victoria Railways. Mr. Louis Wigle, the president, will retain his position.

TRAINS telegraphy is one of the conveniences that will at an early day be placed at the service of the travelling public. The success of the process is now beyond question. The sending and receiving of messages in a car while running at the average speed of express trains in America, is easily accomplished with as great accuracy as if sent from the regular telegraph offices. Business men of all kinds will esteem this a great convenience, and will choose the route having the advantage of train telegraphy when possible. This present luxury will soon be a necessity.

A WRITER in *Science* gives an interesting description of a natural bridge almost as remarkable as the Virginia curiosity, spanning a canyon about twenty miles north of the point where the Atlantic and the Pacific Railroad crosses the boundary between New Mexico and Arizona. This bridge is sixty five feet long and fifteen feet wide at the narrowest point. It consists of tough grit rock, under which the softer sandstones have been worn away to a depth of twenty five to forty feet beneath the arch. Near by is a petrified forest. The stone tree trunks lie just beneath the soil, or half exposed, fallen in all directions. This point had never before been visited by a white man.