

tens not worthy of serious consideration, and its execution will incidentally and necessarily develop the ability of the respective couplers to withstand the pulling strains due to the starting or sudden speeding up of trains. It might be well to subject the selected couplers to static strains on the testing machine, within limits, based upon conditions fixed by the Committee as composed of railroad experts; for instance, the steepest actual grade and the heaviest train going over it might be taken as the basis for this series of strain tests.

Third. On motion it was unanimously resolved: That the report of Capt. Michaelis be referred to the Committee on physical tests, which was appointed at a previous meeting, with authority to make such physical tests as they may deem to be necessary for the full guidance of the committee in conformity with the suggestion of the report.

The sub-committee on physical tests consists of Messrs. Wm. P. Shinn, Reuben Wells and F. M. Wilder, with Capt. O. E. Michaelis as expert.

Fourth. In order to make provision for the service tests, it was on motion unanimously resolved: That the secretary be instructed to call upon the owners of the couplers which are to be further investigated by the Committee, requesting each to furnish the Committee with five cars of forty thousand pounds capacity or over, equipped with his coupler and delivered at such point as may be arranged for, where service tests can be made of such cars in trains, and that the owners of such couplers do not already couple with the Janney be requested to make such modifications as will enable them to do so, and use only such modified couplers on the cars sent to the Committee.

It was also further provided that the matter of the arrangement for service tests should be referred to the same sub-committee as that which had charge of the physical tests, viz.: Messrs. Wm. P. Shinn, F. M. Wilder and Reuben Wells.

After the transaction of some other routine business, the committee adjourned, subject to the call of the chairman.

Kingston & Pembroke Mining Co.

THE capitalists who organized and promoted the Kingston & Pembroke Company made a thorough inspection of the mines so far opened. At the organization meeting the following officers were elected:—Henry Seibert, of New York, president; R. W. Folger, of Kingston, vice-president; D. L. Gibbons, of New York, secretary; General Samuel Thomas, of New York; Henry Seibert, of New York; R. W. Folger, of Kingston; F. S. Flower, of the New York Stock Exchange; W. R. Stirling, of the Joliet Steel Company; W. H. Hollister, of the New York Stock Exchange; W. G. Pollock, of Cleveland; N. E. Couper, of New York, and D. L. Gibbons, of New York, were elected directors. The capital stock is five million of dollars, and the shares are worth \$35 each. A charter has been obtained from the Province of Ontario. The executive committee are composed of the president, and W. G. Pollock, R. W. Folger, W. C. Stirling and D.

L. Gibbons. The place of business will be in Kingston with a branch office in New York city. W. G. Pollock and R. W. Folger will be in charge of the Kingston business. Speaking of the Wilbur mine, Mr. W. G. Pollock, to whom nearly all the ore that is sent from Kingston to Cleveland goes, says that it is the best iron ore that can be procured. Speaking of the mine, he said that it presents a different and better appearance than it did a year ago, when he visited it last. One hundred tons of mineral are now taken from it daily, and the company expect that when the new machinery has been ordered, is in position that three times that amount will be taken out. Mr. S. L. George thinks that the ore is fifty per cent. better than when he saw it last. He believes that at a depth of 220 feet from the surface ore can be found.

The Fastest Tracklaying on Record.

MESRS. SHEPARD & WINSTON, the great railroad builders of St. Paul, are far surpassing even their own unrivaled record in the rapidity with which they are pushing the Montana extension of the St. Paul, Minneapolis & Manitoba Railroad. On Saturday evening the end of the track reached a point 254 miles west of Minot, and by the middle of next week one-half of the distance between Minot and the Great Falls will be finished. On Saturday last 7.20 miles of main track were laid, being the largest amount ever laid on any railroad in one day and from one end. The following is a record of the last thirty days:

	Miles.
On Saturday, July 16	7.20
Week ending Saturday July 16, six days (or within 1,000 feet of 30 miles)	29.81
Thirty days ending July 16 (one entire day lost by rain)	103.80

These distances far surpass any previous record of tracklaying from one end. In the rapid construction on the Canadian Pacific the highest record was as follows:

	Miles.
For one day	6.38
For one week	24.62
For month of July, 1883, thirty one days	92.35

The day's work accomplished last Saturday required the transportation, delivery at end of track and unloading of nearly two hundred cars of material and supplies. This was done without a moment's delay to the tracklaying, and is in the highest degree creditable to Supt. Egan and his assistants at the front, who have conducted the transportation department so ably and successfully that there has never been any delay whatever in furnishing material and supplies at the front as needed. The track has just entered the valley of Milk river, and the conditions for rapid work are more favorable than before. It is confidentially stated that the record given above will be eclipsed in the near future. The grading is completed 100 miles from the end of the track, and the grading forces are distributed as far west as the coal banks, 70 miles east of the Great Falls, and within two weeks the work will be covered to the falls.—*St. Paul Pioneer Press, July 19.*

The Railway Service.

A STATEMENT from Mr. Herbert Wallis, mechanical superintendent of the Grand Trunk, shows that the Montreal shops have built so far this year the following new stock: 160 long cars for the conveyance of cattle, 200 cars suitable for either coal or lumber, 12 special cars for carrying horses, 12 handsome first-class, with lavatory and other conveniences, previously mentioned in RAILWAY LIFE, 4 special cars for carrying fruit on passenger trains, and 5 locomotive engines.

SOME of the railway telegraph operators are moving to secure the passage by congress of a bill making it a penal offence for any railway company to employ a telegraph operator to direct the movement of passenger trains who has not been granted a government license. Such a law is expected to secure greater efficiency in the highly important work of train dispatching and to weed out incompetent men, and yet it would seem as if the railway companies were sufficiently interested in having only capable men in these responsible positions not to require government assistance in the matter. It is a question whether state or national interference with the employment of railway men is a desirable thing for employers, employees or the public. The state of Alabama recently passed a law requiring all locomotive engineers to obtain a license and this is already creating considerable trouble. The engineers it appears generally object to the requirement, although it would have the same tendency to keep out incompetent men that the proposed law in regard to telegraph operators is expected to exert.—*Railway Age.*

MR. MORETON FLEMING, the Wyoming cattle king, writes to the *Pall Mall Gazette* respecting the depression in ranching in the North-West:—"What would I do? I would move and move quick, stock, lock, and barrel, into the British North-West. There is a country as large as all Texas, tributary to the Canadian Pacific Railway, and only a small corner of it, in Southern Alberta, stocked at all. If I were the Scottish investor, who is often a man of sense, and who has invested some seven millions sterling in "the cow," I would try to settle this ranche question and the crofter question at one and the same time. Migrate the crofter by thousands into fertile Manitoba, and migrate the cow to be cared for by the crofter; there is ample room for both in Manitoba, whereas there is not room for either as things are whether in Scotland or in Wyoming. In five years the crofter could pay for the cow, and with good interest, out of her increase. Such a project is quite feasible. I would contract to drive cattle from Mexico to Manitoba for ten shillings a head. Crofters won't emigrate to grow wheat at any such prices as those now obtaining, but mixed farming, with lots of live stock, would relieve Scotland, save the lives of our cows, and build up the Dominion. Scottish companies, after a little talk, would be capable of such action, but as to English shareholders, they won't move."