

GRAND TRUNK.—The Grand Trunk has recently put on, out of Montreal, on all of its fast trains, new and elegant Pullman sleepers, embodying all of the latest improvements including the buffet.

—**SUFFICIENT** additional capital has been received in England by Mr. F. H. Brydges, during his recent visit, to ensure the construction of 50 miles of the Manitoba North-Western Railway.

—**THE** Richelieu and Ontario and the St. Lawrence Navigation companies have been amalgamated.

THANKS.—Our thanks are due to the General Passenger and Ticket Agent of the Michigan Central Ry. for a copy of a neat little pamphlet entitled Facts and Figures about Michigan and Year Book for 1886, by Mr. Frank J. Brimhall of the General Passenger Department of that road. It is a most useful compendium containing a valuable store of information and is well worth a careful perusal by all.

RAILWAY LIFE.—We have been favored with copies of "Railway Life," published at Toronto and devoted to the interests of railroad matters generally. Our cotem is neatly gotten up and well printed upon toned paper and contains much useful information. We wish Messrs. Norris & Campbell every success in their new venture, and feel assured from our personal acquaintance with them, that success is bound to crown their efforts. The office of publication is at 64, Bay street, Toronto, and the yearly subscription price is only \$2.00.

FAREWELL TO THE FROG.—The number of railroad employees who are killed and crippled by catching their feet in frogs and being run down by moving trains is much larger than any one would suppose. The papers almost daily contain accounts of such casualties. Misplaced switches are also the cause of a great number of accidents on railroads. Yesterday a number of railroad officials assembled at Ludlow to witness a test on the Southern Road of

the Curlin automatic frogless switch. The Southern people had a train made up of an engine, baggage-car and two passenger coaches. The switch was first set for the side track. The train run up the main track, and the wheels set the switch and crossing for the main track without damage to the train or track. The switch was again set for the siding, and the train run in on the side track. At the moment a long freight train came up the main track. The switch was thrown for the siding. The front wheels of the engine on the freight set the switch for the main track and the entire train passed along the main track as smoothly as if it had never struck a misplaced switch. The engine and cars were run through the switch several times, it being set wrong, and it always performed its work. The device differs in almost every particular from the frogs and switches now in use, and is absolutely auxiliary to the main track, but does not change the construction, strength or form of the main track. All the parts of the switch and crossing that are movable are so arranged as to form a continuous rail for the siding, and the wheels of a passing train can pass from the main to the side track without jolting. When the switch is set for the main track all the parts of the switch and crossing are thrown entirely away from the main rails and leaves the main track clear and unbroken. In case the switch is left thrown for the siding through carelessness, a device is provided for the automatic opening of the switch by the contact of a passing train, which sets it entirely clear of the main track.—

TELEGRAPHING FROM MOVING TRAINS.—The Edison Railway Telegraph Company has fitted up a train on the Chicago, Milwaukee and St. Paul Railroad with its apparatus, and yesterday gave an exhibition to a large number of invited guests. A train consisting of six cars left this city at 10:30 a. m., and ran to Milwaukee, returning in the afternoon. The party consisted principally of gentlemen connected