

# RAILWAY LIFE

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An effort will be made to induce the North-west Central to either extend a branch into Birtle or incline the main line in that direction, crossing the Assiniboine near the mouth of the Bird Tail. In this way connection would be formed with the Manitoba & North-western, and it is claimed that both roads would be benefitted.

It is stated that Mr. Henry Mactier, a civil engineer of Philadelphia, has sailed for Buenos Ayres to project a railroad for a syndicate of English capitalists. The proposed road, with its branches, will extend from Buenos Ayres to Pergamino and Cordoba, a distance of 470 miles across the pampas. The government has granted a subsidy of \$700,000 and a guarantee of 6 per cent. annual income upon the investment.

The Canadian Agricultural, Coal and Colonization Company (Limited) is being formed to purchase Sir John Lister Kaye's opportunity to buy land in the North-West to the amount of 100,000 acres, with the option of a similar purchase in six years. The company's plans include emigration objects of an interesting character. It is proposed to farm the lands by the aid of laborers from the best agricultural districts of this country, who will be engaged here for a term, at the expiration of which they will be encouraged to take up free lands adjoining the company's properties, their places being supplied by fresh laborers from the United Kingdom. It is estimated, we believe, that about 120 hands will be required each year.

THE use of electric motors for driving isolated machinery is proving to be a successful departure from the old methods, which employ ropes and long belts. A marked evidence of the feasibility of this new plan is the successful operation of the electric motor driving the transfer table at the Chicago, Burlington and Quincy Railroad shops at Aurora. This transfer is located at a long distance from shafting or engines having sufficient power to drive it; yet it runs whenever needed, and moves the cars about in a manner equal to any device in operation for a similar purpose. For driving turn-tables and cranes in various parts of an establishment where it is inconvenient to connect the main shafting, or where the loss due to the friction of loose pulleys (where machines are seldom used) is large, a wide field is open for electricity, and the evidences are that it will be well worked in the near future.

THERE are a certain number of people in this country who believe that every railroad corporation is a blighting monopoly, that every railroad manager is little better than an unconvicted felon, and that the stockholders of these transportation corporations have no rights that are in the least deserving of public respect. It is fortunate for our country that

the number of those who entertain these monstrous opinions is relatively small, for, if they were the convictions of a large number of our people, industrial enterprise in the form of railroad construction would come to a very sudden ending, and the development of facilities, that have in the United States brought down the cost of carrying merchandise from the Mississippi River to the seaboard at a lower price than was formerly demanded for carrying similar merchandise a distance of fifteen or twenty miles, would no longer go on. --Boston Herald.

THE New York Tribune, of February 10th, says. One of the minor troubles of the railroads has been developed by the Canadian Pacific reducing the second class passenger rates to the Pacific coast, which it adopted on February 1st. Its agents have been authorized to meet the competition of all rival routes. Some weeks ago the transcontinental roads made an agreement on passenger traffic which secured to the Canadian Pacific a differential rate of \$10 on first class and \$5 on second-class under the rates by the direct American routes. Rates were to be advanced on February 1st to the following basis: From St. Paul and Chicago to points on Puget Sound, Portland and San Francisco, \$72.50 first class; \$47.50 second class; from New York to the above-mentioned points, \$91.75 and \$62.75. The Canadian Pacific rates were \$10 and \$5 respectively under these figures for first and second class. The Canadian Pacific advanced its rates on February 1st, as had been arranged, but it claims that the American roads did not do so. The "Sunset" (Southern Pacific) route is accused of taking second-class business to San Francisco at \$48.50, and even of allowing an \$8 commission on that rate to boarding house keepers and other of the usual agents who "drum up" second-class traffic. The Canadian Pacific, after finding that for several days it did none of this business, resolved to ignore the February tariff. The subject will probably come before the trunk-line passenger committee at an early date.