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TO OUR READERS.

Owing to a variety of causes the publication of RAILWAY LIFE has been long delayed. We regret this both for our readers' sakes and for our own. To catch up with the issue this number is for May and June; and the July edition will be a double number containing thirty-two pages. We have made arrangements with the editorial contributors to have their matter in on time in future so that our readers whose patience we gratefully acknowledge may receive the paper by the 25th of the month.

It is stated that the Canadian Pacific has contracted with the James Crossen Car Works, Cobourg, Ont., for the building of 2,000 box cars, and will also build 3,000 at their own shops at Montreal. It is also stated that 200 locomotives will be completed by next year.

THE Grand Trunk Railway Company is reported to have made arrangements with the St. Paul, Minneapolis & Manitoba Company by which it will secure entrance to Winnipeg.

To accomplish this it will have in some way to bridge the long distance at present existing between the termini of its lines in Ontario and the tracks of the Manitoba Company. But that the Grand Trunk will eventually find a way to compete with its great rival, the Canadian Pacific, in Manitoba and the North-West has been for some time foreordained. — *Railway Age*.

ONE and one-third fare for the round trip to the Master Car Builders' Convention and the Railway Master Mechanics' Convention, at Alexandria Bay, has been granted to those wishing to attend those meetings. This is better than full fare, but free passes for railroad men on railroad business would seem to be nearer the proper thing. — *Railway Register*.

MR. GEORGE WESTINGHOUSE, jr., has been for some time engaged on designing a buffer for cars, and the device is so far perfected as to stand, without injury, the shock of a car striking at a speed of ten miles an hour. The buffer is a combination of air-compressed friction plates and springs. The intention is to offer the buffer for service in connection with the vertical plane couplers, and it will, no doubt, do good service in retarding the march of these couplers to the scrap heap.

CARVING machines, each of them capable of doing the work of eight to ten men, have been introduced into the Pullman car shops in Illinois as a consequence of the recent strike, and it is claimed, with success. The machines work from a pattern, previously made by hand, which is placed in the centre. A "needle" is made to follow all the curves, etc., of the pattern, and chisels on the end of arms at each side make duplicates of the pattern. These machines, the superintendent says, will largely supersede handwork and at the same time insure uniformity. — *Ex*.

SIR HENRY PARKES, Premier of New South Wales, speaking at a recent railway ceremony, said that in that colony, up to the end of last year, £24,079,555 had been expended on lines open for public traffic, and an additional £3,274,024 on lines in course of construction, so

that up to the end of 1886 they had expended more than £27,000,000 sterling on the construction of railways. During last year 14,881,604 journeys were made by passengers on the various lines in the colony, showing an increase of 1,375,258 over the preceding year. The total property owned by the Government of this colony had a value of over £170,000,000 sterling.

THE intention of the Canadian Pacific with regard to its Atlantic terminus remains still unknown. The "Short Line" across the State of Maine extends from the western boundary near Lake Maguatic to a junction with the Maine Central at Mattawamkeag, 58 miles north-east of Bangor, and it is generally supposed that the Canadian Pacific has made a traffic agreement with the Maine Central, under which it will work over the latter company's line between Mattawamkeag and Vanceboro, the junction of the Maine Central and the New Brunswick systems. In fact, the last annual report states that "permanent trackage rights have been secured" over the Maine Central. No charter exists under which the Canadian Pacific may build east of Mattawamkeag in Maine, and whatever the intention of the company may be, it is at least premature to say that St. Andrews has been selected as the terminus on the Atlantic. — *Railroad Gazette*.

The Montreal *Herald* says:—Mr. Kimball, proprietor of the Horse Exchange, at the Canadian Pacific stock yards, at Hochelaga, has submitted plans to the Directors of the Company for a large stable at that place having all the latest improvements. The Company have accepted the plans and work will at once commence. They will also build a stable on the wharf near their station to facilitate the transfer of imported horses by the steamship companies. Mr. Kimball has received letters from Amsterdam asking for detailed information, also as to the purchasing of horses for military purposes, some having been exported last season which gave great satisfaction to the military authorities. It is likely that a large trade will be the outcome.