

Personal.

SAYS the *Railway Service Gazette*—It is pretty evident that if Hon. Chauncey Depew wants the Republican nomination for President, he can have it. But is Mr. Depew not a bigger man now than he would be if elected President?

MR. GEORGE H. CORLISS, the distinguished inventor and the builder of the famous Corliss engine which furnished the motive power for the Centennial Exhibition, died at Providence, R. I., of paralysis of the heart, on the 21st inst. Despite his 70 years he was considered in good health until a few days before his death, when a gastric fever induced the trouble that ended his life. He was born in New York, but located in Providence in 1844, and soon after made improvements in the construction of steam engines, which have revolutionized that industry. In 1856 the great Corliss works were built. Mr. Corliss received awards for his inventions at the Paris, Vienna, and other world's fairs.

"YEARS ago, when the New York Central and the Erie Railroads were engaged in a desperate and destructive battle of cut rates, Jim Fisk played a shrewd dodge on Commodore Vanderbilt. The freight rates from Chicago to New York City were so low that there was no profit in transportation. Fisk seized the golden opportunity to buy cattle: shipped the cattle over the Commodore's road, and so blocked the Commodore's transportation facilities that the Central was obliged to refuse all other freight. Fisk then put up the price of freight on the Erie, and was not only able to do a lucrative business while the Central was carrying cows at a loss, but was also able to get his cattle to the market, *cut* the Commodore's line, at such low terms that he made a profit on every head."—*Railway News*.

CONCERNING the late Thomas J. Potter, Vice President and General Manager of the Union Pacific Railway, who died at Washington on the 9th inst., the *Railway Register* says: When he had reached the highest rounds in the ladder of preferment he was as unostentatious as while he occupied a humble place, and he was known affectionately by his old and new friends as "Tom" Potter. Many incidents are told, illustrating his genial qualities, and his keen appreciation for exact justice to all, high or low, and by those who knew him most intimately he will be remembered less as a general manager who attained distinction than as a man who always had time to listen to requests and to see that full justice was rendered to those who were still laboring in the ranks from which he had come up.

Two Danish engineers, Messrs. Ludt and Stenborg, have constructed a car to convey fish alive by rail without the number of dying and dead fish rendering the undertaking unprofitable. The car consists of two square iron tanks mounted on a specially constructed truck, the salt water being kept fresh by a circulating pump deriving its supply from a tender. All excrement and sediment can also

be easily removed, while by another apparatus a uniform temperature is maintained in winter as well as summer. Some experiments with these cars have proved highly satisfactory, and the inventors maintain that they can forward live fish 200 to 300 miles by rail with only a minimum loss by death. They have also obtained a patent for their invention in Germany, where the transport of live fish from the coast to the inland towns is attracting much attention.

A CHICAGO dispatch, dated March 16th, says: General Manager Olds, of the Canadian Pacific Railway, appeared before the Interstate Commerce Commission here to-day to answer questions regarding the competition of the foreign road with American lines. Mr. Olds asserted that his company was not a disturber, but that it had given American shippers the advantage of reasonable rates. He said that the Canadian Pacific was not responsible for the competition in Chicago and the west, as the American roads were the initial lines and the Canadian Pacific only took such business as they brought to it. He asserted that his road was working in amity with the transcontinental lines, and by agreement was allowed to make a lower rate fixed upon. The statement that the Canadian Pacific had robbed the American lines of \$12,000,000 in 1887 was all bosh. The gross earnings of the Canadian Pacific in that period were \$11,600,000, and the revenue from its interstate traffic \$165,000.

Nothing to Fear from Firemen.

THE *Locomotive Fireman's Magazine* says: On more than one occasion in the past this *Magazine* has sought to give prominence to the fact that locomotive firemen are to locomotive engineers what a Fellow Craft Mason is to a Master Mason, what a first mate of a ship is to the captain, he is a fireman because he wants to be—hopes to be—an engineer. He takes his position on the left hand side of the cab with pick and scoop and patiently works for years at low wages, that he may qualify himself for the responsible position of locomotive engineer. And just here let it be stated that the great majority of engineers have been firemen. It has been said, and well said, that the best sea captains come from the fore-castle, that is, they have been sailors, they know a ship, every rope and sail; know a ship from stem to stern, aloft and aloft. They know how to sail a ship, not only when winds and tides are favorable, but they know what to do when the storm god comes down in his wrath and the billows of old ocean are black hills in motion. It is in this sense that a locomotive fireman learns to be an engineer. He learns the machine. He knows her from pilot to throttle. He is the engineer's mate, all the ambitions that animated the engineer when he was a fireman now quicken the aspirations of the fireman. The intimacy is not a matter of fancy but a fact, an association of mutual peril from which, while on the rail, there is no divorce-ment, and in which the fireman is steadily developing into an engineer.

Contemplating such conditions and propositions, we are led naturally to the contemplation of the two great brotherhoods of locomotive engine men—engineers and firemen. The engineer has reached the goal of his ambition, the fireman, with all the energies he can command, is reaching forward for the same prize. The question arises, what interests can the engineer have, that is, as an engineer, that are not shared by the fireman? We know of none—not one. The fireman wants the engineer to receive good wages: if not for the interest of the engineer, for his own interest, because, he too, expects to be an engineer. We do not place the fireman's estimate of the engineer's services upon that selfish basis, but if only selfishness influenced men's motives and actions it is easily seen that self-interest would make firemen stand by their engineers, since they soon hope to be engineers, and just here we remark, and it is worthy of remark, that since the organization of the Brotherhood of Locomotive Firemen, there is not an instance on record where the fireman did not fully recognize the rights of the engineers when those rights were involved, and the engineers sought to remedy any wrong imposed upon them—and here we repeat the caption of this article, that locomotive engineers have nothing to fear from the action of the locomotive firemen when their rights are invaded. In this connection we refer to the strike of the engineers on the Mexican Central Road, where firemen were offered, and could have taken the places of the engineers, but not a man swerved from his loyalty to an unwritten obligation—self-imposed obligation, to do unto engineers as they would like to have firemen do unto them if they themselves were engineers. As a result the firemen on the Mexican Central to a man sacrificed themselves on an altar of their own erection, that of fealty to association, to right, to justice, demonstrating that engineers have nothing to fear from firemen in any emergency when their rights are involved.

Most gladly do we record such facts, and in giving them prominence in the *Magazine* we accord to locomotive firemen a meed of praise justly their due. And we believe the time has arrived when the great Brotherhoods of Locomotive Firemen and Locomotive Engineers, though separate and distinct organizations, must realize that they have so much in common, and that moving in the same line of endeavor and ambition they are bound by ties which neither constitution nor law can sever; that any antagonism is necessarily artificial rather than inherent, and that the growth, power and influence of both ought to be productive of sentiments of good will rather than estrangement.

Montreal Harbor Freight Facilities.

A DISPATCH from Montreal says: Unless important reforms are made by the harbor commissioners in the rules governing the handling of railroad freight, a gigantic blockade is predicted by railroad men. The matter has been brought to the attention of the commissioners, who have asked the advice and co-operation of the railroads in devising a scheme