

be made in its capacity, and its practical utility may very probably equal the interesting scientific principles which it embodies.

An Elegant Car.

THE car in which President Cleveland and his handsome wife are to travel round the country during the next month is George M. Pullman's private car. It is now being fitted with a new system of electric lighting, and also partly refurnished. It has every possible convenience, from a piano and library to a cook stove. It also has a history, for it has carried nearly every great man, native or foreign, who has made an extended tour of the country in a dozen years. Gen. Grant came east from San Francisco in it, and he used it with his family on several other journeys. It carried the late President Arthur when he made his memorable trip to Florida, and the Duke of Sutherland journeyed in it across the continent. Mr. Pullman is rather proud of the car on account of these associations, and he has no present thought of parting with it. "The newspapers are always building new cars for me at fabulous prices, and furnished with all the splendors of an oriental palace," said Mr. Pullman recently, "but I am going to stick by the old love. I suppose the reporters will be mad, but I can't help it."—*N. Y. Sun.*

Almost a Disaster.

THE press dispatches have the following:—The presidential party had a narrow escape on their way to Memphis, Tenn., last week. When the train arrived at a trestle between Bonnierville and Jonesboro, Ark., the trestle was seen to be on fire. As soon as possible the train was stopped, though not before the engine had passed over the burning portion. The engineer found that a section about ten feet square was in flames and that the fire had been started on the under side of the timbers. The fire was soon put out, when it was discovered that the flames had not eaten dangerously

far into the wood and the trestle was still safe for the passage of trains. A careful examination of the burned timbers was made, which gave unmistakable evidence of an attempt at train wrecking. The fire was started on the under side of the cross ties in such a manner that there can be no possible belief that sparks were the cause of it. Then, too, the fire was certainly set to more than one tie at a time, for it could not have jumped from one to another without burning the sides of the timber more than it did. Another account says that the fire was discovered by a pilot engine

A Use for the Cyclone.

THE *Car and Locomotive Builder* says: Parties in Montreal claim to have harnessed the cyclone to useful mechanical operations, and there is said to be millions in it. As the cyclone has been accustomed for ages to waste itself upon the desert air tearing down shanties and uprooting harmless trees, it seems right and proper that its power in that direction should now be utilized in making it do pulverizing operations under perfect control. How the cyclone force is going to be developed in the first instance is not stated, but an associated press despatch assures all concerned that a capitalist of New York has purchased from the Montreal parties control of the invention, which illustrates an entirely new principle in mechanics growing out of the application of the natural principle developed in a cyclone. The results are said to show that iron slag can be reduced to an impalpable powder, and that other refractory substances, such as nails, can be ground finer than flour without the aid of tooth, stamp or roller. We repose the most child-like confidence in the motive power of the cyclone, for we once saw one at work; but when the new reporter begins to tell us about the new principle in mechanics, all the blandishments of the invention vanish. That accomplished persuader, Mr. Keeley, lately of Philadelphia, was strong in new mechanical principles, and it was New York capitalists who helped the

development of his industry. On the whole, we think New York capitalists ought to be left in undisputed control of the cyclone new-principle invention.

Another Trans-continental Line.

THE project of another transcontinental railway from the Pacific coast has taken form in the incorporation in California of the San Pedro, Los Angeles & Utah Railway Company, which proposes the great work of constructing a line from the Pacific Ocean, a few miles west of Los Angeles, eastward to Salt Lake. While the enterprise is ostensibly that of a few prominent citizens of Los Angeles there is some reason for the belief that the Missouri Pacific Company is the real moving power, as by the construction of this road and an arrangement with the Denver & Rio Grande it would have practically a line from St. Louis to the Pacific coast. The Missouri Pacific and the Atchison, Topeka & Santa Fe are now engaged in a sharp competition in Kansas, Colorado and Texas, and it would not be strange if Mr. Gould should have determined to carry the fight into California. Still the completion of such an undertaking, if it has been actually resolved upon, will require much time, and speculation as to the result of the construction of still another transcontinental railway is premature.—*Railway Age.*

THE first part of the administrative report on the railways in India for 1886-7 has just been issued by the Indian Government. Accompanying the report is a letter from the Director-General of Railways, stating that the net receipts for the year 1886 show an increase, as compared with 1885, of 6,314,996 rupees, and the percentage on the capital expended on open lines gives a return equivalent to 5.90 per cent., against 5.84 of the previous year. There had been a general increase in the net receipts and percentage earned on most of the lines in India, but more especially on the great Indian Peninsula and Rajputana-Melwa Railways.

SINTZENICH'S PATENT RAIL CHAIR

PATENTED IN CANADA, NOVEMBER 25, 1886, UNDER PATENT NUMBER 25419.

ALSO PATENTED IN GREAT BRITAIN, THE UNITED STATES, AND FRANCE.

One of these Chairs, which has been in actual use for the past eighteen months on the Intercolonial Railroad and given perfect satisfaction, can be seen at the office of RAILWAY LIFE, 64 Bay Street. The patent for Canada is for sale. Price, and terms for purchase of same, can be learned upon application to the undersigned, or at the office of RAILWAY LIFE.

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