

The Railway Service.

TRAFFIC on the Kingston & Pembroke is said to be heavier than ever before.

AMONG the recently issued patents in the United States is one to Mr. E. H. Cheno, of Brenton, N. S., on an improvement in station indicators.

THE C. P. R. library committee, Rat Portage, have added seventy-five more books to their library last week, and have ordered two hundred more from Montreal.

TRAINMEN are not troubled by tramps so much this fall as formerly. It is true that the constitutional tramp is still on the rounds, but there is now much more work for nearly all classes of labor. The "houncer" of the train crew may have a little leisure this winter.

At the meeting of the Fruit Growers' Association recently held at Grimsby, President Allen stated that he was going to try the experiment of shipping apples to India via the C. P. R. The future possibilities of this business he said were a demonstrated success. He hoped to see fruits shipped in cold blasts, and their keeping qualities, and with this process apples would carry to India as well as to Liverpool.

THE annual meeting of the Canadian Ticket Agents' Association was held in Toronto, on Saturday, 15th inst. The Secretary's report showed that the Association was in a flourishing condition. The following officers were elected:—President, H. J. Hunt, St. Catharines; First Vice-President, W. R. Callaway, Toronto; Second Vice-President, P. J. Slatter, Toronto; Third Vice-President, W. J. Grant, Hamilton; Secretary-Treasurer, E. De la Hooke, London; Auditor, W. Jackson, Clinton; Executive Committee, H. J. Sharp, St. Marys; T. E. Long, Port Hope; Barlow Cumberland, Toronto; C. E. Morgan, Hamilton, and W. R. Clmie, Bowmanville. The next annual meeting will also be held in this city.

A NORTH-WEST exchange says: The C. P. R. freight department officials are making their preparations for the shipment of export cattle from the Calgary district. Within the last few days strings of cars have been sent west, and very shortly the first shipment, probably about fifty carloads, will be eastward bound. C. P. R. people say that the prospects this season are very good, and beef is reported in good condition. Ranchers are shipping principally on their own account, thereby saving the commission which would otherwise fall into the hands of agents. From seven to nine days will be required, including all stops, for the transportation of stock from Calgary to Montreal. This is considered good time by shippers and railway men.

THE Victoria, B. C., *Standard* says: We learn that the Canadian Pacific Railway Company and the Canadian Pacific Navigation Company are negotiating for a new line of steamers from Vancouver to northern coast points, especially with a view to meet the re-

quirements of the constantly increasing stream of tourists coming from the East. It is proposed to put on first-class steamers that will make the round trip in a few days. The objective point of the new line has not been determined, but it is very probable it will be some port in Alaska. Taken in connection with the report published the other day that the Canadian Pacific Railway has purchased steamers for a line to San Diego, it indicates the determination of that corporation to draw trade to its line from the entire coast.

SOME time ago there were published in this journal a number of instances of long continued service by different locomotives without repairs. Later experiments in this direction are reported. A Pennsylvania railroad engine last year ran during one month 16,368 miles in regular daily train service. Subsequently an engine of the Wilmington & Baltimore accomplished 17,112 miles in a month, covering the distance between Philadelphia and Washington, 138 miles, four times every 24 hours. This is a remarkable record indeed, and it justifies the position taken several years ago by some managers, and at that time discussed in these columns, that there is economy in keeping locomotives continually going with changes of crews, instead of allowing the engines to lie idle from twelve to sixteen hours out of twenty-four because a single train crew cannot be kept in constant service.

THE papers are giving well deserved praise to J. Ernest Smith, express messenger on the Northern Pacific Railroad, between El Paso and San Antonio, Texas, for his plucky and successful resistance of an attempt to rob his car. The despatch says:—The messenger was J. Ernest Smith, and with him was J. R. Beardsley, clerk in Wells' Fargo office, at Fort Worth. When they heard the firing they put out the lights and went to the rear end of the car. At the command of the robbers they came out, Smith leaving his revolver just inside the door. The robbers ordered Smith and Beardsley to hold up their hands, and then searched them. Smith was then ordered to go back into the car and light the lamp. He climbed back, and the foremost robber started to follow. Smith seized his pistol, placed it almost against the robber's breast and fired, sending a bullet through his heart. The robber fell back dead, but fired twice at Smith while falling. Smith and the other robber also exchanged shots. The robber then attempted to get his comrade's body on the engine, intending to uncouple it from the train and run on. While he was trying to lift the body upon the engine the messenger got his double-barreled shotgun, leaned out of the car and shot at him. The robber sank down, then sprang up and ran out of sight. The dead body of the man was found next day a few yards from the scene of the attempted robbery. Messenger Smith is from St. Louis, living now at San Antonio. He has been employed by Wells, Fargo & Co. for four years. The citizens of El Paso presented him with a suit of clothes and have raised over \$100 for a medal. J. W. Nichols, Superintendent for Wells, Fargo & Co. for Texas and Louisiana, telegraphed Smith congratulating him on his

victory, and saying if his example were followed train robbery would be a thing of the past.

Miscellaneous.

OWING to the immense freight traffic on the Michigan Central, unprecedented in the history of the road, Train-master F. P. McDonald has found it necessary to promote fifteen brakemen to the position of conductors.

THE *London Times* editorially approves the subsidy of the trans-Pacific route and expresses regret that the Government did not arrange for a fortnightly service, and adds: "What we now want to complete the route for strategic purposes is a cable across the Pacific, with both ends under our own control, and a branch to Australia." The evening papers likewise praise the Government's action.

The people of Trenton are elated over the prospective starting of smelting works in that town. Peter McLaren, who is a stockholder in the Central Ontario Railway, will give a bonus to the enterprise to the amount of \$200,000, providing the town gives \$50,000 for the same purpose. A resolution of the Council was passed, unanimously accepting the proposal, subject, of course, to the approval of the ratepayers.

THE *Railway News* of London, England, speaking of the Grand Trunk's latest report, says:—Progress, and that of the most gratifying nature, is stamped on every page and every table of figures in the reports and accounts now presented to the proprietors. To many of the readers of this document it will be difficult to concentrate attention upon any one point, in order to gauge with accuracy the full measure of the progress which the company has made during the past two or three years. There is nothing in the history of colonial undertakings which can compare with, and but little in the records of home railways which can approach, the marvellous increase in the receipts of the company for the past half year, as compared with, for instance, those for the same half of 1887.

SPEAKING of Edison's latest invention the *Electrical World* says: The results thus far obtained lead to the conclusion that the economy of production of electric energy from fuel by the pyromagnetic dynamo will be at least equal to and probably greater than that of any of the methods in present use. But the actual output of the dynamo will be less than that of an ordinary dynamo of the same weight. To furnish thirty sixteen-candle lights in a dwelling-house would probably require a pyromagnetic generator weighing two or three tons. Since, however, the new dynamo will not interfere with using the excess of energy of the coal for warming the house itself, and since there is no attendance required to keep it running, there would seem to be already a large field of usefulness for it. Moreover, by using the regenerative principle in connection with it, great improvement may