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found it almost impossible to get competent men to run on this route, but the accident was soon swallowed up in the great ocean of forgetfulness.

Mr. Sinclair concludes by giving a very excellent selection of sketches of mail clerks and their experiences.

It is rumored that one of the senior deputy heads will be placed on the superannuation list within the next few weeks. Another gentleman is also likely to be placed on the same list.

Society fixtures will be gratefully received at the Review Office.

The REVIEW regrets that there has been a delay in the appearance of the second number. The delay was purely accidental and greater punctuality will be ensured in future.

The Use Of Traction Engines.

Traction engines, or road locomotives, belong to a class of engine which has occupied the attention of inventors and engineers since the earliest period of steam locomotion, and the idea of building engines to run on common roads, thus saving the enormous cost of roadway incidental to railway locomotion is certainly a very attractive one. For high speeds and passenger traffic, however, these engines have as yet only been applied to a limited extent, but they are widely and successfully used in England and elsewhere for slow heavy traffic, such as hauling threshing machines and freight wagons, and for plowing purposes. In this country traction engines are not extensively used, owing largely to the poor condition of the average country road, but with the general movement in favor of road improvement, the ever increasing demand for additional transportation facilities, and with the steady advance of improvement in engine construction, a wider field seems now to be opening up. It is also to be remembered that the engines have been successfully used abroad on bad roads. For hauling and driving threshing machines, traction engines are used to a considerable extent in the wheat growing districts of this country, and are built by a number of builders of agricultural machinery. In this issue we publish an article dealing with this subject, and shall follow it with other articles on experience in this and other countries.

This present article is an interesting paper on the use of traction engines in England, written for us at our request by Mr. W. Fletcher, who has been connected with the design and construction of traction engines for some years, and is the author of the work on "Steam Locomotion on Common Roads," which was reviewed in our issue of Aug. 8, 1897. In a later article which he had compiled from various sources, we shall give many notes of experience under varying conditions. Steam road rollers are included in the consideration of the subject. It will be noted with some surprise that Mr. Fletcher refers to the bad condition of roads in England, but it must be borne in mind that the heavy traffic in the agricultural districts is largely over the side roads and small country roads, which are but little cared for and cannot compare with the excellent main roads generally available for traffic between country towns and between those towns and the railways, as noted later on in an extract from an English author's work. In view of the condition of the majority of American roads it would be specially interesting to have particulars of actual service or tests made as to the performance of traction engines in heavy mud.

In England the laws regulating the operation of traction engines are old and in many ways inapplicable to modern engines and conditions, but they are very stringent and harassing, and in some ways

almost prohibitive. Steps are being taken, however, to secure the revision of these laws, as noted elsewhere. In this country new laws and regulations would be made as required by the growth of this system of transportation.

In "Field and Hedgerow," by the late Richard Jefferies, author and essayist, of England, is a most interesting essay on "Steam on Common Roads," in which he strongly advocates the general adoption of this class of traffic in the country districts as a feeder system to the main lines of railway. He points out the advantages to the farmers of having the road cars or waggons loading or unloading at the farms, and suggests car bodies that can be transferred, with certain classes of bulk freight, from the frames of road cars to those of the railway cars. The advantages of road trains for passenger or freight traffic to villages and country places situated away from the railways is also referred to, and he states that while the railway is expensive and rigid, requiring its business to be brought to it, the road train is inexpensive and flexible, can go up hill and down dale to any desired point at regular or irregular intervals, and can be brought to the crops, the barnyard, etc. Why the system of trains briefly outlined in the following extract from the essay above mentioned is not brought into general practice is, he says, largely due to the Acts of Parliament regulating agricultural engines, which acts were passed at a time when steam was still imperfectly understood and road locomotives, in the modern sense of the word, were hardly thought of. The extract is as follows:

As we have in this country no great natural waterways like the rivers and lakes of the United States, our best resource is evidently to be found in the development of the excellent common roads which traverse the country, and may be said practically to pass every man's door. Upon these a good train may be run to every farm, and loaded at the gate of the field. The thing, indeed, is already done in a manner much more difficult to accomplish than that proposed. Traction engines, weighing many tons, and drawing trucks loaded with tons of coal, chalk, bricks and other materials, have already been seen on the roads, traveling considerable distances and in no wise impeded by steep gradients. What is this but a goods train, and a goods train of the clumsiest, most awkward, and consequently unprofitable, description. Yet it is run, and it would not be run were it not to some extent useful. It may be asserted without the slightest fear of contradiction that there are at least 50 engineering firms in this country who could send forth a road locomotive very nearly noiseless, very nearly smokeless, certainly sparkless, capable of running up and down hill or on smooth and capital roads, perfectly under control, not in the least alarming to horses and able to draw two or more trucks or passenger cars round all their devious windings at a speed at least equal to that of a moderate trot, say eight miles an hour.

Malfaisance of Office.

When the assizes opened on Thursday, Mr. Justice Falconbridge enquired whether Mr. J. R. Arnoldi was present as he had been notified to attend the court. Mr. Arnoldi was present and the judge proceeded to read a judgment from Chief Justice Armour sentencing him to pay a fine of \$1,000, and to imprisonment for six months, for his malfaisance of office in renting the steamer Joe and other matters. The greatest sympathy is felt for Mr. Arnoldi in his present situation. He seems to have been singled out of the whole number of the Civil Servants accused two years ago of having been guilty of misdeeds, for prosecution, and to be the only one who is to be made pay the bitter penalty of the law.