

which forces the piston & slide valves to release their position, lets the air out of the brakes, & releases them. The signal line, which is used for the conveyance of signals from the train to the engineer, is operated by compressed air. This system replaces the old bell cord.

C.P.R., Ontario & Quebec Division.

In connection with the changes in the superintendencies, &c., west of Toronto, referred to on page 116, General-Superintendent Leonard has issued the following circulars, taking effect August 1. T. Williams, Superintendent, will have charge of the London & Windsor sections, & the Ingersoll & Guelph branches, with office at London; & A. Price, Superintendent, will have charge of the Owen Sound & Hamilton sections, also Orangeville, Elora, Teeswater & Wingham branches, & Toronto Terminals, with office at Toronto, & time checks will be issued by them accordingly under the usual regulations. J. G. Wilson is appointed Car Distributor west of Smith's Falls Junction; office at Toronto.

G. S. MacKinnon, Master Mechanic Ontario & Quebec Division, Toronto, has issued the following circular to engineers & firemen: "The position of travelling engineer is abolished, & the following are appointed road foremen of locomotives: John Scott West & North of Toronto; D. Linahen, between Toronto & Montreal; F. O'Dell, lines East of Montreal. Road foremen of locomotives shall supervise, under the Master Mechanic, the working of locomotives on line, taking cognizance of & reporting on their condition in every respect when turned out for & in service. They have authority to instruct in all such matters, & will report neglect of any description on the part of engineers or firemen. In serious cases they have authority to request locomotive foremen to suspend any engineer or fireman guilty of conduct warranting such action, in such a case advising the Master Mechanic by wire & sending full report by first train. Engineers being responsible for the conduct of their firemen will govern themselves accordingly. Road foremen of locomotives are especially charged to watch & direct the consumption of fuel & stores, the record of which, on their respective sections, will show the manner in which the same are handled. They are expected to be on the line night or day, when & whenever their services may be most needed, sending to the Master Mechanic report of every locomotive they ride on, or examine, on Form 1630. They will also carry out any special instructions given them by the Master Mechanic."

Operating Notes.

An acetylene gas plant has been installed on the government car Cumberland.

F. G. Hunter, who had charge of the brass finishing, tool & Westinghouse air brake work at Moncton shops, has been appointed Acting Locomotive Foreman, in place of G. Hall.

A new code of whistling signals has gone into effect on the Intercolonial. Formerly on approaching road crossings & stations 1 long continuous whistle was sounded; now 2 pretty long & 2 short ones are given.

The C.P.R. Operating Department, Western Division, has taken over from the Construction Department the portion of the Crow's Nest line between Lethbridge & Macleod, 39 miles. It now appears in the time bills as part of the Lethbridge section, which is 146 miles long from Dunmore Junction to Macleod, Alberta.

Early in July the section men on the Canada Atlantic struck. They were getting \$1, & had been trying to get \$1.10, but the management

refused to treat with them as a body. On striking they demanded \$1.25. A committee of drivers & conductors acted as intermediaries, & after being out a few days the men went back to work, on being advanced to \$1.10.

Two C.P.R. trains, an express & a freight, were brought to a standstill between Ottawa & Carleton Place, Ont., recently by caterpillars which covered the track, & being crushed, rendered the rails so slippery that locomotion was impossible. The caterpillars were of the tent variety & formed a column two miles long. Every vestige of foliage along their route was eaten up. The rails had to be swept & sanded before the trains could proceed.

F. W. Jones, Assistant to the Manager C.P.R. Western Lines, has issued the following circular to passenger trainmen: "Complaints have reached me of the distressing noise produced by the slamming of doors in passenger cars. There is a good deal of truth in this, as I have noticed that many trainmen seem to be always testing the strength of doors & seeing how hard they can slam them. A little care in the closing of doors will remove all cause for complaint."

The Montreal & Ottawa Ry., Vaudreuil to Ottawa, was transferred to the Operating Department of the Eastern Division July 20 & placed under the jurisdiction of Superintendent H. B. Spencer, at Ottawa. It is expected to commence through train service between Montreal & Ottawa on Aug. 1, & to make the trip of 111½ miles in 3 hours, with only 3 stops on the way, Vaudreuil, Vankleek Hill & Caledonia. There will likely be one fast train each way daily, & a local each way for general business.

The Train Dispatchers' Association of America convention was held in Montreal in June, the report showing a membership of 437. The G.T.R. gave the members a trip to Vaudreuil & Beloeil, & to inspect the Victoria Jubilee Bridge, & the C.P.R. took them on a special to Quebec. The following officers were elected:—President, H. B. Ware, B. & M.R. Ry., re-elected; Vice-President, F. N. Shultz, G.R. & I. Ry., re-elected; Secretary-Treasurer and Editor, J. F. Mackie, C.R.I. & P. Ry., re-elected. The next convention will be held at Milwaukee, Wis., June 3, 1899. E. Kettle, of the G.T.R., Detroit, Mich., was elected a member of the executive committee. None of the present officers or members of committees reside in Canada.

At Niagara Falls June 22, owing to a misunderstanding of the signals, G.T.R. train no. 12 collided with an engine of the Erie Railway & driver Geo. Jack, of the latter, was pinned between the locomotive & tender & killed. Jack is supposed to have taken the signals given by the G.T. signalman to stop, for those of his Co., which are American standard, to come ahead, & the sun being low, shone brightly in his eyes, preventing him from seeing the approaching train until too late. The jolt threw the throttle wide open, & the Erie engine dashed across the bridge at a high rate of speed, & tore through the city yards, until reaching the Tunnel District Jct., where the telegraph operator, having been advised of its coming, ditched it. This accident shows the emphatic necessity for uniform rules.

T. Tait, Manager C.P.R. Eastern Lines, has issued this circular:—"The following instructions must be carried out in releasing the Lindstrom brake on the wide vestibule cars in order to prevent brake lever striking & damaging wood work, & injuring the hands of party releasing brake. The lever should be held firmly with both hands, while small ratchet on floor is set free by steady pressure from foot. (This ratchet should never under any circumstances be kicked off.) The lever should then be pulled forward to release the dog, & then be allowed to go back slowly under

control until the ratchet strikes the cam & releases the brake. If lever is not held firmly & controlled, it will, as soon as ratchet is set free, & dog on lever released, fly back against wood work of vestibule with great force."

The time record on the Intercolonial was broken recently by special trains between Newcastle & Moncton & Moncton & St. John. F. C. Ayer, of Bangor, Me., a passenger on the Maritime express, desired to make connections with the Boston express, which leaves St. John at 16 30, & in order to do this he chartered a special from the Intercolonial. The special took Mr. Ayer in charge at Newcastle. The Maritime express reached there at 12 55, & the special, made up of engine 156 & 1st class car, left Newcastle at 12 58, & reached Moncton at 14 22, a distance of 78 miles. The special was detained 5 minutes at Chatham Jct. & 5 minutes at Rogersville. On arrival at Moncton Mr. Ayer was transferred to another special, engine no. 59, & left for St. John at 14 25. One stop was made at Sussex for water, & the special arrived at St. John at 16 12, the distance covered being 89 miles. Mr. Ayer, who paid in the vicinity of \$135 for the train, probably never had a faster ride for the same distance in his life.

Telephone Items.

The following were crowded out of pg. 140, where other matter relating to telephones will be found.

Letters patent of incorporation have been granted to the People's Telephone Co., of St. Thomas, to operate the general business of a Telephone Co., the incorporators being, A. E. Wallace, E. A. Smith, F. M. Griffin, S. Chant, W. H. Murch, D. McLarty, T. W. Duncombe, J. Campbell & A. McCrimmon, of St. Thomas, & H. C. Walters, & R. H. Evans, of Detroit, Mich. The capital stock is \$60,000.

The appeal of the Bell Telephone Co. v. the City of Hamilton has been allowed. The city wanted to tax the poles, wires & other equipments of the Co. at \$27,000, on the basis of its prospective value as a going concern. The Court of Appeal held that the poles, etc., could only be taxed for their abstract value as raw material, \$3,488.40. The Board of County Judges, to whom the Co. first appealed, settled the assessment in the Second Ward, where the Co.'s property chiefly is, at \$13,940, but the Court of Appeal has done \$10,000 better for the Co.

A very interesting telephone case has recently been decided in Sweden. A business man in Stockholm had entered into a commercial arrangement with a banker, the affair having been arranged through the telephone. As the business did not pay the profit expected, the dealer absolutely refused to come to settlement, & was sued by the banker. When the case appeared in court the dealer insisted that the bank had no written security from him, & no witnesses to prove the transaction. It was, however, shown that the telephone at the bank was provided with two receivers, & everything transpiring through the telephone could therefore be heard & legally proven. The dealer lost his case.

More than a year ago the Bell Telephone Co. applied to the Dominion Government for power to increase its rates. The application was heard by Mr. Blair, Sir Henri Joly, & some other members of the Cabinet. Nothing came of the matter, & the interested parties have been waiting ever since for a decision. Recently, Sir Louis Davies & Messrs. Fielding, Fisher & Patterson were appointed a committee to consider the application, & they held a meeting in Ottawa, discussing the question at length, but it is said no decision has yet been arrived at.