

or the caboose, & so long as brake-handlers are on the roofs of cars, men must get out in the cold to twist them up. A sarcastic official remarked that when the Co. introduced air brakes on its freight cars it would not trouble the brakemen any longer.

In conclusion, the official stated that he thought the dissatisfied employees were most dull not to see that if they become acquainted with & used to working under the American Railway Association rules they would have a new field of enterprise open to them.

The C. P. R. trains using the G. T. R. tracks between Hamilton & Toronto will have to be run under the standard code of the American Ry. Association as soon as it goes into force on the G.T.R.

Train Signal Lamps.

The change in train signal lamps, which the principal Canadian railways are adopting in order to conform to the standard code of the American Railway Association, requires 2 tail lamps to be carried at rear end of all trains, held in brackets which fit into slots in corner of cars; these lamps are fitted with 4 lenses, 1 red, 2 green, & 1 white.

The code requires that 2 red lights shall be shown to rear when trains are running, showing green to side & green to driver; & when train runs into siding to allow a following train to pass, the lamps require to be turned in the brackets, showing 2 green lights to rear, green to side & white to driver. This change, from green to white, indicates to driver that rear end of train is standing clear of main line, & when driver of train following sees 2 green lights he knows train ahead is standing on siding clear of main line. After following train has passed, & driver of side-tracked train wishes to pull out, he can see from cab whether he has proper running colors behind, as if train hands have not turned lamps showing red to rear, he still sees white lights & knows the rear end of his train is not protected.

The code also requires that 2 engine signal lamps be carried, 1 on each side of boiler of engine, which are constructed so as to be changeable from green to white, or white to green; lights show forward & to side. When a train is run in 2 or more sections, all running on the same schedule time, the forward sections require to show green lights to side & ahead, indicating that a train is following running on the same schedule time & entitled to the same time-table rights as the train carrying the signals. An extra or special train is required to carry white lights on each side of boiler, showing white to side & ahead.

Noah L. Piper & Son, of Toronto, have invented both combination tail & engine signal lamps which conform to the rules exactly, & large orders have been placed with them by the C.P.R. & other roads. In their engine signal lamps the color can be changed from green to white or white to green, by simply lowering or raising the slides containing the colored glass.

The C.P.R. have also adopted a cupola lamp (also invented by Noah L. Piper & Son) which is placed on the top of the cupola of freight vans. This lamp is fitted with 6 in. lenses, & by an ingenious contrivance the colors can be changed to suit whichever way the van is running, showing red behind & green to driver when train is running, & when in on siding, green behind & white to driver. Freight trains carry one of these lamps on the van in addition to regulation tail lamps, & by this arrangement of lights the rear end of a freight train is readily distinguished from a passenger train, & indicates to driver when leaving yard that he has his complete train, as this lamp being on the top of cupola it can be always seen from cab, even when tail lamps could not, owing to train being in between 2 sidings full of box cars.

The C.P.R. Mountain Division.

In a recent interview Supt. Duchesney, who has charge of the Mountain Division of the C.P.R. at Donald, said: "I expect a few heavy slides to come down as soon as the hot weather begins. But we have arranged to avoid some of the worst of them this year, & I have a big stock of powder on hand to handle them with. I would rather fight the snow-slides now than the floods later on. The traffic has so increased that it will not stand much delay. Our daily average on the main line over the division between Donald & Kamloops is 180 full cars of freight, to say nothing of our own freight, rock, timber & supplies of all kinds & the passenger trains. During one 24 hours last week 260 full cars passed over the main line of the division. We have just received some fine new engines from Montreal, & expect 8 or 10 more for the mountain work. I am not in a position to say whether or not the workshops will be removed from Donald to Revelstoke this season. The matter was shelved in the spring, but will be decided pretty soon, & I am likely to hear at any time. In my opinion, the shops should be at Revelstoke, which is the most central point from which to handle the mountain division."

The Intercolonial Porters.

In the House of Commons, June 4, E. F. Clarke, M.P., brought up again the subject of the alleged displacement of colored porters in the sleeping car service of the Intercolonial Ry. He read a letter from C. T. Dixon, now of Toronto, saying that out of 6 colored porters, of whom he was one, who were formerly employed on the road, none were at present employed in the same capacity & only 3 in any capacity at all. Dixon charged there had been an attempt to draw the color line, as he said the men were summarily dismissed without any complaint against them. The Minister of Railways said he had no further information on the subject since receiving the letter of Superintendent Archibald, of the sleeping car service. Accompanying that was one from General Manager Pottinger, who said there were then more colored men in the employ of the I.C.R. than for some time previously. The Minister assured the house there was no disposition at all to draw the color line, & that when the service was reorganized for the summer travel, if there was any foundation for a complaint, there would be an opportunity to rectify it. He promised the matter would receive his attention.

The Montreal & Ottawa Ry., extending from Ottawa to Vaudreuil, which is expected to be opened for traffic some time in July, will become part of the C.P.R.'s Eastern Division, under the immediate jurisdiction of Superintendent H. B. Spencer, at Ottawa. At present the completed portion of the line between Vaudreuil & Plantagenet is attached

to the Ontario & Quebec Division. It is not the intention to run the Atlantic & Pacific trans-continental express trains over the new line, & they will continue to run between Montreal & Ottawa via Calumet. (Official.)

C.P.R. Cheques.—A general circular has been issued by the C.P.R. to merchants, storekeepers & dealers along its lines, giving a list of banks which have arranged to cash the Co's paymasters' wages cheques without charge. Practically every chartered bank will take them; & the circular says: "Merchants & others can safely accept these cheques from employees on the same terms as the banks, and it is hoped that those doing business along the line will aid the Co. in facilitating the negotiation of these cheques, without charge."

CONSTRUCTION & BETTERMENT.

The Cassiar Central Railway.

This Co. has decided to make Glenora, B.C., the starting point of its line which is to connect the Stikine River with Dease Lake. It is said Glenora has exceptionally good facilities for landing passengers & freight, & that it affords the Co. the best point to start from in order to ascend by slow degrees & easy gradients the high bench lands to the north towards Dease Lake. The Co. has erected warehouses & offices there & it is its intention to commence the erection of a wharf almost immediately. The railway work will be commenced at a very early date. In a recent interview, in the Vancouver World, the Manager of the Co., H. Hirschell Cohen, whose headquarters are at Victoria, B.C., said:—"We have sent in prospectors, assayers with a complete plant, surveyors, etc. The General Manager in Cassiar is E. D. Sell, who was formerly in the service of the Transvaal Gold Fields, Ltd., at Johannesburg, & that Co., which has large interests in the Cassiar Central, sent him from Johannesburg to B.C. expressly to exploit the Cassiar district. The interior headquarters have been established at Dease Lake, which will be the end of the railway line, & the Co's men are already dispersed over the country engaged in prospecting & mining work. The Co. has sent, & will continue to send, large supplies of stores to Glenora in order to give prospectors who will winter in the Cassiar every facility as well as to provide food for its own men, who will continue to work on through the winter months developing its properties. The Co's operations will naturally conduce to a very large increase of mining enterprises, since it will be its policy to assist the development of the mining resources of the country, not only inside the immediate limits affected by the charter, but also the enormous area which must find an outlet along our railway. It will maintain, however, one starting point for supplies, & in view of this & the prospect of controlling there so many separate concerns in the country, a central distributing point

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