

Vol. II.]

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CONTENTS.

Railway Items	••	9
Personal	••	50
Construction	••	50-51
The Kingston and Pembroke	••	51
The St. Clair Tunnel	••	51
Canadian Pacific New Locomotives	••	51
EDITORIALS:		
Inter-state Commerce Law	••	52
The Disallowance Question	••	32-53
Minister of Railways' Report	••	53-54
Editorial Notes	••	54
Grand Trunk Report	••	51-55
The Grand Trunk and the) Commerce Bill	••	53
A Famous Limited Train	••	55
Railways in the North-West	••	55- 56
The Great Freight Thefts	••	56
The Argument Against Stoves	••	\$G
Canada and the Inter-State }	••	JG- 37
The Sault Ste Marie Line	••	57
The Cheap Long Haul	•••	57
Inter-State Railway Commissioners	••	58
A Descryed Tribute	••	.58
The Railway Service	••	58-59
Mechanical	••	59
Benevolent Societies	••	60
Advertisements		61-64
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THE traffic receipts of the Grand Trunk Railway for the week ending April 16th show an increase of \$7,198 compared with the corresponding week last year.

"I've been on this road ten years," said the conductor on a southern railroad to a passenger who complained of the slow time, and] know what I'm talking about." "Ten years, ch?' said the passenger ; "what station did you get on at?"

NORRISTOWS Herald :- John Ruskin calls railroads "the loathsomest form of devilry now extant, carriages of damned souls on the ridges of their own graves." John must have had his free pass taken up by the conductor when he was several hundred miles from bome.

It is said to be highly probable that the Northern Pacific will carry a great deal of Canadian freight this coming season, billed for Winnipeg. It will be taken to Duluth from the Grand Trunk by steamers, and go to Grand Forks over the Northern Pacific and Duluth

and Manitoba Roads, thence down the River by boat to Winnipeg. If the scheme is successful quite a large traffic will be built up over this new route.

THE annual special issue of the Timber Trade's Journal of London, Eng., is a particularly creditable number of this recognized authority in Britain on the important interests it represents. Besides the regular reviews and news articles there are many special articles, descriptive of new devices in wood-working machinery, plans of important timber docks. and other information of value to the trade, 56 the whole profusely illustrated.

Osg of the institutions of Kingston is the Library of the Kingston and Pembroke Railway Mutual Aid Association. The association has a good selection of books and intends to become the finest institution of the kind in Central Ontario. The company recently granted \$200 to the Association to be used in buying new books. The library is now so large and attractive that, at the request of a number of prominent citizens, it is proposed to admit the public at a nominal fee.

MAYOR KING, of Calgary, in an interview. said :- " The Canada Anthracite Coal Company have had from 100 to 150 men employed all winter, and they have shipped several carloads to Calgary in the rough state. This coal, which is hard, burns equally well, or even better than the Pennsylvania coal, and has given the very greatest satisfaction whenever it has been tried. The Canada Anthracite Coal Company has only been organized from six to eight months, and in that time they have expended about \$30,000. They are putting in a lot of new machinery, and will commence about the first of next month. The supply is unlimited. They have discovered one seam of four and a half feet and another of seven feet, and they expect to strike another seven feet seam almost any day."

The new structure is to be 100 feet wide and I ly they will make another one.

800 feet long, with 21 feet on the mitre sill and a lift of 18 feet. This would accommodate vessels of 20 feet draft, raising the tonnage of vessels to be passed from 3,000 to 5,000 tons. The cost is estimated at the enormous sum of \$4,738,865, and it is expected that it will be ten years before the work can be completed. It is believed that the traffic between Lake Superior and the other lakes can be much increased by this work. Last year the tonnage passing through the canal was 4,200,000 tons.

A new invention to extinguish fires in coaches in case of railway accident has been recently tested in Lincoln, Neb., with flattering results, says a despatch. The invention consists of an apparatus fixed to the inside of a car, directly over the stove, with a pipe connecting the two together. If the coach telescopes or rolls over in the ditch, the extinguisher is at once discharged into the stove; and at the tests made the fire was so completely extinguished that not a spark could be found in the debris after the discharge. From the working model and the experiments made it appears that the invention is practical, and steps will be taken at once to introduce it to railway managers.

THE following despatch from Detroit appeared in the daily press lately ; Referring to a St. Thomas rumor that the Canada Southern Railway was to be transferred to the Canadian Pacific, President Ledyard, of the Michigan Central Railway, says the report probably grows out of the fact that negotiations are pending between the two companies regarding the interchange of traffic, which he hopes will shortly be concluded. Mr. Ledvard goes to New York to meet Sir George Stephen and Mr. Van Horne, and a definite understanding will probably be reached. Mr. Ledyard says such an arrangement as was rumored could not be made unless the stockholders of the Canada Southern agreed to it, and as they have agreed to an operative THE United States Government proposes to agreement with the Michigan Central which build a new lock on the St. Mary's Canal. has eighteen years more to run, it is not like-

[No. 4.