

transactions are likely to be sprung on Mr. Gould he must feel very much like taking an active hand on the bull side of the stock market. We need only point out to our bull friends what excellent policy it would be on Mr. Gould's part to do so! The fact is, however, that the trouble about these ancient historical matters has only begun, and Mr. Gould will have his hands too full to think of boosting up stocks no matter how much certain people would like him to do so. *Financial Daily Record.*

### New Palace Cars for the Grand Trunk.

A RECENT issue of the *Montreal Gazette* contains the following: There are just now being finished at the Grand Trunk shops, Point St. Charles, for the Pullman Company, two new sleepers, built expressly for service between Montreal and Toronto, which for thoroughness of workmanship and elegance of finish have probably never been excelled either in Canada or the United States. These cars were built from working drawings and specifications furnished by the Pullman Company, and are of the following dimensions and style: Length of body, 65 ft. 2 in.; length over all, 71 ft. The general plan is 10 sections, drawing room, smoking-room and buffet, giving a capacity of 25 berths. The general woodwork of the car is of mahogany, very highly polished, and in place of inlaid work the entire ornamentation is in elaborately carved designs. The ornamentation throughout is of the Louis XV. style. The ceiling is something new in roof ornamentation, having a gold border about six inches in width, and in the centre a beautiful design in panels of gold with raised ornaments on a groundwork of very light blue. The upholstery in the body of the car is of peacock blue glasse plush, the seats having high backs, furnishing a comfortable head-rest for each passenger. The carpet is a heavy Wilton, of colors and patterns to correspond with the general finish of the car.

The drawing-room is upholstered in old gold plush, and a special feature is an elegant mantel and mirror of Louis XV. style surmounted by a drapery lambrequin of old gold silk plush. The drawing-room is provided with separate washstand and toilet facilities, supplemented with a full length pier glass of finest French plate with bevel led edges.

There are two ladies' dressing rooms with all the toilet accessories. The smoking-room and gents' end are finished in English oak, elaborately carved and highly polished. The gents' washstands are situated opposite each other and crossway of the car, thus furnishing more room. A finely carved cull rack, with brass front guard surmounting a plate glass mirror between the two stands, gives a fine finish to this end of the car, which is enhanced by a full length pier glass at the side.

The smoking-room is finished in English oak, with panels of embossed leather elaborately ornamented in gold. The centre panel in this room merits special mention, being ornamented with a border of tobacco leaves and plant in gold, surmounting a trophy of crossed pipes, pouch and full smoker's outfit.

The cars are fitted with lamps of special pattern to correspond with the general ornamentation, heavily plated with silver. These, however, are only provided for emergencies, as the cars are to be lighted throughout by electricity. Electric force for this purpose will be furnished by the Julien system of storage batteries under each car, which will be furnished with 24 incandescent lights, distributed as follows: Body of car, 10; drawing room, smoking room and buffet, 2 each; vestibule, at each end, 2 each; toilet rooms, 1 each, and one under the head over each platform.

The outside ornamentation is of the latest pattern known as the "Pullman Limited." The outside appearance of the cars is a marked change from the earlier styles, the double Gothic windows and large size of the lower windows, the new ornamentation and paneling giving a very pleasing and rich appearance. The letter board contains the single word "Pullman," while below the line of the window sills in a handsomely ornamented panel are the words "Sleeping Car," with the name of the car underneath.

The buffet is a very fine piece of carving ornamented with gilded scroll work and plate mirrors. The silver ware was made to order from Pullman patterns and the crockery was imported specially for these two cars.

The cars are heated by the Baker system of hot water pipes, and electric bells from every section and room give ready means of calling the conductor or porter to any part of the car when their services may be needed.

The cars are mounted on "Pullman 5" trucks with 2-inch steel tire wheels. They are named "Canadian" and "American," and will be on exhibition at Bonaventure station for a day or two before being put into service, due notice of which will be given.

### Railway Building by Night.

THE *Railway Age* editorially says: In the early days of railways the idea of running trains at night was not thought of, but at the present time the greater part of the freight traffic and perhaps of the passenger traffic is handled in the hours of darkness. A similar change seems to have been begun in the work of railway building. The feasibility of carrying on grading and even track-laying at night was hardly suggested until recently, but now it is not uncommon. The rush of competition between great lines to reach given points and the necessity sometimes imposed of building a certain distance before a fixed date in order to secure local aid have necessitated the employment of the night hours in numerous cases; and it is found that men and teams work fully as efficiently by night as by day. A contractor who has been doing a large amount of grading on one of the western roads tells us that he finds that the men accomplish more between 7 p. m. and 7 a. m. in shoveling than in the same hours of daylight, because their attention is not distracted by other things at night, and in the summer the air is cooler than in the daytime. Of course it takes the men some time to become accustomed to the unnatural inversion of the hour of work and sleep, and some of them are inclined to

waste the daylight hours in drinking and thus are unfitted for night toil; but these worthless fellows are gradually sifted out and the force engaged in the night work soon accomplishes fully as much as those who work only by daylight.

Where machinery is employed, as in the case of steam shovels, etc., there is evidently great economy in running night and day, as the plant then is not standing idle half the time. The comparative efficiency of steam driven machinery over human muscles is so great that this is becoming recognized as an important consideration. Thus it is estimated that one steam shovel working day and night will do the work of about one hundred men, and as steam shovels do not get drunk or strike, and as their systems do not call for rest at night they evidently possess important advantages over human machinery. The employment of the night hours has made possible some of the extraordinarily rapid railway construction which has characterized the last year or two. When a company has decided to build a line and has the money or the credit to do it with, every day lost before the road is put in operation means a loss of interest, and if the time of building can be shortened one-half by night work, thus putting thousands or millions of dollars at work in half the time ordinarily allotted to the construction, the aggregate saving thus effected may be very large.

### The St. Catharines & Niagara Central.

THE St. Catharines & Niagara Central Road has been completed from the Niagara River to Thorold, and a train has already been run from the American side over the Cantilever Bridge (over which the company has running powers) to Thorold, thereby saving the bonus from this town. The right of way into St. Catharines has been secured and it is expected that the road to that point will be completed this year. The directors expect a favorable outcome of the negotiations for running powers over the Hamilton and North-western bridge over the Burlington Canal, this being the only point of serious difficulty between St. Catharines and Toronto.

### A Paraguay Railway.

THE Republic of Paraguay is not agitated over railroad pools. Its single line is 43 miles long, extending from the capital, Asuncion, south-east to Paraguay. This road, with a gauge of 4 ft. 3 1/2 in., and steepest grade 1 in 75, was begun by the state in 1864. The work was soon interrupted by war and not resumed till 1870. The state managed the road till 1877, then gave it over to a private company, but bought it again in 1885. All the engineers, material, and equipment were brought over from England. The equipment in 1886 consisted of seven locomotives, six passenger and fifty freight cars. The gross earnings have been—in 1878, \$28,920; in 1881, \$63,000; in 1885, \$93,027; in 1885 net earnings were \$28,080, and 118,943 passengers were carried. The road is valued at \$1,223,910. An extension to Villa Rica is contemplated.—*Railroad Gazette.*