

# RAILWAY LIFE

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RAILWAY INTERESTS

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## A CHANGE OF SYSTEM.

WITH this issue, RAILWAY LIFE completes its term under the old regime. The proprietary will remain the same, but unencumbered by relationships of the past. Our Mr. A. C. Campbell will in future have the editorial and business management of the paper, and will give his whole time to the work.

In order to give the journal a fair start under new auspices, the present issue has been delayed until the 1st October so as to begin the month even. To make up for lapsed issues and for delay in the past, three months will be added to the term of each subscriber without extra charge. RAILWAY LIFE will hereafter be in the hands of our subscribers everywhere in the first week of each month.

Important changes in the editorial management will take place. As rapidly as possible, a corps of correspondents in the railway centres of the Dominion will be organized, so that the events of our railway world may be chronicled as they happen. Efforts will be

made to secure the assistance of the many able men connected with railways in Canada to write or edit papers of interest to Canadians. In this relation, arrangements have already been made for a series of papers on Canadian inventions in connection with railways, to be edited by Mr. Barnett, Works Superintendent G. T. R., Stratford. These papers will be illustrated with cuts of the various improvements, and, wherever possible, with portraits of the inventors. A series of practical shop articles have also been arranged for, to be contributed by Mr. R. Patterson, Locomotive Foreman G. T. R.; and illustrated with diagrams, etc., wherever necessary. Other features will be added from time to time, with a view to constantly maintaining the interest in the paper.

Special inducements will be offered to those sending in clubs of subscribers, details of which will be given in future issues.

RAILWAY LIFE has always been the best-printed paper in the Dominion. No effort will be spared to make it the best and brightest class periodical on the continent.

A. C. CAMPBELL. W. B. CAMPBELL.

THE roadmasters, in convention at Boston pronounced in favor of rails not less than seventy-two pounds in weight per yard.

THE largest case of goods that ever left the United Kingdom was shipped from London, recently, in the steamer "Wilamia." It contained a composite railway carriage, made by Messrs. Brown, Marshall & Company, of Birmingham for the Melbourne Exhibition. At the termination of the exhibition the carriage will be purchased by the Victorian Government for use on the state railways. The case containing the railway carriage was thirty-one feet long, ten feet wide, and weighed sixteen and a half tons.

THE Hudson Bay railway scheme on which a little grading was done last year is again being agitated. Some American capitalists headed by a well-known contractor went to Winnipeg a few days ago to make a proposition for building the road, but it is stated that they were so coolly received by the Manitoban Government that they returned without accomplishing anything. With a direct connection with American railways in Dakota now assured, in addition to the Canadian Pacific rail and water route, it is not apparent that Manitoba has any pressing need for a summer-only line to Hudson's Bay.—*Railway Age.*

AMONGST the attractions of the forthcoming exhibition at Paris will be a veritable "belt line" of railroad, by means of which visitors will be enabled to make a tour of the exhibition grounds in the Champ-de-Mars without fatigue. The endless train will consist of 400 platform cars somewhat similar to those used for freight, the line being sunk so that the floor of the cars will be exactly level with the ground. The train will be run at a sufficiently low speed to enable most people to get on and off whilst it is in motion, but to enable elderly people, females and children to mount, descend, or pass over the moving platform, there will be stoppages of fifteen seconds every minute. The motive power will be electricity.

"Change here for Beersheba, Dan and Jericho," will soon be a sentence that will tax the pronunciation of Israelitish brakemen, for the London *Engineer* states that the railroad, which it appears is actually to be built between Jerusalem and the Mediterranean, will commence at the port of Jaffa, and run in a southeasterly direction by Yazur, Beit-Dejan, Ludiel, Yalo, Soba and Kustul to Jerusalem. Its length will be thirty-three miles. The construction will be attended with engineering difficulties in consequence of the barren and hilly nature of the country through which the line will run. Jerusalem is situated some 2,624 feet above the level of the sea, and the territory in its vicinity will tax the ingenuity of the engineer.