

cerned, and in that as well as in its railway aspect RAILWAY LIFE is interested, it should be remembered that the Southern Division of the Grand Trunk Railway is the main artery of the country westward of Toronto, and that from London the centre of that fertile peninsula which, all in all is the finest piece of ground that exists, veins as large as arteries radiate like the ribs of a fan. On the way a large number of smaller lines are crossed which in turn cross others and even before the main distributing point is reached, packages of *Globes*, for scores of villages, towns and cities have been thrown off to be carried away by the earliest trains. The whole peninsula is thus reached at almost as early an hour as if a special train were run on every separate line. Speaking of this aspect of the case *The Globe* says:

When the special reaches London at 6:40 a bag of *Globes* is at once placed on the London & Port Stanley train, which leaves immediately. In this way St Thomas is reached at 7:25, while formerly by the old *Globe* train the papers did not get there by way of Hagersville until 10:30 or 11. In this way Aylmer is reached at 7:49 instead of 1:02, and Cayuga, Simcoe and Tilsonburg share the advantage proportionately. A train on the London, Huron & Bruce division of the G. T. R. now leaves with the *Globe* on board at 7:55, supplying a large district to the north. Clinton is thus supplied at 9:55 a. m. instead of 2:20 in the afternoon. The *Globe* now arrives at Wingham at 10:55 a. m. while, formerly it did not get there until 3:20 p. m. Such places as Exeter, Henshaw, Kippen and Blythe, are served proportionately early, while Goderich receives *The Globe* at 10:40 instead of at three in the afternoon. By sending papers over the London, Huron & Bruce, Brussels, Listowel and points on the Wellington Grey & Bruce are supplied about two hours earlier. Kincardine formerly could not be reached till 4:40 in the afternoon, but now the papers are there at 2:20. The people at Lucknow also get their *Globes* two hours ahead. Ailsa Craig, Parkhill, Meaford, and Forest, which formerly got *The Globe* at 1:05, 1:22, and 1:40, respectively, are now supplied by way of the L. H. & B., which crosses the Stratford line of the G. T. R. at Lucan at 9:20, and thus *The Globe* gets to Ailsa Craig at 9:31, Parkhill at 9:54, and Forest at 10:40. Stratford is supplied now at 8:40 a. m. instead of at noon. On the Sarnia line a train leaves London at 7:35 and Sarnia is reached at 9:45 a. m. instead of at 4:40 in the afternoon. Strathroy now receives *The Globe* at 8:20 as against 3:10 formerly. Petrolia was formerly supplied at 3:30 p. m. but is now at 8:35. Point Edward was not reached until five o'clock in the evening, but now *The Globe* is there at 10 a. m. St. Mary's is now supplied with *The Globe* between eight and nine in the morning as against 4:40 in the afternoon under the former arrangement. Norwich, a town on the B. N. & P. T. line, receives the paper at 9:02 a. m. instead of at noon.

## Editorial Notes.

WE would direct special attention to the article in another column describing the snow sheds on the Canadian Pacific line through the Selkirks. The article is from *The Varsity*, the able journalistic representative of the men of Toronto University.

THE International Jubilee of Railways celebration is to open in Paris in May. Other countries are taking an active interest in the affair and will send exhibits of various kinds. Canada has as many miles of railway in proportion to population as any other country and also has the largest continuous railway in the world. What is being done to win us a creditable place in this great exhibition?

A CORRESPONDENT of the *Railroad Gazette*, signing himself "Resarf," points out that while improved heaters are used in first-class coaches and sleepers, the baggage-car is too often heated by a cheap cast-iron stove. In a smash it very often happens that the baggage-car is broken into match wood and the rest of the train piled on top of the remains. In such a case the improved heaters, however innocent they may be, cannot prevent a conflagration. The baggage car should not be overlooked when improved heaters are being dealt out.

As will be seen by the account of the meeting, given in another column, the Society of Civil Engineers has been formed under the happiest auspices. Such a society cannot but result in good to the profession and to the members individually. It will benefit the railways also by making a uniformly high standard for engineers. We are glad to notice also that incorporation is being applied for. Through a good charter the profession could be placed on a basis in which the qualification would be as well recognized as that of the lawyer or the doctor is now. Canadians are naturally proud of the able engineers Canada has produced. We trust that this society will be the means of giving increased usefulness to men who have already made a name for themselves and of bringing forward others who have genius, but are still without fame.

THE American North-West has everything to lose and nothing to gain by the proposed non-intercourse provisions against Canadian contemplation by Congress, and it is natural that such a proposal should arouse some apprehension in that important section. The feeling has not been better expressed than by the St. Paul *Pioneer Press*, the principal newspaper of the North-Western States. This journal points out the advantages about to accrue to St. Paul and other cities through the opening of the Sault Lines, and strongly objects to those advantages being cut off merely for the benefit of a few in the east. *The Pioneer Press* says:—

We have more than a general and national interest in the quarrel which is now being forced as rapidly as possible to extremes. The Interstate Commerce Bill, coupled with a non-intercourse act, would help Chicago to get out of the losing position in which she has been placed by the superior enterprise and advantages of the North-West.

WE regret to learn from a circular issued by Mr. M. McInteer, Grand Chief Foreman of the Brotherhood of Railway Section Foremen of North America, that this most important organization is already threatened with difficulties so soon after its establishment. It seems that an organization has been formed which claims to have vested in it the authority of the original body and which has assumed power to declare the Grand Chief Foremanship vacant and to elect another Grand Chief Foreman. Mr. McInteer, who is a man of energy and ability, as showed by the *Railway Section Foreman*, of which he is the founder and editor, has issued the circular referred to as a declaration that the organization stands as at first and that he is still the head of it. The secretary of the original order, Mr. M. Scanlan, having taken part in the second meeting is declared by Mr. McInteer to be deposed and his place filled by the appointment of S. A. Owen, until the Brotherhood shall declare its choice. Mr. McInteer also calls upon the members of the brotherhood to stand by the order and to cherish the principles it was founded to disseminate.

THE promoters of the Parry Sound Colonization Railway have received a promise of \$3,200 per mile from the Dominion Government and are seeking also a bonus from the Ontario Government.