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VICTORIA PARK, one of Toronto's favorite suburban summer resorts, is in good hands this year, the lessees being Messrs. George Jackson and Robert O'Hara. Good steamboat and tramway facilities exist for reaching the park, and there are all facilities for picnic and excursion parties.

ZEBRA SPIRAL STEEL FENCING WIRE, which was described in a late issue, is gaining favor in this country. After testing it during the winter the Northern and North-Western Railway have ordered 42,000 lbs. from Mr. John J. Gartshore, for the summer's supply. The Grand Trunk have put up a few tons and will probably use it in large quantities. This wire has stood the frost of last winter better than anyone anticipated, and there is no doubt as to its value as a railway or farm fence in this climate.

THE following is from the *Railway Age*—The sad fate of Jumbo, the mighty elephant who undertook to transport his grand trunk by the Grand Trunk Railway and got killed in the attempt, will be remembered. The proprietor of the unchecked and badly damaged trunk aforesaid demanded \$100,000 damages from the unfortunate railway company

through the carelessness of whose employees the accident occurred, but has finally concluded to accept \$5,000 and free transportation for his show over the Grand Trunk lines during the coming season; which illustrates the fact, already observed by railway men, that the owner of live stock that the locomotive has converted into dead stock frequently asks more than he gets.

A paragraph in the *Railway News* says: The Paris railway paper, "*Le Journal des Transports*," has recently been greatly excited because of the presumed injury which the Canadian Pacific will have upon Trans Atlantic lines and upon M. de Lesseps' Canal. Our Gallic contemporary considers the building of this road simply another fraud of "Perfidie Albion" upon guileless America and France, and says that now England has put a girdle round the world. We don't quite agree with the Paris writer, and think that England was quite right in protecting its own eastern trade which it might otherwise have had to do by purchasing the control of the Panama Canal (if that scheme ever does get completed), as it had to do with the Suez Canal. Our trans-continental roads have to be self supporting and their primary duty is to build up the interior country, not the making of it into a tunnel for the passage of eastern goods to an English market. Let the "galled jade wince" as the great poet has it, "our withers are unwrung." The Canadian Pacific chiefly hurts, if anything, the projected but improbable Panama Canal.

ARRANGERS of the proposal made in the Dominion Parliament that the Government should publish monthly reports of the affairs of the Dominion, the statement of how these things are done in Britain is worthy of attention. The *Standard*, of Boston, says: A British institution that might be advantageously introduced in this country are the annual reports to the Board of Trade, by the various railroad companies, of the accidents and fatalities that happen on their lines. The accuracy that must result from such a system, as well

as the incentive it furnishes to make the best possible showing, speak strongly in favor of its introduction. From the latest blue book it appears that in 1886 there were 938 persons killed and 3,539 wounded in the course of public railway travel in the United Kingdom. The report is full of instructive details, as, for example, the fact that the attempt to pass over grade crossings cost the lives of eighty-one persons, an increase of twenty three over 1885. Many impressive lessons emphasizing the necessity of accident insurance, the abolition of grade crossings, etc., are to be drawn from this report; and we repeat, therefore, that an annual compendium of like accuracy and explicitness would be highly desirable here.

The *Ottawa Free Press* says: It is a curious fact that those Manitobans who profess to be so much enraged against railway monopoly, expend their indignation in abusing the Pacific Railway Company, and endeavoring to find excuses for the ministers who maintain the monopoly and who refuse to redeem their promise to cease disallowing local railway charters. So long as the Manitobans pursue such a course, they are not likely to win the sympathies of the people of other provinces or to make any progress towards obtaining railway competition. The Pacific Railway Company are not open to censure for seeking to maintain their present monopoly. Any other corporation or set of individuals would do exactly as the C. P. R. Company are doing, provided they could get a government and a majority in parliament to support them. The president and directors of the Pacific Company are bound as trustees for the stock-holders to do everything in their power to maintain their monopoly. Why abuse them? The Pacific Company are utterly powerless to prevent the building of competing railways in Manitoba. It is the government of Sir John Macdonald that prevents Manitoba from obtaining railway competition. And yet the Manitobans make a laughing stock of their province by abusing the C. P. R. Company and electing members to support Sir John.