

MR. PULLMAN AND HIS PALACE CARS.

If it be true that he who lends his time and talents to the lightning of any of the disagreeable loads we poor mortals are from time to time compelled to bear, is worthy of the eternal gratitude of his fellows, then the name of the inventor of Pullman Cars should be handed down to all posterity as a great benefactor of his race. For has he not converted that bugbear, a railway journey, into a pleasant and an agreeable undertaking, to which, thanks to his inventive mind, one looks forward rather as a pleasure, than as a tiresome, torturing ordeal which must be got through, though at great cost of comfort and of patience? Verily, Mr. Pullman is the new St. Nicholas, the *patronus viatorum*, the patron saint of the unhappy traveller by rail.

On the 20th August, 1870,—little over two years ago,—the first Pullman Car that ran on public service over a Canadian road, started with the evening train from Montreal destined for Toronto. The name of the pioneer car was the "Montreal," and she—if it be allowable to use the feminine pronoun in speaking of railroad cars—was speedily followed by the "Toronto," the "Sarnia," and the "Portland." By the end of the year twelve cars were running on the road between Sarnia and Portland, all named after places on the line. And now, two years later, the service is performed by near thrice the number.

In addition to the ordinary Palace Sleeping Cars, there are also Drawing-room Cars, which run mainly on the Vermont Central Railroad. These latter are most lavishly furnished, with rich carpets, mirrors, curtains, and moveable drawing-room furniture. They are, in fact, the *ne plus ultra* of luxurious upholstery.

To see the Pullman Cars at their best it is necessary to cross the continent in one of these travelling palaces. On the Union Pacific line are run not only Sleeping, and Drawing-room Cars, but also Hotel Cars, where meals are served in a manner—as regards style, cleanliness, and cookery—worthy of the first restaurants of the Old and New Worlds.

We feel that we cannot do better, in order to give an adequate idea of the comfort attainable in travelling by the Palace Cars, than give some extracts from an account recently published in *Harper's Monthly* of the trip across the continent. We must premise, however, that the trains between Omaha and San Francisco travel at the rate of twenty-two miles an hour only. Were they to go faster the journey would be robbed of much of its attendant enjoyment. At 35 or forty miles the country passed through is a blur; reading, writing, and conversation next to impossible. But at twenty-two miles an hour travelling is a different thing. But we leave it to our traveller to relate his experience.

"You write very comfortably at a table in a little room, called a drawing-room, entirely closed off, if you wish it, from the remainder of the car, which room contains two large and comfortable arm-chairs and a sofa, two broad, clean, plate-glass windows on each side, which may be doubled if the weather is cold, hooks in abundance for shawls, hats, &c., and mirrors at every corner. Books and photographs lie on the table; your wife sits at the window, sewing and looking out on long ranges of snow-clad mountains, or on boundless ocean-like plains; children play on the floor, or watch at the windows for the comical prairie-dogs sitting near their holes, and turning laughable somersaults as the car sweeps by. You converse as you would in your parlour at home: the noise of the train is as much lost to your consciousness as the steamship's rush through the waters; the air is pure, for the cars are thoroughly ventilated; the heating apparatus used seems to me quite perfect, for it keeps the feet warm, and diffuses an agreeable and equal heat through all parts of the car. This is accomplished by means of hot-water pipes fastened near the floor.

"As at sea, so here, the most important events of the day are your meals. The porter calls you at any hour you appoint in the morning; he gives you half an hour's notice of breakfast, dinner, or supper; and the conductor tells you not to hurry, but to eat at your ease, for he will not leave any one behind. Your beds are made up and your room or section swept and aired while you are at breakfast, or before, if you are early risers; you find both water and fresh towels abundant; ice is put into the tank, which supplies drinking-water at the most improbable places in the great wilderness; and an attentive servant is always within call, and comes to you at intervals during the day to ask if you need any thing to make you more contented.

"About eight o'clock—for, as at sea, you keep good hours—the porter, in a clean gray uniform, like that of a Central Park police-man, comes to make up the beds. The two easy-chairs are turned into a double berth; the sofa undergoes a similar transformation; the table, having its legs pulled together, disappears in a corner; and two shelves being let down furnish two other berths. The freshest and whitest of linen and brightly coloured blankets complete the outfit; and you undress and go to bed as you would at home, and unless you have eaten too heartily of antelope or elk, will sleep as soundly.

"From Chicago to Omaha your train will carry a dining car, which is a great curiosity in its way. I expected to find this somewhat greasy, a little untidy, and with a smell of the kitchen. It might, we travellers thought, be a convenience, but it could not be a luxury. But in fact it is as neat, as nicely fitted, as trim and cleanly, as though Delmonico had furnished it; and though the kitchen may be in the forward end of the car, so perfect is the ventilation that there is not even the faintest odour of cooking. You sit at tables which comfortably accommodate four persons; you order your breakfast, dinner, or supper from a bill of fare which contains a quite surprising number of dishes, and you eat from snow-white linen and neat dishes admirably cooked food, and pay a moderate price.

"It is now the custom to charge a dollar per meal on these cars; and as the cooking is admirable, the service excellent, and the food various and abundant, this is not too much. You may have your choice in the wilderness, eating at the rate of twenty-two miles per hour, of buffalo, elk, antelope, beef-steak, mutton-chops, grouse, &c.

"The Pullman hotel car is one of the most ingenious as well as one of the most convenient of all modern arrangements for travel. It can seat forty persons at the tables; it contains not only a kitchen—which is a marvel of compactness, having a sink, with hot and cold water faucets, and every "modern convenience"—but a wine closet, a china closet, a linen closet, and provision lockers so spacious as to contain

supplies for thirty people all the way from Chicago to the Pacific if necessary; its commissary list contains, as I ascertained by actual count, 133 different articles of food; it carries 1000 napkins, 150 table-cloths, 300 hand-towels, and 30 or 40 roller-towels, besides sheets, pillow-cases, &c., &c. And unless you are of an investigating turn, you would never know that the car contained even a kitchen.

"Whenever a sleeping car arrives at the end of a journey, it is laid over for twenty-four hours. Thereupon the porter gathers up the soiled linen for the laundry, and a force of men and women enter the car and take out of it bedding, carpets, and every moveable thing; all are beaten with rods and hung up to air; and meantime the whole car is aired, and the wood-work dusted, rubbed, and scrubbed in the most thorough manner. This is the manner of their housekeeping."

As a fitting accompaniment to our illustrations we publish a portrait of Mr. George M. Pullman, the inventor of the cars that bear his name. Mr. Pullman is of course an American. He began life at the bottom of the ladder; at one time he was a Colorado miner. It is said that he was so poor when he began the experiment of his sleeping cars that he had great difficulty in raising means wherewith to build his first car. Fortune, however, soon smiled on him, and he is now President of the Pullman Car Company which has some six hundred Sleeping, Drawing-room, and Hotel cars running on some hundred different railroads. The railway companies generally own one half of the stock of the cars they use. The Company employs considerably over five thousand persons, and when the new car works near Chicago are completed, will employ some thousand more.

Mr. Pullman has made several efforts to establish his cars experimentally on some of the main lines in England, but there exist serious difficulties in the way of carrying out this idea even as an experiment, although there can exist no two opinions as to the advantages which passengers would secure by their adoption there. Their length, weight, and mode of arrangement are especially against them, and serious modifications would have to be made in their construction and design before they found favour in the eyes of English traffic managers. Mr. Pullman has recently patented in England some improvements in his sleeping cars which we illustrate on another page, the perspective sketch showing the interior of a portion of a carriage containing one set of berths on each side, one side being represented as closed for use during the day, the other open for night service. The smaller drawings are sections of the seats, the one representing it closed for sitting accommodation, the other opened and extended to form a couch.

The arrangement relates to the method of constructing the seats and berths so that they may be more readily and conveniently changed from the condition of a day carriage to a sleeping carriage, and vice versa, than by the modes of construction before used.

To effect this the berth is constructed with a rigid frame of the proper form to receive the bedding, which frame is permanently attached to the side of the carriage by fixed hinges, and when not in use is swung up in a diagonal position, the front edge being secured to a suitable frame attached to the roof of the carriage, and thus closing the recess and forming a closet in which the bedding in that compartment can be placed when not in use, and be entirely secured and protected from the dust, smoke, and cinders. A counterpoise is also introduced, so arranged as to aid in turning up the berth, so that it may be more easily handled.

The upper berths, A, A, each formed of a rigid platform or frame, are provided with a suitable enclosure for the bedding, and made by preference about as wide as the length of the transverse seats, as shown. They are each permanently connected with the side of the carriage by strong hinges at B at a suitable height above the seat, which supports that side of the berth, the opposite side being supported, when it is used, by the jointed suspenders, C, which have a pin joint at each end and near the middle to enable them to fold together when the berth is turned up, as shown, one end of each suspender being attached to the front edge of the berth, and the other end to the roof near the upper corner of the carriage by suitable joint pieces.

When the carriage is used by day the front edge of the berth, A, is raised up to an angular position until the front side of it nearly touches the roof of the carriage, and the lower edge is brought into contact with the cornice frame or moulding, N. The berth is held in this elevated position by a spring catch or other suitable fastening, in which position it is entirely out of the way, and the mattresses, bedding, and other accessories are shut out of sight in the closed triangular recess in the upper corner of the carriage.

The upper berths when made broad as shown, with the bedding and other furniture placed upon them, have considerable weight, and to enable them to be easily handled they are counterbalanced by means of weights, D, running on rods, L, to steady them, and cords, E, working over suitable pulleys and attached to the front side of the berth so that the berths move easily up and down by hand. The weights, D, upon either side of the carriage may be enclosed in a closet in the centre of the carriage, and wire ropes or other cords lead over the pulleys, from them to each berth. If the upper berths are made somewhat narrower they may be so arranged as to be thrown back against the side of the carriage into a perpendicular position, the recess to receive them being in that case formed on the side of the carriage. One of the series of triangular partitions placed between the berths is shown at M, extending from the upper berth to the roof of the carriage and inwardly in a diagonal direction to the cornice, N, which is usually placed just below the sides of the ventilating chamber; the partitions form the ends of the recesses when the berths are turned up. The seats are arranged in pairs facing each other, as shown, and at a sufficient distance apart to give length for a berth between the frames of the backs. The cushions forming the back and seat of each chair are made separate from seat frames, and hinged together at F. When the lower couch has to be made up for sleeping, the seat cushions, G, are drawn forward until the cushion, G', forming the back, lies horizontally on the frames, the cushions, G, meeting together, and one end resting on the bar, H, which turns on a hinge from one of the seats or chairs, as shown. The other ends of the cushions, G, are supported by resting on a cleat of wood fastened to the side of the carriage. A continuous horizontal couch is thus formed by the four cushions, upon which bedding may be placed. The back of the chairs may be made double to receive a sliding partition, I, which sinks between the backs when the carriage is used as a day carriage, and is drawn up against the bottom of the

upper berth when used as a sleeping carriage, and is held up by the spring catches, K, thus affording an additional support to the upper berth. J, is a moveable head board, which when the berth is made up is slipped in to fill up the space at each end of the berth between the sliding partition, L, and the partition, M; it is held in place by suitable attachments which will allow it to be readily removed and placed upon the upper berth with the bedding and enclosed in the recess above the berth when it is turned up.

FIELD AND FLOOD.

The Bangor, Me., races commenced on Tuesday.

The Aurora Races took place on Friday and Saturday last. The Goderich Regatta took place on the 11th inst, and was a great success.

The race for the St. Leger stakes was run on the 11th, and taken by "Wenlock."

The ex-Emperor Napoleon and the ex-Empress visited the "Sappho" last week on the invitation of Mr. Douglas.

The International Regatta at Put-in-Bay was won by the "Ina," of Toronto, the "Oriole" second, and the "Zoe" of Cleveland, third.

The return cricket match between the Halifax Garrison Club and the "Amalgamated Duffers" was won by the former by an innings and 25 runs.

The "Clippers" of Ilion, N. Y., defeated the "Silver Star" Base-Ball Club of Port Hope, on Wednesday week. The score stood 57 to 8. Time, 2 h. 29 m.

The Shamrock Lacrosse Club, of Ingersoll, played a London Club on Saturday last. Unfortunately the Shamrocks had to leave after winning two games out of three.

The Doncaster September Meeting commenced on the 19th. The Great Yorkshire Handicap was won by "Dalnacardoch," "Neapolitan" second, and "Silvester" third.

The Mutual and Beaverwick Rowing Clubs of Albany rowed a three-mile six-oared race last week, the former club winning by about five feet. Time, 17 m. 31 s.

A two-mile four-oared race between Almonte and Pakenham crews came off on the Mississippi, near the latter place, on the 7th. The Almonte crew came in ten lengths ahead. Time, 14 m. 59 s.

It is said that the two mile canoe race between the Shamrock Canoe crew and the Desert Indians, will not take place this season, owing to the red men declining to put up the requisite \$100.

The Campbellford Cricket Club was beaten for the first time in five years last week. Their opponents were an eleven of the Norwood Club. The total score—two innings—was Norwood, 159; Campbellford, 124.

A grand international regatta has been arranged by the Hamilton Yacht Club for the Saturday of the fair week. Two prizes will each be given for first and second-class yachts. The races are expected to be successful.

A shooting match for \$20 a side took place at Fergus, Ont., last week, between Thos. Whiteall, of Fergus, and Levi Henry, of Guelph. Whiteall shot thirteen and Henry eleven pigeons out of twenty, Whiteall winning by two.

An interesting quoit match took place recently at Halifax, between the Studley and Komos Clubs, resulting in a victory for the latter. The following is the score: Studley, 1st game, 24; second, 33; Komos, 44 in each game.

A well-contested game of base-ball was played in the early part of last week by the Boston and Athletic Clubs, the latter of Philadelphia. The score stood five each at the end of the eighth innings, when rain put a stop to the game.

The annual match of the Kingston Rifle Association commenced on the 19th. In the All Corners match the first prize was won by Captain W. Bailey, of the 47th Battalion, Lieut. J. Cotton, of the Ottawa Artillery, taking second prize.

Sporting men will be glad to learn that arrangements have been made to hold a race meeting at Guelph, a few days after the Barric meeting. Several well-known gentlemen in racing circles have taken hold of the matter, and some good sport may be relied upon.

RACING.—A movement is on foot in the States to abolish the ridiculous practice of having more than one judge of a race. It is this official's duty merely to place the horses as they arrive at the winning post. Disputes, disqualifications, etc., should be decided by the Stewards of the meeting.

A return match between the New Hamburg and Haysville cricket clubs came off on the ground of the latter on Saturday, and resulted in a victory for Haysville by a score of 282 to 66. Mr. J. C. Cook, of the Haysville club, made the large score of 148—the largest ever made in the section by a single player.

The *Advertiser* gives the particulars of a novel base-ball match to take place shortly in London, between the officers of the Maple Leaf Club, and the first nine of the same. The understanding is that the first nine shall play with the left hand in batting and throwing, and run around the bases the reverse way. There will doubtless be considerable merriment occasioned by this style of playing.

An exciting whaler race for a stake of \$50 was rowed last week in Halifax harbour between two crews from the Admiral's flag ship "Royal Alfred," one rowing the well-known racing-boat "Blue Nose," and the other a boat known as the "Commercial Wharf Whaler." The former led until quite at the close, when the "Commercial," which had been close behind throughout, took the lead and won.

THE ENGLISH CRICKETERS.—During the visit of the English cricketers at London the weather proved most unfavourable, but, notwithstanding, the game came off, occupying two days, the 9th and 10th. Each side took two innings, the Englishmen making 89 in the first, and 161 in the second. The score of the twenty-two reached 55 in the first innings and 65 in the second, giving the game to the Eleven by 130 runs. The individual scores were smaller than usual, Grace's score in the two innings being 107. On the other side the highest score in one innings was made by Hyman. At Hamilton the play commenced on the 12th, and here the weather was even worse than at London. The English gentlemen took the game in one innings and 16 runs. The score stood: the Eleven, 181; Twenty-Two, 1st innings, 86; 2nd, 79.