

John Macdonald & Co. TO THE TRADE: NEW SHIPMENTS JUST RECEIVED

Scorched and Soaked Ladies' Corsets J. F. Brown & Co.

John Macdonald & Co. Wellington and Front-streets East, Toronto.

The Speed of Railway Trains. One occasionally comes across paragraphs in the papers recounting some exceptional performance in the way of high speed on the railway, some where or other, such as:

An engine on the Great North Midland line yesterday achieved the record of 43 miles an hour, a mile in 38 sec. This, which equals ninety-four and three-quarter miles an hour, is the highest railway speed yet recorded.

Paraphrasing of this kind are served up now and again. The public reads them, and generally takes them, as they are, for the whole truth, and nothing but the truth.

Now it is just as easy to attain ninety or a hundred miles as it is to attain nine miles an hour—in a newspaper; on the rails, however, it is not so. In point of fact, no such speed as that mentioned in the above hypothetical paragraph has ever been satisfactorily attested, and indeed, one may say with tolerable certainty that it has never been attained either in this country or any other on the globe.

About the middle of 1893 there were some rather tall stories sent across from the United States of speeds reached by engines hauling the fast trains between New York and Chicago. The tallest one of all claimed a mile in 32 sec. for engine No. 999 on the New York Central line, or, in other words, a speed of 112 1/2 miles an hour.

Speeds of seventy miles an hour are of daily occurrence, but beyond this, records are not so common and there are comparatively few instances of speed above seventy-five. The writer has never timed anything higher than seventy-one.

There are certain spots on our main lines, particularly those from London to the north, where express trains habitually run for miles together at speeds considerably over sixty miles an hour; for instance, at near Corby or Carlisle, on the Great Northern; or near Ampleforth and Harrogate, on the Midland. The chief thing is a well-laid road, free from sharp curves, and with a few miles of easy gradient, and out much difficulty.

In all probability the highest authenticated speed is that of the Midland train recently on the Great Northern line. Up to that the best record was that of a mile in 44 sec, or 81 1/2 miles an hour. This speed was several times reached on various lines, and it seemed as though it could not be exceeded until, on the Midland, the Charles Bonser-Martin timed two consecutive miles at the very high speed of 83 1/2 miles an hour. On this occasion 97 miles consecutively were run in 7 min. 13 1/2 sec, or 79 1/2 miles an hour.

Markets are Irregular. AMERICAN SECURITIES MORE ACTIVE AND FIRMER. A Slight Decline in Canadian Pacific—Sterling Exchange Continues Strong—Wheat Closed Better at Chicago, But the Decrease in Visible Stock Has Expected—Higher.

Money Markets. The local money market is steady at 4 1/2 per cent on call and at 4 3/4 to 5 1/2 for prime time deposits. The New York market is quoted at 1 1/2 and at London at 1 1/4. The rate of exchange is unchanged at 1 1/4 per cent.

WINDSOR SALT IS GRANULATED. Toronto Salt Works. Money Markets. The local money market is steady at 4 1/2 per cent on call and at 4 3/4 to 5 1/2 for prime time deposits.

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THE FARMERS' MARKETS. Receipts very small, as usual, on Monday. Hogs and eggs are higher.

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BEST QUALITY COAL. No. 2 \$3.75 GRATE \$4.75 EGG \$5.00



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A Very Interesting Letter. From the Director of Music, Grace Church, Winnipeg, is now on file, and may be seen at the office of the eminent Church Pipe Organ Builders,

R. S. Williams & Son, 143 Yonge-street, Toronto.

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70TH DIVIDEND. THE SHAREHOLDERS OF THE MILSENS BANK.

THE BOYS' BRIGADE. A public meeting for the promotion of the Boys' Brigade movement will be held in the hall of the Normal School.

HALL OF THE NORMAL SCHOOL, ST. JAMES-SQUARE, ON Thursday, March 7th.

REINHARDT & CO. Lager Brewers, Toronto.

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