

From a small beginning, twelve years ago or more, it has gone on growing, little by little until there are now 210.60 miles of line in operation, as follows:

Main line from Alberton to Georgetown...	147.00
Branch from Mt. Stewart to Souris...	38.10
Branch from Alberton to Tignish...	13.10
Branch from county line to Cape Traverse...	12.40
Total.....	210.60

On these various divisions are 25 telegraph or booking stations and 56 flag stations.

The lines between Charlottetown, Summerside and Cape Traverse and a portion of the distance between Charlottetown and Mt. Stewart have steel rails.

Originally all bridges were of wood, but as renewals are made iron is being substituted. The rolling stock of the road on June 30 last consisted of 21 locomotives, 17 first-class cars, 3 postal cars, 3 vans, 1 pay car, 175 box and stock cars, 109 platform cars (other than coal), 16 coal cars, 8 snow plows, 7 flangers.

With the exception of a few stock cars, all the box, flat and stock cars constituting the original freight equipment of the road have been renewed, ten and fifteen ton cars being substituted for eight ton cars, as a means of increasing the earning capacity of trains without corresponding increase in the number of cars to be hauled.

The number of employees engaged in the service of this company hardly indicates extravagance on the part of the management, especially when it is considered that the salaries paid are not as great as in the United States, or even in the other provinces, the cost of the necessities of life here especially as regards the products of the earth, being less than in almost any other place on the continent. The entire number is only 328, divided as follows: Mechanical and stores departments, 120; road department, 137; traffic department, including stations and trains, 71. Of course this has reference only to the men who are regularly employed and not to temporary brakemen, trackmen and laborers whose services are required now and then but only for brief periods.

The freight carried consists principally of grain, flour, fish (salted fresh and canned), potatoes, timber, sawed lumber, tan bark, cord wood, lime, stone, mud (used in large quantities for fertilizing), live stock, butter and eggs; and this list of articles conveys more forcibly and correctly an idea of the character of the soil, the variety of its products and the occupation of the people, than would an entire chapter of generalization which did not include such a list.

The general officers of the road are as follows: Superintendent, etc., James Coleman; accountant and auditor, W. T. Huggan; mechanical superintendent and storekeeper, David Unsworth; paymaster and travelling auditor, Benjamin Davies.

The road is neither standard narrow nor standard wide gauge, but a sort of a compromise, being 3 feet 6 inches. The rails weigh 51 pounds to the yard, and as a result of the exercise of a careful regard for track maintenance are still in excellent condition.

It may be reasonably inferred that locomotive engineers have little opportunity for taking naps during runs here, when it is stated that there are almost 1,000 grade crossings on the 210 miles of track. These are all rendered plainly visible, except when a dense fog prevails, by the simple but wise application of whitewash to the timbers and boards connected with them.

To close this article without referring at some length to Mr. Coleman's connection with the Prince Edward Island Railway would be like publishing the play of Hamlet without making any reference to Hamlet himself. Although Mr. Coleman has been connected with the road a little less than four years, the time has been sufficient to establish the fact that he is emphatically "the right man in the right place." Thoroughly practical, honest and conscientious, industrious to an almost exceptional degree, modest, kind, economical and simple in his habits, he has naturally enough now not only the entire confidence and high esteem of the Dominion Government, of which he is an official, but of the people of the Island, with whose substantial interests and every day life he is so intimately connected. He has not brought the road to its present excellent condition without first overcoming many obstacles and difficulties, some of them so annoying and harassing as often almost to discourage even one possessed of his persevering disposition. Every dollar of expenditure is necessarily guarded with as great care as if it were the only one certain to be relied on, and every scrap of iron, every coupling pin, every spike is preserved as if the supply had been exhausted and there were no more material from which to make others.

Mr. Coleman began railway work away back in 1861, since which year he has been constantly in the service of the railways of New Brunswick, Nova Scotia and Prince Edward Island. His first service was in the capacity of haggagemaster, express messenger, etc., after which he rapidly passed through the various grades leading up to his present highly honorable and responsible position as general superintendent, or in effect general manager of the Prince Edward Island Railway.

A WIDE-AWAKE RAILWAY MAN.

It was with pleasure that RAILWAY LIFE received a copy of a recently-issued card, the design of which is one of the latest products of the fertile brain of Mr. J. Francis Lee, Commercial Agent of the Canadian Pacific Railway in Chicago. The design is wonderfully happy, striking, and tasteful as well. It bears the legend "1887—Holiday Greeting." A buckled girle on which stands out the words "Canadian Pacific Railway" surrounds a magnificent reproduction of that gem of the forest, the maple leaf:

"The Maple Leaf
The Emblem Chief
Of Canada the Free."

An important trade centre is marked at each of the points of the leaf—except one, which is doubtless reserved for Port Nelson, when the

C. P. R. has its own line to Hudson's Bay—and lines show how all these centres are connected by the great Canadian system. At the end of the stem is Quebec, and at the furthestmost point, Vancouver, Halifax, New York, Baltimore, St. Louis, Kansas City and Prince Albert, each occupying its own point, with all the other great centres in due position—Winnipeg right in the centre, the bull's-eye of the continent. The design is nothing short of a stroke of genius, while in execution it is a good specimen of the lithographers' art. Mr. Lee exhibits in this pretty card the same fertility of resource, the same fine judgment, which have made him a successful railway man. It is a pleasure to know that Mr. Lee is appreciated in the western metropolis, and that the company's business is prospering in his hands.

THE SAULT STE. MARIE LINES.

THE following is from the Montreal Gazette and is interesting, not only because the information seems to have been derived from official sources, but also because it affords some facts regarding the Sault line which have not yet become generally known:—

"The Grand Trunk Railway will shortly have a connection with Duluth. An independent line is to be built by some New York capitalists from Duluth to Sault Ste. Marie. They may not build all the way and probably will not, as it is intended to use the Northern Pacific from Duluth to Ashland, on Lake Superior, and it is expected the work will be completed during the coming season as there is no lack of money and the company is vigorously pushing the work. They hold a charter from the American Government for a bridge at Sault Ste. Marie, and certain parties in the interests of the Grand Trunk held a like charter from the Canadian Parliament. These are the only charters granted so far for the construction of an independent bridge. The Grand Trunk have a projected line from a point on the Midland, in the neighborhood of Orillia or Lakeside, crossing French River above Courtor's island, and skirting the shores of the Georgian Bay, a distance of about 350 miles. The length of the American portion of the line is about the same. The projected line is that of the Ontario & Sault Ste. Marie Ry., for which an independent charter was granted by the Ontario legislature several years ago. The route has been surveyed and the line located over a great portion of the distance. The bridge at the Sault will be of 15 or 16 piers, a substantial structure of stone and iron. There will also be a drawbridge over the canal. The country through which the line runs is rocky, and a portion is good only for the lumber on it, but the land along the Georgian Bay is capable of settlement and there is plenty of good timber on it. The territory west of the Sault is largely pine lands and where the line touches Lake Superior there are deposits of iron. The company which is to build the line to Duluth will have a branch to Mackinac and will reach the Michigan railway system by means of a ferry across the straits. Canada has a great interest in the Sault Ste. Marie