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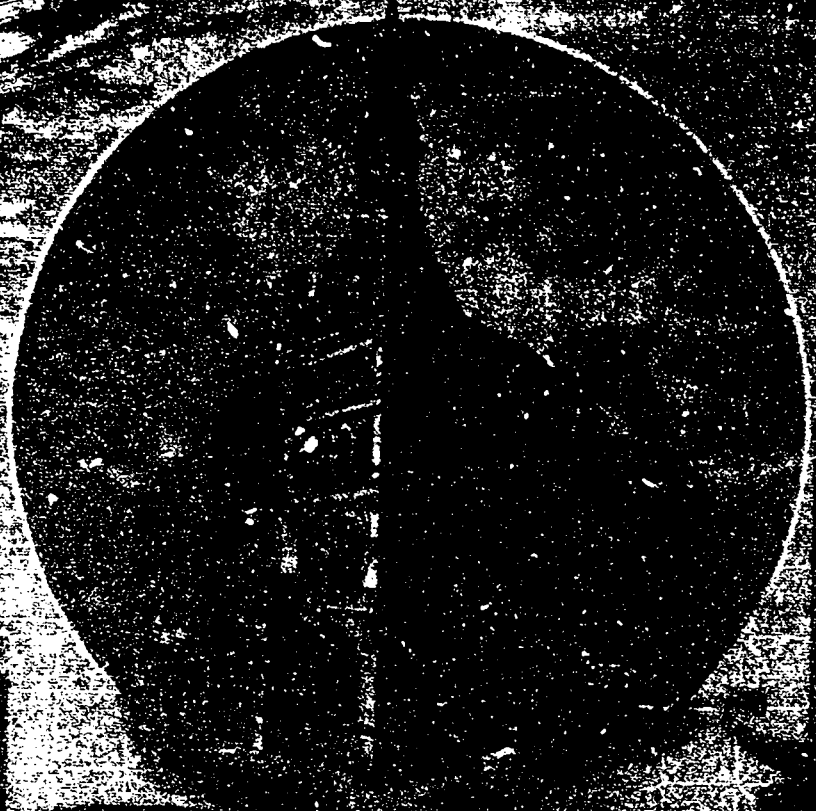
VOL. II. No. 8

AUGUST, 1887.

Railway
TORONTO, ONTARIO.

WESTERN ASSURANCE CO.

LIFE
MARINE



HEAD OFFICE COR. WASHINGTON & SPADINA

TORONTO.

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CAPITAL	\$1,000,000 00
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ANNUAL INCOME <small>OVER</small>	\$1,200,000 00
LOSSES PAID SINCE ORGANIZATION <small>OVER</small>	\$10,000,000 00

AGENCIES IN ALL PRINCIPAL CITIES AND TOWNS IN CANADA AND UNITED STATES.

RAILWAY GAZETTE

A MONTHLY JOURNAL
CANADIAN

DEVOTED TO
RAILWAY INTERESTS

Vol. II.]

TORONTO, ONT., AUGUST, 1887.

[No. 8.

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Among the patents registered in the patent office is one for a nut lock, taken out by Mr. R. T. Sylvester, Rosenfield, Manitoba.

According to the *Railway News* of England a company has been formed with a capital of \$2,000,000, to manufacture aluminum, sodium and magnesium under existing patents.

A new steel steamboat of about 1,000 tons under construction at San Francisco for the Canadian Pacific Railway has been launched. It will run on Puget Sound in competition with the Northern Pacific Road.

The *World*, of this city, strongly urges more rapid service between Toronto and Buffalo, and thinks that the Grand Trunk, in its own interest, should meet the rapidly increasing demands of travel between the "two Queen cities."

Bradstreet's says: The worst features of general business at present are the iron trade and the labor troubles, the strikes in May averaging 5,000 men per day. So far this year there have been 376 strikes, or 75 per cent. more than in 1886, the great strike year.

The surveys for the Sault Ste. Marie canal are being pushed rapidly, and it is within the limits of possibility that the work of construction will be begun this year. The canal will supply an immense water power, and it is proposed that the Ontario Government should reserve land for mill and factory sites.

A despatch from Sherbrooke, Que., says:—The injunction against the sale of the Waterloo & Magog Railway to the Canadian Pacific has been transferred by Justice Brooks to Bedford district for hearing. The effect of the injunction is likely to delay the construction of the line from Montreal to Sherbrooke a year.

A recent despatch from Belleville says: Mining operations in North Hastings are booming now. H. J. Ritchie, president of the Central Ontario Railway, will open the Baker mine in a few days. J. B. McMillan, late superintendent of the same road, has bought a gold mine near Bannockburn, which he will operate at once. The ore will be sent to be crushed at Malone. The St. Charles mine is also to be opened at once.

The Dominion and Industrial Exhibition to be held in Toronto this year will be the greatest event of the kind that has ever been known in Canada. Of the many things that Toronto has to be proud of none is more deservedly praised than the Industrial Exhibition. In this the jubilee year the Dominion grant of \$10,000 has been given to Toronto and the money has been applied toward bringing in exhibits from other provinces. The Exhibition will extend from 5th to 17th of September. Those interested will be furnished with a prize list or any information on application to Mr. H. J. Hill, secretary, Toronto.

A despatch from Ottawa, dated 7th inst., says:—It is rumored in lumber circles that the biggest transaction which has ever taken place in the trade is about completed, being the sale of McLaughlin Bros. large mills at Arnprior, and extensive limits on the Upper Ottawa, to Hon. J. G. Ross, of Quebec, and E. B. Eddy, the match king, of Hull. The

consideration is \$2,500,000. The cause of selling is the ill health of the managing partner, who has been advised by his physician to seek rest. In the event of the purchase being completed it is said Messrs. Ross and Eddy contemplate building a short line railway from Arnprior through the townships of Fitzroy, Huntley, March and Napier to Ottawa.

In an item respecting the movements of Mr. Mowbray Saul, of the New World Travel Company, a typographical error caused it to appear that Mr. Saul was manager of the New York Travel Company. Mr. Saul while in Europe will complete some important arrangements which will considerably increase the facilities of his company for American tourists going to Europe. From England he will go to the continent and visit the principal cities on business connected with the organization of a regular system by which European travelers intending to visit the United States, Canada, Mexico, etc., can do so with the greatest possible comfort under the auspices of the New World Travel Company. Rumor has it that there are also negotiations pending to utilize the large net of European correspondents in favor of one or two trunk lines.

The *Montreal Star* says editorially about Russia's trans-Siberian Line: This line will shorten the time occupied in travelling to Japan from Western Europe to about eighteen days, and will open up to trade a part of Siberia said to be fertile, but previously unsettled. It will in many respects be an undertaking similar to the Canadian Pacific. The principal difference will be that the work will be a purely government one. The Russian government appears in earnest about this undertaking, and some English journals are urging the British government to discuss some scheme for a short route to the Pacific through India and Burmah. The advantages of the Euphrates Valley route are being discussed, and the government urged to employ speedily its own means for effecting analogous abridgments of time and space.

Personal.

MR. B. W. GEER, formerly of the C. P. R. telegraph office, St. Thomas, has been appointed freight clerk in this city.

MR. W. R. CALLAWAY, district passenger agent Canadian Pacific, has returned from England, where he spent an enjoyable holiday.

MR. JAMES R. DEWAR, a young Londoner, lately stenographer with Supply Agent Burns, of the Union Pacific Railway, Omaha, has been appointed stenographer to the 1st vice-president of the railway, Mr. T. J. Potter.

MR. C. E. McPHERSON, city passenger agent of the Canadian Pacific at Montreal, who ably filled Mr. Callaway's place during the latter's absence, will return to his post at Montreal after a two days' trip west.

THE many friends of Mr. Philip J. Slatter, city passenger agent of the Grand Trunk in this city, express deep sympathy with him in the affliction which has come upon him by the death of his wife, who breathed her last on the 15th inst.

MR. C. W. HODDER, night operator M. C. R. at Deans, has been appointed to the Weland office, vice Mr. D. F. Hayner, transferred to Fletcher; and Mr. J. N. Silcox, night operator at Shedden, has been appointed agent at Kingmill.

A CIRCULAR signed by General Manager Hickson states that Mr. T. B. Hawson has resigned the position of Traffic Auditor of the Grand Trunk, and is succeeded in that office by Mr. J. T. Walker, pro tem. This change took effect from the 25th ultimo.

A circular, signed by Mr. W. R. Baker, general superintendent of the Manitoba & North-western Railway Company, announces the following:—Mr. T. A. Summerskill has been appointed master mechanic in place of Mr. R. H. Gilmour, resigned. Mr. G. W. Mathieson, heretofore acting storekeeper, is confirmed in the appointment from the 1st of July last.

MR. E. S. HILL, chief clerk of the C. P. R. passenger audit office, Winnipeg, having resigned his position, the company has decided to remove the office to Montreal, the reason given being that the work can be much more satisfactorily and cheaply done there than in Winnipeg. The three assistant clerks of the department will be transferred to that city. Pending the change, Mr. J. D. Henderson, chief of the accountant's office, will supervise the work.

PRESIDENT PULLMAN, of the Palace Car Company, has always been noted for his keen perception of the wishes of his patrons and the promptitude with which he has supplied their demands. He has just returned from Europe, and will at once apply himself to the task of devising a means of lighting his cars with electricity. He has secured the services of an expert electrician, and will spare nothing in order to bring about success in his undertaking.

MR. W. H. LEE, late superintendent of the Fidelity and Casualty Co., of N. Y., has returned from a trip to Europe to associate himself with the Guarantee Co., of North America. Mr. Lee's abilities and experience in this line of insurance are well known, and during his long connection with the Fidelity Co. he succeeded in organizing and conducting the business of his department with credit to himself and profit to the company. It is understood that he disapproved of large risks on bonds for Administrators, Trustees &c., claiming that they are not the objects of genuine Fidelity Insurance, and unsafe;—hence his change to another company not transacting that class of business.

MR. S. HATTARIN, "a gentleman of Japan," who came out in a C. P. R. steamer and crossed the continent on the C. P. Railway, speaks very highly of the route. On being asked at Montreal as to his idea of possible trade with Canada owing to the completion of the Pacific line, he said that the prospects were as good in a comparative sense as those of the United States, as the manufactures and products of the two countries were largely the same. The issue rested purely on the communications and the enterprise of merchants. "I see," said Mr. Hattarin, "that your people have already imported a great deal of Japanese armor and ornaments. I noticed that at the wharf while the steamer was there. The customs officers hardly seemed to know what it was. Trade with Canada has to be pushed, and I do not see why it should not be made as good as that with the United States if you want."

Construction.

THE branch line of the Canadian Pacific to Wingham has been completed and opened for traffic. This line will add not a little to the importance of the town.

THE claim of the Canadian Pacific against the government for allowance on the government constructed part of the line in British Columbia may be submitted to arbitration, in which case Mr. C. C. Gregory, of Nova Scotia, will, it is expected by the government arbitrator. The specifications, it is claimed, allowed the construction of a line below the standard which the Canadian Pacific had a right to expect in taking over the road.

THE *Calgary Herald* says:—With the commencement of work on the Alberta & Athabasca Railway the monopoly question will present itself with full force to Southern Alberta. Already there is a strong feeling on the subject and it is hardly possible that the people will bear with the monopoly for thirteen long years. Of course the C. P. R. are not to be blamed for holding the government to their contract, but probably the syndicate will not hold the monopoly clause so high when Manitoba has secured her rights in regard to disallowance and the government may then negotiate for the release of the North-West from the obnoxious bond.

THE Qu'Appelle *Vidette* says a special meeting of the shareholders and directors of the Wood Mountain and Qu'Appelle Railway Company was held on August 1st and 2nd, at which effect was given to the arrangements made some time since looking to the construction of the road. The *Vidette* learns that some changes have been made in the personnel of the directorate, and that the board is empowered to issue bonds for the portion under contract to be built this season. Material is now being purchased and operations will be in full blast in a few days. The intention is said to be to hire men and teams at Fort Qu'Appelle, if they can be had in preference to importing them.

MR. J. C. BAILEY, late chief engineer Northern & Pacific Junction Railway Company, says the survey of the Nipissing & James Bay Railway will commence this fall. He states that it is the intention of the directors of the latter to build a line from North Bay to Lake Temiscamingue next summer. Its point of departure will be North Bay, instead of Nipissing Junction, as formerly announced. It will follow the valley of the Chippewa Creek to a point north of Trout Lake, whence it will proceed due north to Lake Temiscamingue. This road, Mr. Bailey believes, will traverse one of the finest tracts of agricultural and mineral lands now remaining in the hands of the Ontario Government.

THE Grand Trunk Railway Company are carrying on work in this city to protect their track near High Park from the encroachments of the lake. Within a couple of hundred yards of the junction of King and Queen Streets there is a high bluff of land, the precipitous side of which is being constantly washed away, and to prevent this the railway authorities have a gang of men with a small donkey engine engaged in putting in piles in the water a short distance from the shore. The piles will be strengthened by shore girders and the space inside will be filled with stone and earth. When the work is completed and the bank levelled off there will be no danger of any further washing away.

SPEAKING of the new Kingston & Pembroke buildings the *Kingston News* says:—A walk through the new buildings shows that they compare favorably with any similar railway quarters either east or west of Kingston, as far as Montreal or Toronto. On the first floor of the building is the room for freight, and next to it is the general freight office, which contains a large walnut desk and counter. The windows are of colored glass, and a large vault is in the wall. On the upper flat are the offices of the superintendent, the assistant superintendent and the secretary. Every office is heated with hot water. In the office of the assistant superintendent, Mr. J. Taylor, telegraph operator, will sit and send messages to all the stations along the line. The secretary's office is the best finished one of the lot. The walls are cherry finished, and the ceiling has a linen panel finish. In the general office, Mr. Conway's quarters, and the office of the secretary, there are large vaults. The contractors were:

Wm. Newlands, architect; Robinson Bros., painters and glaziers; W. Massie, carpentering, and McKelvey & Birch, steam-fitting.

The work of constructing a new steel bridge across the Coulonge river, for the Pontiac-Pacific Railway, has been commenced. Mr. Jas. Morrison, of Ottawa, has the contract. The contract for building ten miles of track, beyond the river, requires that the work be completed before the first of November.

The Railway Navigation Company has been incorporated in St. Paul, with a capital stock of ten millions. The incorporators are all citizens of St. Paul. The object is to build a road from the twin cities to a point on Lake Superior, and to establish a new line of boats in connection therewith. The road is to be an extension of the Minnesota and North Western, and will be a substantial double-track air line.

The American papers recently published, on the authority of Mr. Lewis, of Montreal, a statement to the effect that the Canadian Pacific had made arrangements for their line to run through a portion of Maine, and added that "there was some talk of the feasibility of the settlement of the fisheries dispute on the basis of the cession by the United States to Canada of that portion of the State of Maine proposed to be traversed and enclosed by the C. P. R.'s projected short line, in exchange for the granting to American fishermen by Canada of equal rights in perpetuity with her own fishermen in Canadian waters." A representative of the *Star* submitted the statement to the Hon. J. J. C. Abbott at his office. That gentleman said he knew nothing of any such negotiations, and questioned the possibility of such an arrangement ever assuming practical shape.

The lease of the Duluth & Manitoba to the Northern Pacific for a period of fifty years has been signed. A St. Paul despatch says: "The Duluth & Manitoba has completed its main line from the Northern Pacific road, at Moorhead, through Clay, Norman, and Polk counties, to Red Lake Falls, and its Polk county branch as far as East Grand Forks, and it proposes by agreement to complete the main line to Manitoba, and the Polk county branch across the bridge into Grand Forks, and thence via Pembina to Manitoba, providing the cost does not exceed \$15,000 per mile. The Northern Pacific assumes to pay as part of the rental interest at the rate of 6 per cent. on two mortgages for \$15,000 per mile each, which the Duluth & Manitoba has executed to the Farmers' Loan & Trust Company until they expire, and then to redeem them; also to pay the Duluth & Manitoba \$2,000 per annum to maintain its corporate existence. Interest on the bonds is to be payable semi-annually. The first mortgage expires July 1, 1890, and the second June 1, 1897."

The Montreal *Star* announces that the contract for the foundation for the new Canadian Pacific station at Montreal have been awarded to M. Davis & Sons, the well known contractors of Ottawa, who have already done a large amount of work for the company on the Ontario and Quebec and other portions of the

great highway. The foundations involve an expenditure of about \$400,000, and are to be completed within six weeks. Before that time the contract for the whole building will have been let, and it is anticipated, will be authoritatively advanced by next May, to allow the company to vacate the present offices on Place d'Armes Square, as stipulated with the insurance company, which has purchased the premises. Mr. Shaughnessy, assistant general manager, says the company hopes to have trains running out of the new depot before a twelve month. The right of way within the city has almost been completed, and the new line outside of the limits has been decided upon. The building, it is said, will cost over \$800,000. This, added to the cost of acquiring the right of way, will run up the cost of the western entrance into the city at considerably over a million dollars, but as the depot is to be one of the finest on the continent, and as the short line to Toronto is already admitted to be one of the best in America, the C. P. R. authorities consider the money well invested. The contractors for the depot have secured valuable quarries in the vicinity of Montreal from which the blue stone will be taken for the building. A new plan of dressing the Montreal stone to be employed will be followed, which it is believed will have a very striking effect.

The Calgary *Herald* says that it is not improbable that the Canadian Pacific Company will build workshops there. Here are some of the reasons given by the *Herald* in favor of this step: The C. P. R., influenced doubtless by members of its directorate who have distinguished themselves by charitable and philanthropic acts—Sir George Stephen and Sir Donald Smith—have always shown a desire to secure all the comfort and advantages possible to their employees. This fact is abundantly illustrated by the large and comfortable shops that have been erected, the reading rooms and libraries established at various points, and other means of recreation and improvement afforded and encouraged by the company. We have no doubt, therefore, that in choosing a site for shops the C. P. R. will give due consideration to the advantages which Calgary offers. Besides the important item of cheap fuel and good water we can give the artisan cheap living generally. As soon as the large mills already constructed commence operations building material will be cheaper than at any other point west of Rat Portage. Rent will accordingly be low. We are in the centre of the beef raising country, and consequently have better and cheaper meat than other places. Flour is only 20 to 25 cents dearer than in Winnipeg, and all the other necessities of life are comparatively cheap. The supply of vegetables, butter and eggs, from the well settled district around us will be abundant and so cheap that they can be used as staples by even the poorest laborer. Add to all this the guarantee of physical and mental health and strength, which our climate and beautiful surroundings give, and it is hard to imagine a place more desirable for the homes of thrifty mechanics. This is the place for the workshops.

The Thunderer on the New Route.

The London *Times* says: "The impediments in the way of the construction of the Euphrates Valley and similar lines are equally obvious, and the accomplishment remains a thing of the dim future. Meanwhile there is a route now ready between Europe, America and Asia, possessed of all the essence of the utility the through Siberian line can boast. The Canadian Pacific route, if it cannot literally claim such celerity as that to which the projected Siberian route pretends, promises to be much more generally serviceable at once in the intermediate stages. From the point of view of national interest, it could set up an indisputable right to be aided in its development, if the establishment of communication by it with Asia be impossible without the modest state subvention for which a correspondent pleaded in our columns last Saturday. Our sole doubt is whether a subsidy in the form of a mail contract, or any other shape, be really necessary to induce British traffic to adopt the new track. Mercantile enterprise must be grown very lethargic if it cannot avail itself of fresh and marvellously attractive openings unless the state will show the way."

The Proposed "Asiatic Express."

The "Asiatic Express," which will, it is proposed, run from Jersey City to San Francisco in connection with the Oriental & Occidental Steamship Company, will soon be arranged for, it is said. The conveniences of the route will be so great, and the accommodations so luxurious, that much of the European travel to all portions of Asia will be, it is thought, attracted in this direction, in preference to the Suez Canal or other routes. In order to carry out the idea perfectly, it is proposed to sell coupon tickets in Paris and London for Tokyo, Yokohama, Hong Kong and Canton, by means of which a passenger will have his sleeping section and his state room booked right through to destination before he leaves home. Only two changes of conveyance between Liverpool, Havre and destination will be necessary, the first when the passenger leaves the steamer at the Jersey City wharf, where he will have to walk perhaps ten yards to reach his train, and the second at San Francisco, where he will leave the train to take his berth on the China steamer. The cars composing the train include dining, smoking and reading-room cars, all connected with one another, as well as sleepers. The train will be in many ways similar to the New York Central train running between Chicago and New York. It is also intended that the trip shall be made as quickly as possible, and to effect this stoppages at all points of the road will be as brief as the rapid handling of freight and baggage will allow. By this means it is expected to accomplish the trip across the continent in 100 hours, by which means it will be possible to make the trip from London to Yokohama in about a month. It has not been decided whether to run the Asiatic express weekly or fortnightly.—*San Francisco Bulletin*.



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Correspondence invited. Write on one side of paper only, and be specially careful with names and dates.

Our readers are requested to send us court decisions and newspaper clippings relating to railway interests.

It is desirable that communications, new advertisements and changes in old advertisements be handed in before the 10th of the month.

W. B. CAMPBELL, Publishers
A. C. CAMPBELL,

Offices—64 Bay Street, Toronto.

TORONTO, AUGUST, 1887.

THE MANITOBA SITUATION.

On another page we reproduce the interview with Mr. W. F. Luxton, of Winnipeg, published in a recent issue of the *Globe* of this city. That interview is fully worth the space devoted to it by the *Globe*, not only because of the great importance of the subject, but also because of the great importance of the man in this particular relation. Mr. Luxton is one of the three members of the Manitoba Legislature who are recognized as the leaders of the Opposition, and, though he has not the title of leader, he is probably the most forceful man of the three. This would make him important under any circumstances; but the fact must be remembered that in Manitoba, the free and easy western way of doing things has brought about the anomaly of an Opposition which dictates the Government's policy and rules without the responsibilities of ruling. Especially is this the case on the railway question, the Opposition being on that point absolute masters of the situation, and the Government, as Mr. Luxton

says, simply "passive." These facts indicate the weight which must attach to the utterances of Mr. Luxton.

The statements which this gentleman makes and his manner of presenting the case could hardly have been more strongly confirmatory of the views expressed in the last issue of RAILWAY LIFE had the object of the "interview" been to establish our position. The people of Manitoba are now in rebellion against the supreme authority of the Dominion, and they declare their intention of maintaining that attitude in this matter, regardless of legal or administrative obstructions, where they believe that the interests of Manitoba are to be advanced. So far they have carried their point, and there is at least that much reason for believing that they will carry others which they deem important.

There is undoubtedly a conflict of opinion among members of the cabinet, judging from their own utterances, on the question whether the Dominion Government stands bound by the bargain with the Canadian Pacific syndicate to protect the Canadian Pacific Company in the possession of a monopoly in Manitoba. There can be no doubt, however, that Sir Charles Tupper has left it open to inference, and Sir Hector Langevin has directly stated that such is the case. Many of the friends of the Canadian Pacific, in the press and on the platform, have contended that that is the bargain. But of what avail is that strong presumptive evidence in favor of the Canadian Pacific when the competition which they desired to avoid is already being established without any adjudication of the question being had? In our opinion there are stronger arguments on both sides of that subject than there are in nine out of ten cases that go into court. It is a thousand pities that a matter so important should be settled *ex parte* practically by an act of rebellion, instead of being decided calmly by an impartial tribunal after arguments on both sides.

But the point we pressed in our last issue is, after all, the most important one, for it covers not only the present, but many possible future cases. Here were two authorities both claiming to be supreme in certain railway matters. An angry discussion results in a virtual rebellion which decides the whole matter so far as the practical question is concerned. This does not decide anything for guidance in future cases, but it gives a strong

inducement to other provinces to settle questions of dispute with the Dominion in the same way. With the political results of such a state of affairs this journal does not pretend to deal. But, as the sole representative in Canada of the great railway interests, which are the greatest in the country, we protest against matters being allowed to remain in such a state. With divided authority railways cannot be run as they should be in the interest of the public. Where questions of such moment are settled not by reason, but by one-sided appeals to local interests and by high-handed acts of local legislatures, a state of affairs is created which must result in frightening foreign capital away and interfering with the railway development of the country. If the Dominion does not want the complete control which it has hitherto claimed, or if it cannot maintain that control, let it be so understood. The Dominion Government has never yet done other than assert its view that public policy demanded a continuous untapped line through Canadian territory. If that policy is bad or if it cannot be maintained, let the Government abandon it and make clear the reason for its action. But let railway capitalists know where they stand, and to whatever authority the railways have to appeal, let it be acknowledged and supreme.

THE SHORT LINE.

GREAT achievements have become so thoroughly the characteristic of the Canadian Pacific Railway that even the most important advances they make toward the development of the country are passed by with little or no comment. In fact, the Canadian people whose push and enterprise are the main-spring of the work done by this great corporation have, in our opinion, a right to complain that reasonable chance for mutual congratulation is not given at the points which might fairly be halting places in the path of progress. Even when the greatest feat of the century was accomplished and four millions of people found themselves in possession of the best trans-continental line, built in five years' time, the occasion was passed by as if it were one of but little moment. The prime minister and his wife went over the line some time after it had been in actual operation, and that was about all that was done. The day of opening

should have been proclaimed a public holiday and Canadians should have had an opportunity to invite the world's representative people to make merry with them.

On the 15th of this month the Short Line via Smith's Falls to Montreal was opened, this being one of the first parts of the great Short Line to the seaboard, which is now being rapidly constructed. This road is said to be one of the finest on the American continent, its construction being as nearly faultless as skill and money could make it. With easy curves and gradients and every possible saving in the maintenance of way, this road will enter the competition for the through business to tide water at Montreal with every advantage, and, with temporary arrangements to the coast, it will hold its own for all through business, pending the construction of eastern links still needed, which will save distance and make smoother working. A part of the new through line is the great bridge across the St. Lawrence at Lachine, an enterprise in itself of the first magnitude, a triumph of modern constructive art and engineering skill. The road has been opened with a simple announcement of the fact, but the public has had its eye for a long time on the progress of the work and will not be slow to take advantage of the conveniences offered as a means of communication, especially between the two great cities of the Dominion.

TALK IS CHEAP.

THAT portion of the press which caters to suit the palates of capitalists, or those who hope to become capitalists under existing conditions, continues to give good advice to the working classes. These great reflectors of a section of public opinion try to be fully convinced that the present social system is the best that can be devised. At any rate they do not examine with care, but condemn out of hand, any proposal looking to a radical change; and not only do they condemn all such schemes, but they denounce the proposers of them as though they were convicted criminals. These papers effusively advise the people for their own good to beware of these schemes for levelling the conditions of men, and express horror and detestation of the dynamiters, socialists, anarchists and pestilent labor

agitators, including them all under one common head as essentially the same and equally inimical to the "well-being of society." And everybody who does not join in this senseless panic-stricken hue and cry is included in the common denunciation as being at heart allied with every one of these outrageous factions.

It is only at considerable risk to his character, therefore, that a man can even ask a question of this mob who run and howl "stop thief" at they know not what. But still some questions have to be asked, and the time will come when they must be answered. In the first place, does any sane man believe that our present system of production gives the best results? Does man with eyes in his head believe that our present system of wealth-distribution is absolutely perfect? Can any man who knows anything of the meaning of the words deny that our system of government has in it anarchistic, communistic and socialistic features? Does any man presume to say that to extend any one of these principles further would certainly result in "shattering the fabric of society?" If no man can be found to father these views, would it not be much more creditable to the press, as an institution run by supposedly rational men, to propose real steps in advance than to attempt to prevent progress by a "wolf, wolf!" cry, which people will soon find to be absolutely hollow?

Our great boast is that in this country men are absolutely equal in the eye of the law. And when a man makes that boast, the chances are he figures law as a big-wig judge sitting on a bench hearing the cases of criminals brought before him. The vast majority of men go through life and never find themselves justly or unjustly in the felon's dock, and yet these men are affected by law in a hundred experiences every day. Land laws, customs laws, municipal regulations, laws to protect buyer from fraud by the seller and *vice versa*, laws regulating public corporations, such as railway companies, these and many others directly affect every man every day, to say nothing of the indirect effects of succession laws, enactments as to public debts and a thousand others. These are the more important laws—not those which decide whether a burglar shall be sent down for a year or for ten, or whether a "drunk" shall be discharged

or fined or imprisoned. Can we say that in these thousand and one relations men are placed on an equality before the law? Whatever the opinion of others may be, we say no distinctly, No.

Take an instance. A man with a heavy fist, or a talent for revolver shooting, or a *penchant* for three card monte, is not allowed to use his particular ability to take from his neighbor a part of that neighbor's wealth. But if a man should happen to have a talent for land speculation, or for manipulating stocks, he may pocket millions of dollars earned by other people, and the law says nothing against it. On what principle does the law work? Does it seek simply to prevent force and fraud? Evidently not, for highway robbery and lottery schemes are alike prohibited and there is not necessarily anything fraudulent in a lottery, as the word "fraud" is commonly applied. If there is any principle in the law, or if there is one on which a law can be based, it must be this: Every man shall be protected in the possession of what he has. Does any man pretend that that principle is fully carried out in our law?

Under our present system, statisticians tell us, only three per cent. of men in business succeed. We do not say failures are the result of the system. But, surely, if our system was based on anything like a reasonable principle it would make success for the many more. As a matter of fact, the chances of a new man in the ranks succeeding grow less every day. Under our present system the vast majority of the people earn little more than a fair living and many of them not that. The comment of the lofty-minded editors upon this state of affairs is that this is a case of "the survival of the fittest," and it is better for the race that those who cannot stand the struggle should go under. And yet these men and the great men for whom they speak are protected on every hand against violence and fraud, except that kind of fraud which they best understand and from which, mayhap, they benefit. Why should the principle of natural selection be thus circumstanced by artificial laws which benefit the few. Moreover, it must not be forgotten that this protection given by the law derives its effectiveness from the people. Why should the masses be supposed to give their strength to the maintenance of protective ordinances of various kinds

when those ordinances benefit the few rather than the mass?

It all comes down to this. The working man does not get his fair share of the wealth product of the community. And of all the working men and we use the word in its broadest sense -- none get so poor a return in proportion to their deserts as those employed on the railways. We say without fear of contradiction that in no other branch of industry is there so large a body of men of sobriety, industry, intelligence and faithfulness, as in the railway service. It is no blame to the authorities of the several systems that the men are not better paid. The fault is in the system. What the remedy should be we are not prepared to say, this being one of the few journals whose editors do not feel competent to direct the affairs of the world. But we believe that a remedy is possible and that it can be found if the discussion is carried on in a reasonable way. The people will advance, they will demand their rights and they will get them, for they are Anglo-Saxons. Shrieking threats and calling names will not keep back the advancing tide, but will rather make unnecessary disturbances upon its surface. Let the editors keep cool and try to pretend, if they cannot feel, that they recognize the interests of the people are their own.

A NEW RAIL CHAIR AND SEAT.

In these days when the attention of inventors seems to be given almost wholly to elaborate means of drawing, heating and lighting cars, involving great experiments and foreshadowing revolutionary changes, a number of really practical questions in relation to the mechanical and engineering departments are apt to be overlooked. There is as much danger of accident, as much annoyance and expense, and as much uncertainty of result in the rail joints of the majority of roads to-day as there is in the car stove or the coupler. The inventor who produces the means of overcoming the danger and part of the expense at the rail joint must be regarded as a benefactor of the roads and of the public at large.

In this relation we would draw special attention to the cuts and description in our advertising pages of the new rail chair and seat now offered to the railways by Mr. P. De Guerre, of this city.

Were the seat and chair combined in general use the difficulties now so common would, it is believed, be absolutely prevented. The seat ensures a solid place for the rail ends to rest upon. If, through defect in a tie, a rail is liable to sink under the wheel, leaving the next rail to be "bunted" and flattened, the chair and seat will ensure the sinking of both the adjoining rail ends, and thus a smooth joint and a minimum of injury to the rail. The chair is a model of strength and would doubtless be found in practice to make rails absolutely "unspreadable," even without the seat. But the seat, after all is, in the complete invention, that which must be moved before the rails can spread, and no accident can move the seat without moving the tie along with it. The rails and post on the inner side of the chair keep the rails down and prevent displacement endwise, meeting perfectly some causes of possible difficulty.

This device can be placed or removed more easily and quickly than the ordinary fish plate. Though the first cost is somewhat in excess of the fish-plate, there is a great saving in the subsequent care of the joints, there being no nuts requiring constant tightening, so that the extra cost would be paid for a hundred times over in the life of the article. This is apart altogether from the saving through avoiding accidents due to spreading of the rails, and the saving which might readily be effected on a new road of using lighter rails than are ordinarily used, the wear of the rails at the ends being less than with fish-plates.

One point in this invention which should commend it to the attention of the engineers of our various lines is the fact that its merits can be put to the test with very little trouble or expense; and if it will do what the inventor claims (and from the drawings and description it would seem very reasonably claims), it will well repay the labor and expense of these experiments.

Editorial Notes.

ASIDE from the general question of authority in relation to the Red River Valley Railway, which is discussed in a separate article, the building of this road is arousing very general attention. One absurd thing about it all, which has not been commented upon as it deserves, is

the fact that there is nothing in the commerce of the country demanding the construction of this road. There is something radically wrong in a system which calls out a million dollars of public money to construct a line which, so far as the commerce of the country is concerned, is like a fifth wheel to a coach.

THE annual picnic of the employees of the Manitoba & North Western Railway Company will be held at Prince Arthur's Landing, near Westbourne, on Thursday, the 25th inst. We acknowledge with sincere thanks the thoughtfulness of M. L. Doucet, secretary of the committee, in sending us an invitation to be present, and regret that owing to the distance it will not be our privilege to be present this year. We trust, however, that the merry-makers will have a good time, for there is no class of men who better deserve it than the employees of Canadian railway companies.

THERE are indications of the existence of natural gas in many parts of the Dominion, but for some reason which nobody seems to be able to state, Canadian capitalists are not attempting to develop this great source of wealth. This would not be surprising if the use of this gas were still in an experimental stage, but when only a few miles from our border are towns lighted by it, with factories run and all kinds of heating performed by the same agent, this delay seems most marvellous. There are whole towns in Pennsylvania and Ohio that have grown up because of the presence of natural gas, while the wealth it has brought is simply fabulous. The best part of Ontario is the Western Peninsula, and in this region the signs of the presence of natural gas are most numerous. It would mean immensely increased traffic for the railways were a steady supply of this great natural heating and lighting agent found over any considerable district.

THE Toronto *Globe*, whose stroke of enterprise in sending an early morning fast special to London was mentioned in a recent issue, has improved vastly upon the original idea by running the train on Saturdays through to Windsor. This, it is fair to assume, is done as a preliminary step to establishing daily communication with the western border, should that be found feasible. At present the

Globe reaches Windsor at 8.55 a.m., and is laid on the breakfast tables of rather late risers in Detroit, 221 miles from the office of publication. This is a marvellous performance, even in this age of marvels, and the energy of the management which can carry out a scheme so great cannot be too highly commended. The new extension proves that the first scheme was a success, a fact which must be most gratifying to all believers in Canadian enterprise, and all such will most cordially hope that the further step will meet with an equal measure of appreciation at the hands of the public.

ELSEWHERE in this issue will be found the first of a series of articles descriptive of a trip across the continent, from the pen of Mr. J. C. Bailey, C.E., whose long experience as an engineer is a guarantee of the accuracy of his observation, and whose ability to write his experience in entertaining fashion is proven by the article we give. The trip across the continent on the Canadian Pacific has already become an every-day affair, and the tremendous faith and energy of the men who pushed this road through is apt to be undervalued. Mr. Bailey's description, coming from one who speaks with ample knowledge of his subject, and who is in a position to be thoroughly impartial, brings out this great future of the work with deserved prominence.

THE cable plays queer tricks on us. Late last month it was announced that the British Government had decided not to subsidize the Canadian Pacific route, but had renewed the contract with the Peninsular and Oriental Company to carry the mails via Suez Canal. Then came the information that the government had been convinced by the representations made in favor of the Canadian Pacific and would grant a subsidy. Later the papers solemnly printed cable despatches stating quite as definitely as before that the government had turned a deaf ear to all that had been said and had refused all assistance. Now, it would appear that the Canadian Pacific will be used for mail matter to oriental countries super-scribed to go by that route and that the correspondence on the subject of a subsidy is still continued.

Contributed.

ACROSS THE CONTINENT.

ARTICLE No. 1.

By J. C. BAILEY, C. E.

I left Toronto on Monday, July 25th, at 11 p. m., and arrived in Vancouver on the sixth day, and in returning consumed the same number of days. The distance between Toronto and Vancouver via N. P. J. Railway is 2,768 miles, thence to Victoria by boat, 74 miles more. The scenery from North Bay on Lake Nipissing till Vancouver is reached is grand beyond description, and must be seen to be appreciated, particularly in the Rockies and Selkirks. I travelled with some American gentlemen who had been all over the world, and were then on their way to Alaska, and who had also been on the three American Pacific railways, and they assured me that the scenery on the Canadian Pacific Railway was the finest they had ever seen.

To those fond of the beauties of nature or wild adventure or those who would wish to know and see for themselves where some of the money was used or how it was used in building such a stupendous public work as the Canadian Pacific Railway, I would say: Take this trip and go over the same ground that I did and take it all in as I did. None of them will ever regret it, and all will acknowledge that both time and money were well spent; and they will wonder what kind of men had the temerity to propose or project such a scheme as a railway through such a country as this. When they see the character of the district north of Lake Superior, with its cold, naked, frowning, granite rocks, scarcely affording room for an Indian trail between them and the water's edge, still more when they come to the Rockies, Selkirks and Cascade Mountains, and see how the track gets down the valley of the Fraser and Thompson Rivers, they will begin to think they have been too severe in criticising the actions of those who first proposed such a scheme and who manfully and fearlessly finished such a magnificent highway against every conceivable opposition. I had read about the many difficulties in the mountain divisions, but had no idea whatever of the character of them until I had seen them. I think

all "growlers" on this subject should take this trip and come back converted and forever hold their tongues. They must frankly admit that none but those possessed of the most indomitable courage could possibly undertake such a work. The whole Dominion should feel indebted to them, for without such a highway this country, containing millions of acres, would be nothing but a barren waste for years to come. Difficulties faced the projectors at every step taken, not alone in the actual engineering but in packing in on the backs of mules, horses, and even of men, the very necessaries in the way of food and other supplies required to carry on these works from day to day. The roads and trails built for this purpose through bush, swamps, over rocks and skirting lakes, must have cost millions, and yet, with all these difficulties, the work never stopped a day. The road is finished, and in my opinion it is a lasting monument to the projectors and all concerned. Of course, volumes might be written on this subject, but engineers, as a rule, are not writers, and a brief outline or sketch must suffice.

Beginning at forty miles west of North Bay and until Rat Portage is reached these engineering difficulties occur and have to be overcome as well as possible—at one time running on and curving round the sides of steep overhanging and very high granite rocks, again, running through the centre of large deep lakes, necessitating the use of expensive pile bridges, which could not possibly be avoided, anon running straight up to the base of a mountain of rock which, to get through, has to be pierced or tunnelled, coming out on the opposite side only to encounter another, and still more formidable. And this sort of work continues until within a few miles of Winnipeg, when the prairies begin. No more trouble presents itself until the Rockies come in sight, which is in the neighborhood of a station called Gleishen, 785 miles west of Winnipeg, when fresh difficulties begin to intrude themselves only ten times worse than those left behind us along the shores of Lake Superior, inasmuch as steep and objectionable gradients necessarily have to be introduced to ascend and descend the Rockies, Selkirks and Cascade Mountains; although I think running along the precipitous and dangerous banks of the Fraser and Thomp-

son Rivers entailed far greater expense and trouble than the Passes in the mountains. In the Selkirks thirty-five snow-sheds at an enormous cost have already been built, and more still, probably three times this number, are being built. These are not alone for snow but are intended to protect the track from loose rocks—boulders, clay and trees being thrown down or across, and thus cause accidents. None of these have been built in the Rockies, as up to the present they have not been found necessary. The heavy and continuous rains in winter cause nearly all the trouble, particularly towards spring, as the frost and rain combined have a tendency to loosen the earth, and of course bring on these so-called slides, with avalanches of snow as well. However, these snow-sheds seem to counteract all or any bad effects, and whatever comes down the slopes is sent right across and away from the tracks altogether.

Calgary is a nice little town and is surrounded by a lot of natural parks. It is fast improving, the site being 3,416 feet above the sea, and has the Bow River winding its sinuosities through it.

Banff, a little further west, is another place which deserves notice, on account of the celebrated hot springs there, destined perhaps in the near future to rival those of Arkansas or Saratoga. Hundreds of health seekers have already gone to Banff, some of whom have been greatly benefitted, to use their own words. It is 919 miles west of Winnipeg.

Mount Stephen, which is 961 miles west of Winnipeg, is the summit of the Rockies, the elevation of the track being 5,302 feet above the sea, and the points or peaks of mountain immediately above this about 10,600 feet above the sea. The summit of the Selkirks or elevation of the track at this point above the sea is 4,402 feet, and Syndicate Peak at this place is 5,800 feet higher than the track, and Mount Carroll is about the same elevation.

This summit of the Rockies is the summit of the Kicking Horse Pass near Hector, and the gradient from Field up to Stephen, a distance of ten miles, is $2\frac{1}{2}$ and $4\frac{1}{2}$ per cent., which averages 185 feet to the mile. Twelve months ago, however, the profile of this was very irregular and had no standard grade, some of it being over 250 feet per mile, but was reduced to its present condition

by Mr. S. H. Sykes, engineer, then in charge of this division, who revised the location and gradients in many other places as well. At this place it requires two locomotives to take the train up this steep incline, one of the very heaviest Mogul engines being always placed behind, and at this place also are three safety switches, which, should any of the cars break loose going up, or the engineer lose control of his engine or train coming down, he immediately whistles, when the man in charge of each switch opens the one required or called for, and throws the engine and whole train up a very steep incline, in a contrary direction, of course, to that of the track, which finally stops the momentum already gained, thereby insuring perfect safety. I am informed that this piece of legerdemain had to be resorted to on more than one occasion during construction. These switchmen are kept at each switch, day and night, and every possible precaution is taken to prevent accidents; nor is this the only place, but right through to Vancouver you will see men day and night watching all trestles and bridges, and at places where there is any possibility of a bank sliding. In the middle of the night I noticed Chinese, who are considered most reliable as watchmen, come out and stand with lamp in hand at the end of a bridge until the train had passed, and then walk over it from end to end. In my opinion the management of the running department on this road is perfect in every respect, and the dining-car service cannot be excelled, where all the delicacies of the season are to be found at quite a reasonable charge. The food is cooked in the best style, by well paid and experienced cooks. The sleeping-cars are perfection itself, and I must say that the officials, from the porter up to the conductor and superintendent, are most obliging—I say this as one altogether disinterested, not being in any way connected with the company. It is amusing, and interesting at the same time, to notice the erratic movements of these dining-cars. Arriving at North Bay, you naturally ask the conductor where breakfast is to be had. He will answer, "Oh! the dining-car will be put on in a few moments." While he is yet telling you this an official walks through the cars telling you that "breakfast is now ready in the dining-car." Half an hour

after he walks through the car giving you fair warning that "this is the last call for breakfast," or whatever meal it is, and thus it continues on to the coast. One would think that these dining-cars were running on an independent track of their own, as they leave you and join you so suddenly and at so many different points of the road, that you are puzzled to know how the connections are made so perfectly, so that you never miss a meal over the whole route.

The Illecillewaet and Kicking Horse Rivers are streams barely over 80 feet in width but are very rapid, in fact perfect little torrents, the former in the Selkirks and the latter in the Rockies. When you see these and notice the rapid rate at which they run, tumbling and leaping over rocks and crags, it gives one a good idea of the rate of grade on the track he is then going over, for it runs parallel with these two streams for miles, crossing and re-crossing frequently but never losing sight of them. The Kicking Horse River runs out at Hector, where its source begins, and derives its supply, I suppose, from the large quantities of snow and ice to be seen even now lying on the sides and base of the mountains.

Valuable silver and other mines have been discovered in the Selkirks and at one of the stations called Illecillewaet, there is already a mill crushing silver ore, which is shipped from there to the United States. This ore is said to be very rich indeed.

All along the banks of the Fraser River, up to a 100 miles from the mouth, can be seen Indians, catching salmon with scoop nets, from the banks of each side, and not in boats as one would suppose. They are dried in the sun on frames made for that purpose, and, viewed from the car windows, look like so many pieces of red flannel hung up to dry; these salmon, with the timber and coal, form the principal exports, a great deal of timber being sent to China, Japan and South America. This pine, or Douglas fir as it is called, is a very good quality of timber and can be used for any purpose where strength and durability are required. I saw trees from six to nine feet in diameter and cedar four feet, both perfectly sound throughout. But there is no other timber of any consequence in this country, I saw men laying planks across the streets in Vancouver 36 feet long by 3

inches thick, composed of almost "clear stuff," hardly a knot to be seen in any of it.

The land all through British Columbia cannot be compared to any of that in the territories or districts east.

The C. P. Railway Co. employ hundreds of Chinese in British Columbia as track men, cutting wood along the line to be used as fuel for the locomotives, and at various other work, and they tell me they are good workers, most industrious, reliable and sober men. In Victoria there are about 3,000 of them, some of whom are merchants, owning large stores and are worth a great deal of money. I was also informed that the Chinese do the greater part of the mining in British Columbia; Cariboo being the principal locality, and all make money out of the mines, abandoned by the whites. At other places where the latter could not live, John Chinaman can make his five and six dollars a day.

The minerals, no doubt, will form one of the chief industries in these districts, as all acknowledge that gold, silver, lead and copper are there in abundance, only awaiting to be developed, and this, with the influx of emigrants, land seekers and tourists, will swell the traffic and materially assist the C. P. R. All that is required to develop this whole country from Winnipeg to Vancouver is to settle it as speedily as possible. There is plenty of room for a few millions of people—homes for all!

Coal has been found in abundance at Medicine Hat and Lethbridge, the latter called the Galt mine. It is being mined at both places and will be a great boon to the country where such valuable fuel as this can be substituted for the poplar.

Yale, which is 105 miles east of Vancouver, is at the head of navigation on the Fraser River and is 300 feet above the sea. Vessels of large draught can come up this far. There are other places of interest which might be mentioned too, with a history attached to them, but these must be taken up at a future time. I have said nothing of the many canyons and other wonderful sights. For instance, there is one trestle at Stony Creek, 290 feet high, another 250 feet, with one 3,900 feet in length and of quite a respectable height, then there is the large iron cantilever bridge spanning the Fraser with one clear sweep,

&c., &c. Nor have I mentioned or entered into the particulars of the following mountains and peaks: Three Sisters, Glaciers, Cathedral Mount, Kicking Horse, Castle Mountain, Hermit Mountain, Kananaskis, Hermit Peak, The Natural Monuments, Kicking Horse Canyon, and Falls of the same name, Cascade Falls, &c., &c.

Neither has any reference whatever been made to an ingenious piece of engineering called the "Loop," by which, and the only means, the trains are enabled to overcome one of the most difficult places in the Selkirks and thus obtain a moderately reasonable grade. The anomaly here is, that although the train keeps moving on at the usual speed, very little distance is made, but the object sought is gained—the elevation although to a non-professional in a roundabout way. This can hardly be understood without a plan.

The time changes three times between Toronto and Vancouver, and you are introduced to thirteen different conductors and notice about as many "strange-faced" locomotives with their drivers; the same porter, however, seems fonder of travelling than his confederates on the train and goes right through with his "aleeper" from Montreal to Vancouver, thus saving the travellers all the annoyance incident to the moving or transfer of themselves or baggage until the end of their journey.

PRACTICALLY A REBELLION IN MANITOBA.

THE following appeared in the Toronto *Globe* of 1st inst.:

Mr. W. F. Luxton, member for South Winnipeg, of the local legislature of Manitoba, and proprietor of the *Manitoba Free Press*, being in the city, a representative of the *Globe* availed himself of the opportunity thus given to obtain accurate and full information as to the railway now being built to the boundary, and other matters. Mr. Luxton granted the request and was asked:

"In what condition is the work of construction on the Red River Valley Railway?"

"Twenty-six miles are graded on the various sections of the road. The entire length from Winnipeg to the frontier is sixty miles, and the contractors expect to have it all finished and to commence laying the iron on the 10th of August."

"Are there any large bridges to be constructed?"

"There are no bridges of considerable size, because the work does not involve the building of a bridge across the Assiniboine. So far there has been nothing done about a bridge at

Winnipeg across the Assiniboine, because it is a navigable stream under the control of the Dominion Government."

"How are the funds being furnished?"

"It is understood that the government have made temporary arrangements with the banks to provide for the payments, these advances being made on the credit of the government. Under the act authorizing the construction of the Red River Valley Railway power was taken to float a million dollars of bonds. That act has been disallowed, but notwithstanding disallowance the government have been offered par for the bonds. They consider, however, that they are worth more, and therefore they prefer to make temporary arrangements in the meantime. I believe the policy of the government is (having credit as it has to borrow sufficient money to carry on the work in the meantime despite the Dominion authorities) to borrow this money and then find the province of Manitoba so much in debt and then take power from the legislature to issue bonds to discharge the debt."

"How about getting in the rails?"

"Well, that is a matter for the contractor, and he tells us he has made satisfactory arrangements with the C. P. R. to have the rails transported."

"Suppose the rails are in and laid do you apprehend any difficulty about connecting with the American lines?"

"No, we have a double protection in that matter. In the first place, our immediate connection by the American frontier is the Northern Pacific. If the Canadian Government were to refuse connection with the Canadian railroad, we are quite satisfied that the Northern Pacific would make representations to the American Government to induce them to prohibit all of our Canadian roads from making a connection with the American roads at Detroit, Port Huron and other points. Then, in the end, we rely upon our might. The same then would apply if the Dominion authorities refused to put up a custom house, or to allow customs facilities to the Northern Pacific which is our first immediate connection. In that case the Northern Pacific would make such representations to the United States Government as would suspend connections at the very point of the boundary."

"In other words they would put the Retaliation Act in force?"

"Yes."

"Then about the difficulty that you can't run until you have been inspected and passed?"

"Well, that is a matter that we have not thought very much about. The principal things we have been threatened with are in junctions. And we say we don't care for in junctions. It would be difficult in the present state of feeling to put an injunction in force. Besides, in junctions are matters of provincial concern and within the jurisdiction of our own courts. We assume that our own courts would endeavor to maintain the dignity of their position. But in the end it becomes a matter of might. In Manitoba, except with Dominion civil servants and others who are entirely dependent, directly or indirectly, upon the Dominion Government for their subsistence, there is a consensus of opin-

ion and determination upon this point. We are practically in rebellion against the Dominion. We are determined to build and operate this road to the frontier, if we have the strength to do so, and we believe we have.

"Supposing the Dominion won't inspect the road?"

"We'll run it without inspection."

"And then every person connected with the undertaking would be jugged."

"How would they be jugged?" asked Mr. Luxton, with an air of mingled incredulity and amusement.

"The government will call out the Winnipeg volunteers."

"Then the Dominion Government would have an interesting time of it. The volunteers would certainly take sides with the Red River Valley Railway."

"That statement is treasonable."

"Well," replied Mr. Luxton, apparently not much shocked at the suggestion, "as I said before, we are practically in a state of rebellion to-day. The position of the Local Government is passive, as it always has been. At the last session of the legislature Mr. Norquay, by various manoeuvres succeeded in securing a majority of three in the legislature, which held him in office, but made him subject after all to the dictation of the opposition, which he accepted. The speech from the throne at the opening of the last session of the legislature was just such a speech as the opposition, had they been in power, would have put in the mouth of the lieutenant-governor. As I said, the local government is a passive government, and now that it finds itself in the position of a sawlog in a strong and swift current, it has got to go with the stream. Mr. Norquay was sustained at the last general election by a bare majority, and only by means which: found it possible to use because he was in power. He does not on general principles enjoy the confidence of the people of Manitoba to-day, but in this matter Mr. Norquay is the constitutional front of the province, and ninety-nine per cent of the people will stand at his back, simply to push him on."

"Will you receive any actual practical relief from the new road?"

"I say we will. In the first place let us assume, for argument's sake, that the competition will not give us better rates than we have to-day; it would still benefit us in several ways. When we approach a capitalist to invest money in our country he says: 'No, not a dollar, because you are a monopoly-ridden country.' We approach an intending emigrant, and he says: 'I won't go to Manitoba, because of the monopoly.' When the new line is completed that argument can no longer be used. But I say that it will afford us actual relief. The C. P. R. and the St. Paul, Minneapolis & Manitoba are very closely related. The Northern Pacific and the St. Paul, M. & M. are competitors, and the Northern Pacific will become an ally of ours in this matter; and thus the building of the road will ensure better rates between Winnipeg and eastern points, the Northern Pacific controlling the traffic as far east as Duluth. The Manitoba & North-western is

constructed from Portage La Prairie in a northwesterly direction, practically over the Mackenzie route for the C. P. R., which, west of the old province of Manitoba, is a much better country than that traversed by the present line of the C. P. R. At the last session of the legislature an act was passed incorporating the Winnipeg & Western Railway, which is an adjunct of the Manitoba & North-western, the intention being to construct a road from Winnipeg to Portage La Prairie so soon as the Red River Valley Railway is an assured fact. This would make two trunk lines through the entire North-west. "A great many people here in the east," continued Mr. Luxton, "think we are only talking when we say we are prepared to shoulder our shot-guns. But we are in earnest, and for the best of all reasons. Most of the people who are in Manitoba have been there from seven to fifteen years. They have invested there everything they have, and they know that that country if given a fair chance is all that they expected it to be. But they feel that being left to the control of one road means starvation to themselves and their families; hence the incentive to do what they say they will do and what they will do. But they fear nothing from armed force. The general impression, however, is this: Sir John and the government have disallowed every act that is calculated to facilitate the construction of this Red River Valley Railway. Sir John will not use force, but this action is generally assumed to be simply a redemption of his promise to the C. P. R. that he will do all that he can—short of using actual force—to secure them monopoly, and that having redeemed that pledge this will be the end of it. Actual force we do not fear, and we think Sir John has now gone as far as he will go. We know that we have the right to build the railroad between any points within the old province. Sir John and Mr. White admitted that; and we are going to build the line there. There has been an effort made by the C. P. R. to arouse the added territory against us by offering the workshops to Brandon and in other ways."

"The rates of the C. P. R.," continued Mr. Luxton, "are undoubtedly excessive, compared with any other rates published. At the same time, our quarrel is not with the C. P. R., but with the Government. The Government and not the C. P. R. are guardians of our rights. But the wisest of us cannot understand the policy of the C. P. R. in insisting on the monopoly in Manitoba. We are convinced that in doing so they are standing in their own light. They have an extensive land grant and they, above all others, are interested in that rapid settlement and colonization of the country which would result from the building of the new line."

"Supposing the C. P. R. were desirous of selling out—lock, stock and barrel?"

"That is the only theory on which their action is capable of explanation—that they want to sell out or abandon the road. They have threatened Winnipeg that they will side-track it and send their cars to Portage La Prairie by a short cut. This is simply puerile. Winnipeg is the metropolis of Manitoba and the

North-west, and if the C. P. R. were to side-track Winnipeg it would simply mean that they would lose most of the business of Manitoba and the North-west. We laugh at that. But the bad faith that is implied in that threat is the worst feature. When the C. P. R. crossed at Winnipeg it did so on these conditions. Winnipeg gave them \$200,000 in money; it gave them a site for a railway station; it gave them exemption from taxation forever and the use of the Louise bridge over the Red River, which bridge the city owned. All these the railway got for nothing, the principal condition being that the company would forever maintain workshops in the city of Winnipeg, all the workshops necessary for the Manitoba divisions of the C. P. R. Notwithstanding that solemn agreement they have threatened the city of Winnipeg that if they keep up this movement they will move the workshops from the city. We do not care for that, but we regard it as a very serious matter that the company should have so little regard to a solemn agreement as even to threaten such changes as that. But while we appreciate the immorality of the threat, it does not trouble us, because we are persuaded that the C. P. R. cannot side-track Winnipeg. They cannot send passengers any other way than by Winnipeg. If a traveller found that one of the lines passing through the North-west did not go through Winnipeg he would not take that line. We do not think that the policy of the C. P. R. in the North-west is a broad-minded policy.

"What about the progress of the country?"

"Notwithstanding all reports to the contrary the population of Winnipeg and the North-west has been decreasing, rather than increasing, during the last two years solely because of this monopoly policy. The crop this year is much larger than it ever was before, and the grain never looked so well as it does to-day. Cutting has begun and the entire crop will be in by the 1st of September, and by far the greater part of it by the 20th of August. The area sown has very considerably increased and the weather has been everything that could be desired, rain having fallen when it was most needed. From present appearances the entire area of wheat cannot yield less than 30 bushels to the acre."

"Why did you find it necessary to import oats from Ontario last year?"

"While the C. P. R. work was going on oats were at a high price, and so the area of oats sown was increased until the work ceased and there was no market for oats, the price of which then fell very low indeed. As a consequence of this the cultivation of oats was to a great extent abandoned and not enough was raised for home consumption. The farmers are really improving their condition. They are going largely into mixed farming, stock-raising, etc., instead of confining themselves to wheat."

"What is the price of meat in Winnipeg?"

"We pay about 15 cents a pound all round, but it is generally believed that the butcher makes an inordinate profit. The present price of meat live weight, is 3½ cents per pound. At that price stock can be raised in Manitoba at a profit of a hundred per cent. We can put up and feed hay for a dollar and a half a ton,

Three tons will maintain an animal for the winter, that is \$4.50, or \$13.50 for three winters. If proper attention is paid to the breeding and keeping up of stock the animal will weigh 1,200 lbs., and that will allow for all contingencies and give the farmer one hundred per cent. profit. As I said the people of Manitoba are getting rid of the notion that they can make \$20 an acre by growing wheat. They are going more into mixed farming and their condition is improving as they do. In the city of Winnipeg business is not rushing. It is quiet. But the confidence that the inhabitants have in the future is manifested by the improvements that are now going on. Over \$400,000 worth of building is under way in Winnipeg to-day. The country, we all believe, is as good as it was ever represented to be, and the policy of the government is the only thing that is holding it back."

Commenting upon this the *Globe* says:

Elsewhere we publish an interview with Mr. W. F. Luxton, of Winnipeg, whose sentiments regarding the Red River Valley Railway amount to evidence that Manitoba has already defeated the Dominion Government. Without any authority in law, on the strength of a provincial act destroyed by disallowance, the contractors have graded twenty-six miles, have crossed public highways and traversed private lands. It is within the power of any private person to procure an injunction from the Manitoba court against such crossing of highways, and any proprietor whose land has been trespassed upon could similarly invoke the law. Thus any official of the Dominion Government or of the C. P. R. Co. might be made an instrument to block the building of the road. That such interference has not been induced by either the government or the company indicates strongly that no attempt will be made to haul the enterprise. The occasion for legal interference offered by the trespasses already committed by the contractors are as good as any occasion can be. It is not within the power of the Dominion Government to interfere arbitrarily; they must procure opposition through the courts or not at all. As they have not caused any legal action to be taken the presumption is that they do not mean to do anything of the kind. Sir John Macdonald's love for "masterly inactivity" is scarcely an absorbing that he will refrain from blocking the enterprise till the moment of its completion, when interference would exasperate the people to the highest degree.

But if the Dominion Government has practically retired from the contest the very serious spectacle of a successful defiance of the supreme Canadian executive is presented in the building of the Red River Valley Railway.

If disallowance has not checked Manitoba. It is common consent her people ignore the federal power, and treat their own legislation as sufficient law for their purposes. That they have moral right on their side is true. That they have the might is also true. It would be totally impossible for the eastern provinces to hold the North-west without the consent of its inhabitants. Strong is right and might they have, according to Mr. Lux-

ton, practically set aside the constitution of Canada and are in revolt, in rebellion which is not marked by bloodshed, simply because the Dominion Government refrain from invoking courts whose orders for interference with the railway could not be carried into effect without causing armed insurrection. The spectacle almost amounts to the dissolution of confederation, and it is much to be desired that the non-legal but not wrong proceedings of the Red River Railway contractors shall be made legal at the earliest possible moment.

Red River Valley Railway.

The work on the Red River Valley Railway, the Manitoba line which is expected to compete with the Canadian Pacific, has proceeded steadily since the letting of the contract, and it is confidentially asserted that the road will be completed this fall. Mr. Hugh Ryan, the contractor, is reported as saying that he anticipated no difficulty in making the necessary connection with American roads. The grading will be completed before the end of the month, the contracts for fencing are being carried out and the bridging which is very light is under way. A rumor is afloat to the effect that the Manitoba Government will find itself unable to pay for the road when completed and that Mr. Ryan will then hand it over to the Canadian Pacific. On the other hand, the friends of the road allege that the bonds which have been issued on the general credit of the Province, the proceeds which are to be used to pay for the work, can be cashed at any moment, the only question being the rate at which they are to be sold. Since the above was written the statement has been telegraphed to the daily press that Mr. Van Horne has ordered ties and rails sent to Emerson, with a view to making a loop line from that point to Rosenfield Junction. This will form a track which the Red River Valley will have to cross in order to reach the boundary, and this cannot be done legally without the consent previously obtained of the railway committee of the Privy Council. Mr. H. O. Strong, chief engineer of the Red River Valley, is reported as saying that it made no difference how many tracks were laid for them to cross and that "the Red River Valley would go through fire and water to reach the boundary," foreshadowing evidently an arbitrary and illegal crossing.

In keeping up with the rapid movement of events in Manitoba a postscript must be added. The construction on the Canadian Pacific to head off the Red River Valley was in the form of a spur at Morris, but the Manitoba men deflected their line to the highway and thus got around the spur. On the 21st inst. application was made for an injunction on behalf of a Mr. Browning, owner of some lots near Morris, to prevent construction over his land. By extraordinary exertions, however, the subcontractor, Mr. Stewart, succeeded in making the grade and fencing it in before the injunction could be served. There is great excitement in Manitoba over the affair. The first lot of rails has arrived and the laying of rails is proceeding. Hon. John Norquay, Premier of Manitoba, came east before the injunction came out and paid a visit to Toronto where he still is as this issue goes to press.

Proceedings of the Committee on Uniform Couplers.

The Committee on Uniform Draw-Bars and Couplers for Freight Service, appointed by a combination of important roads and which has recently been referred to in these columns, held a meeting in New York City, Wednesday, July 27. There were present, Mr. Wm. P. Shinn, Chairman, and Messrs. A. G. Darwin, F. M. Wilder, James Meehan, Reuben Wells and T. L. Chapman. Messrs. O. A. Haynes and W. T. Small were unavoidably absent. Captain O. E. Michaelis, of the Ordnance Department, United States Army, the expert on physical tests, was present at the request of the Committee.

The various points involved in the Committee's programme of tests were freely discussed with the following result:

First. On motion it was unanimously resolved: That after full consideration of the results of the preliminary tests made under the direction of the Committee, and in view of the evident superiority of a close coupler of the vertical hook type, which will couple to and with others of the same class and type, this Committee will admit to further consideration only such couplers as are of the type known as the Janney type of vertical hook couplers.

Second. Capt. O. E. Michaelis presented and read to the Committee his preliminary report regarding a programme of physical tests of couplers. The report was on motion unanimously accepted without discussion.

In this report Capt. Michaelis assumes that laboratory physical tests have heretofore had for their primary object the determination of the strength of the knuckles, hooks, tumblers or by whatever name the immediate coupling device may be called, and that critical examination into other integral parts of the coupling devices, such as the heads or housings, and the bearing pins used as axes of rotation or locks has been comparatively neglected. He believes, however, that a programme of drop tests can be devised which will reproduce every circumstance and contingency of dynamic strain, developed in actual service, and which will give unimpeachable results, in less time, at less cost and in a more controllable manner than if the same couplers were tried on moving cars. Then with the results of such a contemplated exhaustive test before it, together with the expert determination of its members, as to the adaptability of the coupler for its special work, the Committee could not fail to come to a correct decision.

Captain Michaelis makes the following suggestions about a programme of tests, viz., that the impact tests should be divided under two principal heads:

1st. Ordinary tests reproducing usual conditions of service; and 2nd. Extraordinary tests reproducing unusual conditions of service. The preliminary tests should be service tests, and as the shocks incident to the service are due to guided blows, the colliding masses moving on rails, there can be no objection advanced to the use of a drop moving in vertical ways. A programme of bumping tests cannot fail to eliminate the sys-

tons not worthy of serious consideration, and its execution will incidentally and necessarily develop the ability of the respective couplers to withstand the pulling strains due to the starting or sudden speeding up of trains. It might be well to subject the selected couplers to static strains on the testing machine, within limits, based upon conditions fixed by the Committee as composed of railroad experts; for instance, the steepest actual grade and the heaviest train going over it might be taken as the basis for this series of strain tests.

Third. On motion it was unanimously resolved: That the report of Capt. Michaelis be referred to the Committee on physical tests, which was appointed at a previous meeting, with authority to make such physical tests as they may deem to be necessary for the full guidance of the committee in conformity with the suggestion of the report.

The sub-committee on physical tests consists of Messrs. Wm. P. Shinn, Reuben Wells and F. M. Wilder, with Capt. O. E. Michaelis as expert.

Fourth. In order to make provision for the service tests, it was on motion unanimously resolved: That the secretary be instructed to call upon the owners of the couplers which are to be further investigated by the Committee, requesting each to furnish the Committee with five cars of forty thousand pounds capacity or over, equipped with his coupler and delivered at such point as may be arranged for, where service tests can be made of such cars in trains, and that the owners of such couplers as do not already couple with the Janney be requested to make such modifications as will enable them to do so, and use only such modified couplers on the cars sent to the Committee.

It was also further provided that the matter of the arrangement for service tests should be referred to the same sub-committee as that which had charge of the physical tests, viz.: Messrs. Wm. P. Shinn, F. M. Wilder and Reuben Wells.

After the transaction of some other routine business, the committee adjourned, subject to the call of the chairman.

Kingston & Pembroke Mining Co.

THE capitalists who organized and promoted the Kingston & Pembroke Company made a thorough inspection of the mines so far opened. At the organization meeting the following officers were elected:—Henry Seibert, of New York, president; R. W. Folger, of Kingston, vice-president; D. L. Gibbons, of New York, secretary; General Samuel Thomas, of New York; Henry Seibert, of New York; B. W. Folger, of Kingston; F. S. Flower, of the New York Stock Exchange; W. R. Stirling, of the Joliet Steel Company; W. H. Hollister, of the New York Stock Exchange; W. G. Pollock, of Cleveland; N. E. Couper, of New York, and D. L. Gibbons, of New York, were elected directors. The capital stock is five million of dollars, and the shares are worth \$25 each. A charter has been obtained from the Province of Ontario. The executive committee are composed of the president, and W. G. Pollock, R. W. Folger, W. C. Stirling and D.

L. Gibbons. The place of business will be in Kingston with a branch office in New York city. W. G. Pollock and B. W. Folger will be in charge of the Kingston business. Speak- of the Wilbur mine, Mr. W. G. Pollock, to whom nearly all the ore that is sent from King- ston to Cleveland goes, says that it is the best iron ore that can be procured. Speaking of the mine, he said that it presents a different and better appearance than it did a year ago, when he visited it last. One hundred tons of mineral are now taken from it daily, and the company expect that when the new machinery has been ordered, is in position that three times that amount will be taken out. Mr. S. L. George thinks that the ore is fifty per cent. better than when he saw it last. He believes that at a depth of 220 feet from the surface ore can be found.

The Fastest Tracklaying on Record.

MESRS. SHEPARD & WINSTON, the great railroad builders of St. Paul, are far surpassing even their own unrivaled record in the rapidity with which they are pushing the Montana extension of the St. Paul, Minneapolis & Mani- toba Railroad. On Saturday evening the end of the track reached a point 254 miles west of Minot, and by the middle of next week one- half of the distance between Minot and the Great Falls will be finished. On Saturday last 7.20 miles of main track were laid, being the largest amount ever laid on any railroad in one day and from one end. The following is a record of the last thirty days:

	Miles.
On Saturday, July 16	7.20
Week ending Saturday July 16, six days (or within 1,000 feet of 30 miles)	29.81
Thirty days ending July 16 (one entire day lost by rain)	103.80

These distances far surpass any previous record of tracklaying from one end. In the rapid construction on the Canadian Pacific the highest record was as follows:

	Miles.
For one day	6.38
For one week	24.62
For month of July, 1883, thirty one days	92.35

The day's work accomplished last Saturday required the transportation, delivery at end of track and unloading of nearly two hundred cars of material and supplies. This was done without a moments delay to the tracklaying, and is in the highest degree creditable to Supt. Egan and his assistants at the front, who have conducted the transportation department so ably and successfully that there has never been any delay whatever in furnishing material and supplies at the front as needed. The track has just entered the valley of Milk river, and the conditions for rapid work are more favorable than before. It is confidentially stated that the record give above will be eclipsed in the near future. The grading is completed 100 miles from the end of the track, and the grad- ing forces are distributed as far west as the coal banks, 70 miles east of the Great Falls, and within two weeks the work will be covered to the falls.—*St. Paul Pioneer Press, July 19.*

The Railway Service.

A STATEMENT from Mr. Herbert Wallis, mechanical superintendent of the Grand Trunk, shows that the Montreal shops have built so far this year the following new stock: 160 long cars for the conveyance of cattle, 200 cars suitable for either coal or lumber, 12 special cars for carrying horses, 12 handsome first-class, with lavatory and other conveni- ences, previously mentioned in RAILWAY LIFE, 4 special cars for carrying fruit on passenger trains, and 5 locomotive engines.

SOME of the railway telegraph operators are moving to secure the passage by congress of a bill making it a penal offence for any railway company to employ a telegraph operator to direct the movement of passenger trains who has not been granted a government license. Such a law is expected to secure greater effi- ciency in the highly important work of train dispatching and to weed out incompetent men, and yet it would seem as if the railway com- panies were sufficiently interested in having only capable men in these responsible positions not to require government assistance in the matter. It is a question whether state or national interference with the employment of railway men is a desirable thing for employers, employees or the public. The state of Alabama recently passed a law requiring all locomotive engineers to obtain a license and this is already creating considerable trouble. The engineers it appears generally object to the requirement, although it would have the same tendency to keep out incompetent men that the proposed law in regard to telegraph operators is expected to exert.—*Railway Age.*

MR. MORETON FLEMING, the Wyoming cattle king, writes to the *Pall Mall Gazette* respecting the depression in ranching in the North-West:—"What would I do? I would move and move quick, stock, lock, and barrel, into the British North-West. There is a country as large as all Texas, tributary to the Canadian Pacific Railway, and only a small corner of it, in Southern Alberta, stocked at all. If I were the Scottish investor, who is often a man of sense, and who has invested some seven millions sterling in "the cow," I would try to settle this ranche question and the crofter question at one and the same time. Migrate the crofter by thousands into fertile Manitoba, and migrate the cow to be cared for by the crofter; there is ample room for both in Manitoba, whereas there is not room for either as things are whether in Scotland or in Wyoming. In five years the crofter could pay for the cow, and with good interest, out of her increase. Such a project is quite feasible. I would contract to drive cattle from Mexico to Manitoba for ten shillings a head. Crofters won't emigrate to grow wheat at any such prices as those now obtaining, but mixed farming, with lots of live stock, would relieve Scotland, save the lives of our cows, and build up the Dominion. Scottish companies, after a little talk, would be capable of such action, but as to English shareholders, they won't move."

USEFUL, RELIABLE | A NEW INVENTION | AND VALUABLE.

The Steel Seat Railway Rail Chair & Rail Tie.

Patented May 14th, 1887, No. 26,716.

The Object of this Invention is to secure a level, smooth surface at Rail Joints; to overcome and avoid the unpleasant expensive rattle at the time train wheels are passing over the joints; unpleasant to sensitive travellers, and expensive to Railway Companies. This Chair loses no bolts ("Fish Plates" do). It has a reliable seat and safe back. It is quickly laid, saves labor and expense.

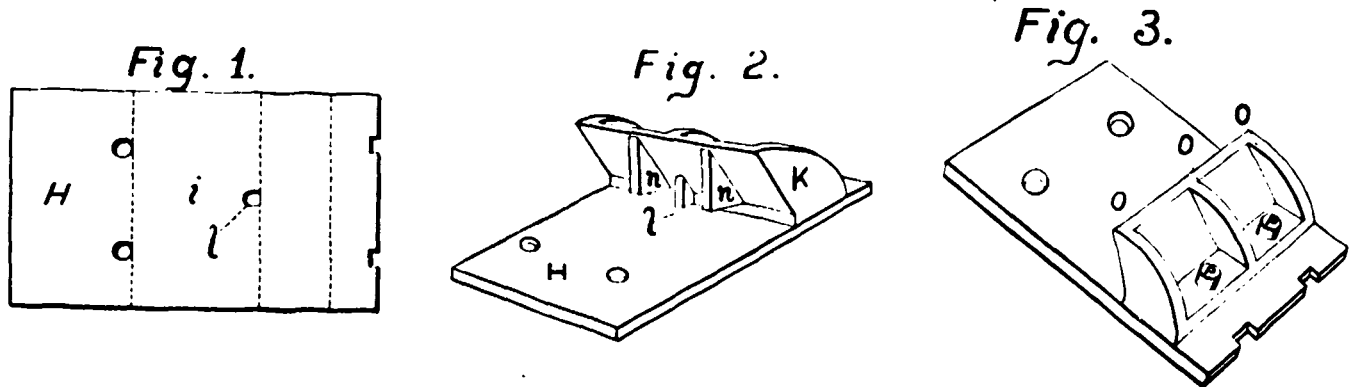


Figure 1 is a seat view of the Chair, showing the place of the rail, the place of the chair back, and places for the spikes.
 Figure 2 is the seat and back of the Chair, showing the front side of the back, with ribs for keeping the rails from displacement.
 Figure 3 is the Chair (position changed), showing the heads of the rivets uniting the seat and back, and the ribs that strengthen the back and protect the Chair.

Similar letters refer to the parts described in the views:
H is the chair seat of "Beasmer Steel," half inch thick, 7½ inches wide, and 12 inches long.
I is the rail place; at the right is the chair back place.
L is the place of a part of the chair back to stand between a part of the rail ends to keep them each to the proper place.
K figure 2 is the back on the seat with the front in view.
L in this view is a part of the back to stand between the rail ends, as seen at L figure 1. It secures the rails from displacement endways. Its purpose is the same as the post D figure 1 in the "Rail Grip," No. 23,040, patented to the undersigned Dec. 22nd, 1885.
N N are ribs on the inner front side of the back two inches apart, each being one inch from the end of the rail. They extend from the back inward to the neck of the rail just over the bottom part, to secure the end of each rail to the seat at the time of frost leaving, when a possible depression of the seat may occur, thus keeping a smooth surface at the joint. Being supported underneath by a seat that will not break or wear out, the rails being kept thereon secures that most desirable effect, a smooth surface.
O O O figure 3 are the ribs which protect and strengthen the back; they admit of a hollow space between them to receive the rivets, P P securing the back to the seat. The important advantage is thus obtained of having steel of the greatest cohesion for the seat, and cast iron of great crushing resistance for the back.

RAIL CHAIRS ON A WOODEN TIE.



THIS RAIL CHAIR, as shown and described previously, is the most simple, effective and durable rail Chair yet produced. It is readily laid and kept in position by ordinary men, requiring only to be spiked to a wooden tie, as shown in the illustration above. The seat is reliable, having been proved by actual experiment; the back is a safe support under all emergencies, being riveted to the seat with steel rivets. The combined strength of four spikes, two being through the seat, secures the chair and rail ends therein to the wooden tie, and thus gives double strength against outward pressure, the effective way to avoid disasters by rail spreading. There is no heavy pressure on the rails inward, therefore no special provision is necessary for that purpose. A reliable, enduring seat covering a larger part of the tie than the rail covers (the chair seat covers more than double the surface), saving ordinary ties from being cut, hammered and destroyed, is the invention that is required, being a valuable improvement in crossing rail joints.

RAIL CHAIRS AND STEEL TIE COMBINED.



THIS COMBINATION of Rail Chairs into a steel rail tie that will not ignite, is a simple, durable invention for Culverts, Bridges, or Solid Ground. The back of the chairs is the same as those on the wooden tie, on the front, or inside of the rail, a section piece is riveted to the seat far enough from the rail to admit of it being removed, or taken out when required; between the section piece and the rail a key is placed to keep the rail secure in the seat, it joins the section piece in a half dove-tail, by which it is prevented from rising out, the key extends inward to the neck of the rail and upward to the rail head. This key is put in endways, and secured from jarring out by a bolt screwed into the seat, the bolt is kept from turning by a guard hinged to a rib on the key, and this rib protects the guard. The key and appendages are patented to the undersigned in the "Safe Rail Grip" before mentioned, and used here as the most perfect invention for opening the chair to remove rails, and closing up to secure the rail to the chair seat.

The Patent Right of this inexpensive, reliable rail chair and tie, with the other Patents named, for a limited time only, are obtainable, for certain defined limits of Railway, or sections of the Dominion of Canada.

Models may be seen at the office of "Railway Life," 64 Bay St., or at the Patentee's residence, 6 Baldwin St., Toronto.

P. De GUERRE, Inventor and Patentee.

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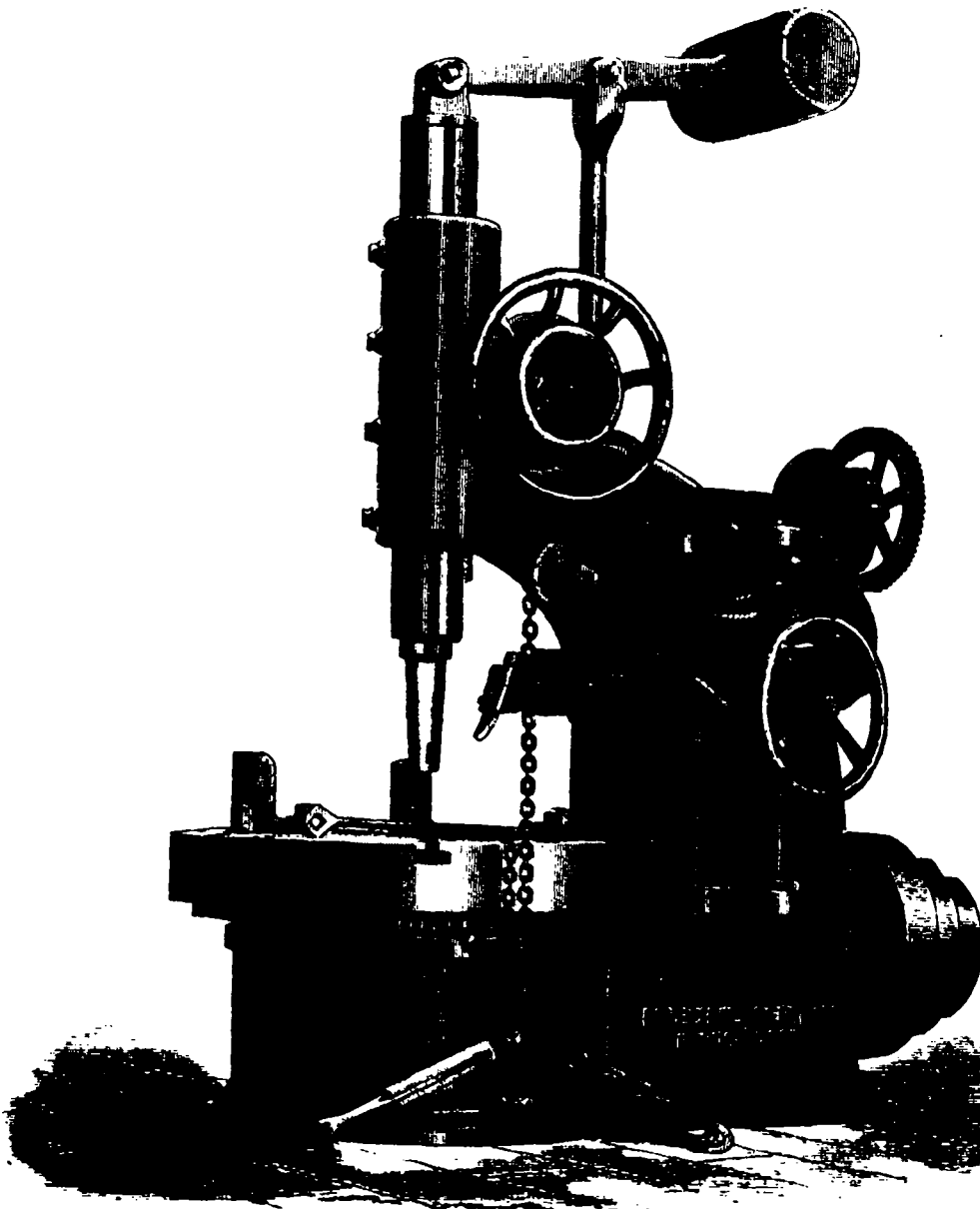
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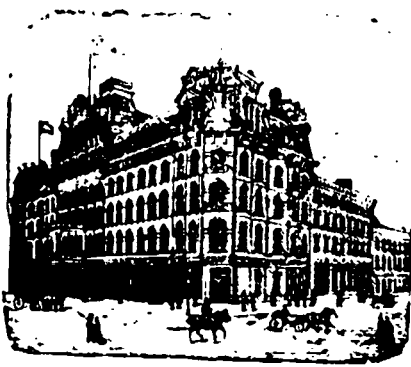
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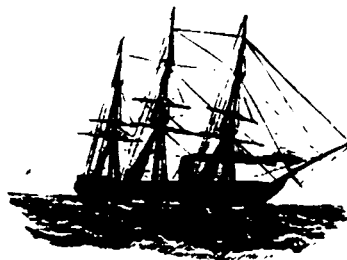
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