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VOL. II. No. 2.

FEBRUARY, 1887.

*Railway*  
**TORONTO,**  
**ONTARIO.**

# Windsor Insurance Co.



**DIRECTORS:**

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WINDSOR CANADA LIMITED, INCORPORATED IN CANADA

## Toronto.

CAPITAL	\$1,000,000 00
CASH ASSETS	\$1,188,200 48
ANNUAL INCOME (over)	\$1,300,000 00
LOSSES PAID SINCE ORGANIZATION (over)	\$10,000,000 00

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



## Personal.

MR. W. R. MACKENZIE, of Omaha, Neb., stationery agent Union Pacific Railway Company, called upon the LIFE last month.

MR. LUCIUS TUTTLE has been appointed passenger traffic manager of all the lines of the Canadian Pacific Railway. He will have general charge of all passenger traffic, with office at Montreal.

MR. THOMAS TANDY, who succeeds Mr. John Porteous as general freight agent of the Grand Trunk Railway, was presented with a set of solid silver knives, forks and spoons by the Board of Trade at Detroit, at which place he was located as through traffic agent of the road.

CONDUCTOR THOMAS McCORMACK, one of the most valued men in the service of the Northern, some time ago rescued Mr. W. Colwell from a dangerous position between a moving train and the platform at Colwell station. As a recognition of indebtedness Mr. Colwell recently presented Mr. McCormack with a silver-headed cane.

MR. JAMES TURNBULL, son of Mr. Wm. Turnbull, of Stratford, who has for some time held a position in the office of the freight department of the G. T. R., at Buffalo, has been offered and accepted a better position in the freight department of the Lehigh Valley Road in the same city.

MR. M. C. DICKSON has been appointed travelling passenger and freight agent for the Union Pacific Railway. He covers "District No. 2" under the regulations of the company, and has his head-quarters at 136 St. James Street, Montreal. He takes the place of Mr. M. Shipman, resigned.

MR. R. L. NELLES, formerly of Brantford, who has succeeded Mr. Loud, as G. T. R. freight agent in Toronto, was recently presented by the mayor and principal merchants of Brantford with a magnificent water service, consisting of cooler, tray and goblet, accompanied by an address. Mrs. Nelles was also the recipient of a handsome, solid silver 5 o'clock tea service.

PROMINENT among the railway men running in the present Dominion election are the following: Sir. Donald A Smith, of the Canadian Pacific, Montreal West; Hugh Sutherland, of the Hudson Bay's line, Winnipeg; Col. Tisdale, South Norfolk; G. A. Cox, of the Midland, West Peterborough; W. B. McMurrich, solicitor of the Grand Trunk, Muskoka; and R. M. Wells, solicitor of the Canadian Pacific, East Bruce.

MR. J. H. VAN ZILE has been appointed assistant superintendent of the C. P. R., Western Division, with head-quarters at Medicine Hat, vice C. Shields resigned. Mr. Van Zile's division extends from Broadview, Man., to Donald, B. C., a distance of 758 miles. The Manitoba South-Western Colonization Road, of which Mr. Van Zile has had charge, will be added to the division of which Mr. James Murray is superintendent.

MR. HAROLD KEEFER, son of Mr. T. C. Keefer, C. E., was instantly killed on 21st

January, by a fall from the Vaudreuil bridge on the Canadian Pacific new short line. The deceased was in charge of the work on bridge, which is almost completed, and it was while crossing the superstructure that he fell. He graduated a few years ago with honors at the Royal Military College and held a commission as first-lieutenant in the Princess Louise Dragoon Guards, Ottawa. He was but twenty-six years of age. His sudden death cuts short a career of great promise.

MR. C. SHIELDS' resignation, on the C. P. R. Western Division, took effect on the 5th ult., and he left at once for St. Paul to take a position on March 1st, under the late general superintendent of the Western Division, Mr. John M. Egan, superintendent of the St. Paul, Minneapolis & Manitoba. Mr. Shields was formerly telegraph operator under Mr. Egan, on the Chicago, Milwaukee & St. Paul, and came to the C. P. R. under him as chief train despatcher. When the Medicine Hat Division was opened in 1883 he was appointed superintendent, and since that time has filled the duties of that office. That he discharged them satisfactorily is evidenced by the fact that Mr. Egan has taken him from the C. P. R. to fill a more important position on the St. Paul, Minneapolis & Manitoba. His situation there will, it is understood, be that of superintendent of construction, with headquarters at St. Paul. General regret at his departure is felt by those living along the line of railway, and this feeling found expression on the night of the 28th ult., in Calgary, in a complimentary banquet, at which the mayor and other prominent citizens were present; and again in Medicine Hat a few evenings later in a presentation and banquet.

A BRIEF reference was made in our last issue to the presentation made to Mr. John Porteous, the retiring general freight agent of the Grand Trunk, by the Board of Trade of Montreal. The presentation was made on 17th January in the Board of Trade rooms, the address being read by Mr. George A. Drummond, the President. The following is a portion of the address:—The promptness of your decisions, and the strict business principles which governed them, have long challenged the respect of the members of this board. They have also felt it a matter of no small moment that in the most important transactions your word, once given, could be as absolutely depended upon as your bond. Your eagerness as freight manager of your road to second the members of this board in their efforts to develop the commerce of the Dominion, also deserves the most cordial acknowledgment. In short, your special fitness for the high position you so long occupied is universally recognized, not only by those who are at present addressing you, but by all with whom you have been brought into contact in your official capacity. Mr. Porteous' reply was in the best of taste. In closing he made the following kindly reference to his successor: "Before taking my seat I desire to further plead for the success of the Grand Trunk Railway, and ask your favorable consideration of my friend, Mr. T. Tandy, who has lately succeeded me in office."

## Construction.

It is expected that the Grand Trunk will soon erect a new station at Strathroy.

JAY GOULD has purchased 200,000 acres of pine land in Wynn and Vernon parishes, La., which he expects to use in his railroad interest for lumber and car construction.

At the annual meeting of the Berlin Board of Trade a motion was passed that steps be at once taken to secure a charter for a railway from Dumfries station or Galt on the C. P. R., to Berlin.

THE contract for the construction of the Cape Breton Railway has been awarded to Messrs. Sims and Slater, who will at once make active preparations for an early commencement of the work. No change has been made in the final location, the central route having been adhered to.

It is said the Ottawa, Waddington & New York Railway Co. will make application to the Provincial Government for a bonus. Speaking of the road the Ottawa Free Press says:—The construction of the railway in question would prove of immense advantage to Ottawa, forming as it would a direct, short route for New York, and contributing to make Canada's capital a great railway centre.

It is expected that work will soon be begun on the Thunder Bay Colonization Railway. Messrs. George A. Thomson & Co., of London, England, are the chief financial backers of the undertaking. The road has been actively and successfully promoted by Messrs. Thos. Morles and Alex. McEwen.

THE Pennsylvania Railroad is about to try a few miles of permanent way laid in the present English style, bull-headed steel rails, with heavy cast-iron chairs, the ties being spaced further apart than is usual here, only some 2,000 being used per mile. The increased weight of the company's rolling stock is understood to have led to this step.

THE president of the Hudson's Bay Road, Mr. Hugh Sutherland, ex-M.P., announces that the road will be completed in two years. Three ships are now building on the Tyne for the route between Hudson's Bay and Liverpool. Ten locomotives for the road are building, and rails for 200 miles of rails are in process of manufacture. In the coming season Mr. Sutherland expects that \$4,000,000 will be spent in construction.

WORK on the St. Lawrence Bridge at Lachine progressed slowly during the month on account of the wind and intense cold, which prevented the men from working. The cantilever will extend a distance of 816 feet from the twelfth to the fourteenth pier. On the Caughnawaga side there are three spans of 408 feet, 269 feet, and 113 feet to be erected. On the Lachine side there are three spans each of 80 feet to be put up. The Dominion Bridge Company have the material ready to be placed in position, and about six weeks of good weather would enable them to complete the structure.

THE question of connection with the Canadian Pacific is still being agitated in Hamilton, even in the turmoil of elections. Recently the citizens' committee and the directors of the Hamilton Central, which is the road intended to make the connection, held a joint meeting to discuss the situation. Mr. Jennings, the engineer in charge of the West Ontario Pacific, was present. A general examination of the possible routes into Hamilton is being made, after which construction will be entered upon at once.

THE *New York Stockholder*, speaking of the Short Line through Maine, says:—Our readers have doubtless become familiar with the interesting operations that are going on in Maine to construct a railroad connecting Quebec directly with the sea, the terminus being on the magnificent harbor of the town of Wiscasset. Hence we are glad to announce that the managers of the proposed road, the Quebec & Wiscasset Railroad, are proceeding in the matter in the business-like way that is begotten of confidence and determination. They are now sending out an unusually well made and comprehensive pamphlet, containing a photograph of the harbor and a chart of the surroundings showing the depth of water everywhere in the vicinity according to the surroundings of the coast survey. They have also prepared a photograph of the harbor sufficiently large and well framed to make a handsome office ornament. Those capitalists who are looking for large returns on investments will do well to make an inquiry into this movement to give the Canadian Pacific Railway an outlet on the Maine coast, having every advantage that could be reasonably desired.

A DESPATCH from Montreal states that the new station of the Canadian Pacific will be located north of St. Antoine Street with its eastern front and main entrance on Windsor Street. This will place it near the Windsor Hotel and within a few minutes of the very heart of the business part of the city. The site is above the reach of floods and has the great advantage of accessibility with a minimum of danger. A new line will be built which will bring the Ontario & Quebec extension from Smith's Falls into the station, and on this line there will be only one level crossing, all the other crossings being by overhead bridges of which there will be comparatively few. The road to be built is about five miles long and it will shorten the distance from the west into the city by about twelve miles. A spur will be run from the Smith's Falls line to connect with the Atlantic & North-West and the new Lachine Bridge so as to make the new station the terminus for the lines from the west also. The station will embody the latest improvements in this style of architecture. It is expected that the buildings and the new lines into it will be completed next fall.

THE *Railway Station Agents' Journal* reaches us in an enlarged and improved form with evidences of renewed vitality. It has entered upon its third year with unmistakable signs of a long and prosperous career.

### Great Lines and Governments.

THE following is condensed from an article in the *Railway Register* on the subject of the treatment of the pioneer transcontinental lines by the Government in Canada and in the United States:

The policy of Canada toward the Canadian Pacific Railway, and the policy of the United States Government towards its transcontinental lines, afford a striking contrast. The former is as notorious for its liberality as the latter has been on account of its tendency to harass our railway companies.

The American roads were the pioneers. When the project of uniting the Mississippi Valley with the Pacific was first agitated, the scheme was thought to be altogether too visionary for serious consideration. A stretch of country, more than 2,000 miles in extent, lay between the proposed termini of the railway. The line was to traverse a region that was deemed to be a barren waste, and climb the impregnable Rockies. The popular impression was that whatever money should be put into the undertaking would be lost past all hope of recovery.

The Union Pacific and Central Pacific Railroads were opened in 1869, and together formed a continuous line from Omaha, Neb., to San Francisco, Cal. This constituted the first transcontinental route. The United States Government has never treated any other railway more liberally, and it will be interesting to examine the kind and extent of this assistance.

As is well known the present Union Pacific Railway Company was formed by the consolidation of several smaller companies. The principal of these were the Union Pacific Railroad Company and the Kansas Pacific Railway Company. These both received Government aid in the form of bonds and land grants. The bonds on the two lines aggregated \$33,529,512, and the lands amounted, in round numbers, to 18,000,000 acres. The loan was at the beginning a first lien upon the road, but in 1864 the company was permitted to issue first mortgage bonds, and the Government interest has since been a second claim upon the property.

The Central Pacific, which forms the western portion of the through line, received \$27,855,680 bonded aid, and a land grant, estimated at 12,000 acres. As in the case of the Union Pacific, the bonds of the Government constitute a second lien. Thus it appears that the donations made by the United States to secure the construction of a railway, uniting the Mississippi valley and the Pacific coast, were 30,000,000 acres of wild land, and the credit of the Government to the extent of \$61,385,192.

The Canadian Pacific has thus received as gifts from Canada a section of railway that cost \$35,000,000, \$33,880,912 in cash, land which is worth, according to Government estimate, \$27,919,089, and a loan of \$20,000,000. Aside from these donations there are privileges of great value which the company enjoys. Among these are perpetual exemption from any form of national, provincial, local or mun-

icipal taxation of the roadway equipment, appliances and capital stock. Twenty years' exemption from any kind of taxation upon the land grant. A twenty years' monopoly of the railroad business west of Lake Huron. These privileges are equally as valuable as the bonuses granted.

When the loans were made to the Pacific Railroads, it was the general impression that the debt would never be paid. Few thought that the roads would be able to do more than pay operating expenses. But the Government needed the roads. A rich territory lay between the rocky mountains, and some means of rapid transit was necessary for its protection. Rather than have left the Pacific coast isolated, the United States could have afforded to build the roads, and to give them to the company or companies that would maintain and operate them.

The integrity of the nation depended upon these very railway lines, and the transcontinental routes were the chief factors in ending incessant border warfare.

But the Pacific Railroads are willing to pay their debts to the Government. All that they ask is fair and honest treatment. To charge them 6 per cent on their bonds, and then pay but a fraction of this sum upon sinking funds, does not commend itself as equitable.

These debts should be adjusted so as to give the railway companies a chance to pay them without embarrassment. The Government can gain nothing by crippling the roads.

### A New Winter Ferry.

PLANS have been adopted for a powerful ferryboat designed to keep a passage in the Straits of Mackinaw all winter. The boat will be operated by the Michigan Central Railroad Company. The principle on which she will be built was developed by Capt. James Millen, while superintending the transit of the *Algoma* across the straits two years ago, when the ice was piled very high. The boat will be sharp at both ends, with boilers and engines and a screw wheel fore and aft. The stern wheel will have one-third greater power than the bow wheel. When running through comparatively clear water or smooth ice, the bow wheel will pull and the stern wheel will push, giving the boat, it is claimed, great power. The boat is designed to crush through ice two feet thick with ease. When she meets the great ice floes so common in the straits, it is expected that the forward screw will push the boat back and the after screw will push her ahead. Were both screws of equal power the boat would of course stand still, but the greater strength of the after screw will push the boat up against the floe, while the powerful currents cycling ahead from the forward screw will wash a passage in the floe and allow the ferry to run through. Such is the theory. It is estimated that under the most adverse circumstances the boat will be able to make the passage in one day, where nine days has been no uncommon trip in times heretofore. She will carry thirty cars and give the railroad through connection with the Pacific coast.



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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, *Publisher.*

Offices—64 Bay Street, Toronto.

TORONTO, FEBRUARY, 1887.

#### NON-DANGEROUS CAR HEATING.

The recent fearful accidents in Ohio and Maine have revived with ten times added force the debate which has arisen from time to time respecting the heating of cars. That the stove is the cause of fires, and that fires are the most appalling features of these disasters must be admitted. But to point out an evil is one thing, and to provide a remedy is quite another. The popular ready-writer for the daily press finds this question a good subject for a column article, and he calls upon the Legislature or Parliament, in the commanding style of one accustomed to be obeyed, to make a law that will alleviate this evil. While heartily endorsing everything that can be said of the horrors of these disasters, it is to be hoped that no Legislature will allow itself to be forced by a popular demand into hasty and ill-considered action. A mere statute will not set this thing right. The problem of safe car-heating has occupied the attention of the ablest engineers and inventors, but the perfect sys-

tem does not seem to have been devised yet. When a practical appliance, like the Miller coupler, or the Westinghouse brake is provided, the railways at once adopt it. And so they will do with regard to heating cars as soon as the true remedy for the present difficulty has been found. In this connection, some impatience with the boasted advance of the century seems justifiable. When we want to speak of a race of barbarians as utterly degraded and brutal, we say that they have no knowledge of the use of fire. This discovery seems to be the first step in civilization. And yet, to-day, we have no better means of procuring heat than by burning things. Edison has promised to find some means of releasing the energy of coal without the agency of fire. It is high time the thing was done, not only with regard to the energy but with regard to the heat of coal as well.

#### RAILWAY MONOPOLY BY LEGISLATION.

THE letter from Hon. William McDougall, published in another column, is the opinion of a public man of great ability and long and varied experience. It deals with a question which at one time threatened to bring almost an early breaking of the bonds of Confederation. It will be remembered that during the boom in Manitoba, when everybody who set foot in that great region was to grow wealthy without learning either to labor or to wait, the determination of the people to secure competition with the Canadian Pacific was very strong. When the great boom "busted" and it became evident that success there depended upon much the conditions that it did elsewhere, there were some very strong expressions of opinion by public meetings against the policy of disallowing charters; and there are those who claim to trace connection between these meetings and the rebellion in the North-West. While, under a Liberal administration, the Canadian Pacific was carried on as a public work, pre-supposing, according to the statements of high authority, the policy of preventing the draining of the Government line, the policy of the present Government of handing over the work to a company has been held to involve a similar system of monopoly. Various reasons have been urged for this policy, but it is suffi-

cient for the present that it has been carried out.

Applications have been made at every session of the Dominion Parliament since 1882 for charters which would cross the boundary line west of Ontario's western limits, but they have been constantly refused. Notices are now appearing in the official *Gazette* of similar applications to be made during the present session. These things show how vastly important this matter is considered to be by the people of Manitoba; and the fact that in the present election the candidates there on both sides of politics have a "no disallowance" plank in their platforms confirms that view.

Mr. McDougall's opinion, of course, does not settle the question, for the men who take the opposite view are equally able and experienced. It is a question of "who shall decide when doctors disagree." But in this, as in almost every other public question, free discussion is the true means of reaching a wise conclusion. If the constitutional interpretation is that which Mr. McDougall gives, it is evident from the arguments he uses that, while a province has not power to charter a line into another province, it has power to charter to the boundary line whether international or inter-provincial, and that the Dominion has no power to prevent an arrangement which practically makes an international line possible without Dominion authority. If this is so it argues a very serious defect in our constitution, for an international line of railway may affect our relations with our neighbor, and anything tending directly to that end should be under Dominion control, for the simple reason that the Dominion, and not the province, must assume the duty of straightening out any complications which may arise. In this, as in some other matters, it would be better, instead of acting upon the letter of the law, to consider the whole question on its merits and secure such amendments of the constitution as may be necessary to make power and responsibility on the part of both the Dominion and the province commensurate with each other.

The point Mr. McDougall makes, respecting the failure of the provinces to raise the provincial rights' cry when their responsibilities, instead of their privileges, were assumed by the Dominion, is a good one. If the provinces want to control their railway affairs they

could make their pleas most effective by first insisting that the Dominion shall not pay for these works.

### INTER-STATE COMMERCE BILL.

THE Bill passed by the American Congress for the purpose of regulating commerce between the States seems to be an instance of panic legislation. From all accounts, nobody knows clearly what it provides, and there are grave doubts as to the power of Congress to pass it. So high an authority as William M. Evarts declares that some of its clauses are unconstitutional. Opinion seems to be divided both in and out of railway circles as to the probable results of it and the advisability of bringing about the results expected. Only one thing seems to be clear, and that is that the results will be very serious, and that it will take some time for the railways to adjust themselves to the new state of affairs created by the law—in fact a good deal of time will doubtless be needed to reconcile conflicting provisions of the Act and to reduce the new law to a consistent and reasonable system. The Bill is the outcome of a demand for a check upon the railways, and it seems to be a series of compromises in which each side took what it could get, the question of unity of principle and practice being disregarded. The important part of the Bill, however, is that which prohibits a smaller charge for a long than for a short haul over part of the same distance.

The vexed question of discriminating tariffs seems to be universal. It has been almost annually discussed in the Dominion House of Commons for years past, and it is the knotty problem before the existing Railway Commission appointed by the Dominion Government. In Great Britain it is the standing subject of writers in the reviews. In the United States it has been agitated for many years. The present system, though more satisfactory than the anarchy which preceded it, has many anomalous features. It is to be doubted, however, that Congress has taken the best means of solving the difficulty. But a step, even though it be backward, may break some of the existing bonds and render freer action possible.

The question of greatest interest to Canadians is as to the probable effect of the new law upon our own roads. With

the conflicting views and information in the American press, it is difficult to form a strong opinion as to the results on this side of the line. On the whole, it seems as if we were to secure a large additional share of the through traffic, especially after the Sault Ste. Marie lines are built, making the haul through Canada much longer than before, while the haul through the United States will be shortened. The prediction was freely made while Mr. McCarthy's Bill to establish a Court of Railway Commissioners was before the Dominion Parliament, that to give judges the power to lay a finger on the through traffic rates would be dangerous, because the competition with the United States' through lines made it necessary that our systems of road should be as free and unhampered as possible. It seems fair to suppose that the rule will work both ways, and with all the greater force when a hard and fast rule like that in the Inter-State Commerce Bill is laid down. The traffic on American lines all through will be subject to the provisions of this measure, while on Canadian lines the rules will apply only while the cars are on the American connections of our systems. If the Bill is what its most ardent promoters believe it to be, this can hardly fail to benefit Canadian through lines and Canadian ports.

### THE COAL HANDLERS' STRIKE.

"The strike of the Weehawken coal handlers of a month ago has developed into the most formidable uprising of labor yet witnessed in this country." These are the portentous words with which the account of the great strike now in progress in New York is commenced in Henry George's new paper, *The Standard*. As Mr. George is pre-eminently the representative in literature of labor organizations the statement may be taken as a fair indication of the struggle now going on.

Following so soon after the determination of the producers to limit the output of coal, it is especially serious. There is probably no corner of the North American continent touched by a railway which has not already felt the effect of this great struggle. In this city some men at least—how many it is hard to say—are already out of work because of it, and at this writing, many others are threatened with loss of em-

ployment. Though beginning with the coal handlers, the strike has spread to many other classes of workmen under the system of the Knights of Labor and other trades combinations. The consequence is that there are factories in this city using material brought in from abroad which are unable to fill orders because freight from across the ocean has not been transferred to the cars. But, if here in another country and at a distance of hundreds of miles, such serious effects are noted, what must be the results to workmen in New York itself and in places immediately dependent upon it? Several large factories, whose employees have nothing to do with the strike, have closed down for want of coal and the people are without the means of earning a living. Steamships are delayed, and some of the vessels plying between Atlantic ports have suspended their trips, and that portion of the continent which receives its coal through New York is threatened with a coal famine. Both sides are determined and both claim to be sure of victory. But the chances seem at this time to be in favor of capital, in fact some of the New York papers claim that it is only a question of a short time when all the places left vacant by the strikers will be as efficiently filled as before, for plenty of laborers are offering and they only require practice to make them perfect in their work.

So far there has been very little violence, and this seems to be the only good feature in the strike. Each side blames the other, and a good deal of bad feeling has been aroused. As in most wars there were faults on both sides at the start, and, as in all wars, either party will suspend scrupulous ideas of fair-play rather than be defeated. Each party has its champions in the press, and it is not easy to form a judgment in the case. The man who believes that the whole affair is got up by agitators and has no real bottom is, of course, to the fore. Nothing could be more absurd. Men do not leave work by the thousand and face the danger of remaining out of employment for an indefinite time at the mere bidding of crafty agitators. The men who mine the coal it is said make a bare living and are paid in orders on "pluck me" stores. When the dangerous and arduous work of a miner is thus thanklessly rewarded in an age of unprecedented wealth and productive power, there is work for the

agitators and others as well. The agitator has this advantage over those who find fault with him—he sees the evil and proposes a remedy. Whether his plan is a good or bad one, whether it is honesty or dishonesty proposed, it still has enough apparent merit to commend itself to thousands of citizens who stake their all upon it. If the agitators are wrong or dishonest—and doubtless many of them are both—that is all the greater reason why, in such a crisis, capable and upright men, instead of merely criticising, should come forward with wise and honest counsel.

The following estimate of the cost of the strike has been made since the above was written. It is an eloquent argument in favor of all patriotic men urging the adoption of some system which will prevent such sinful waste of wealth:

ESTIMATED LOSSES OF WAGES TO STRIKERS.  
(January 1 to February 10.)

Port New York, 'longshoremen, boatmen, etc.....	\$800,000
Boot and shoe factory employees ..	960,000
Coal handlers, New Jersey shipping ports.....	465,000
New York and New Jersey freight handlers.....	140,000
Tobacco and cigar factory operatives	65,000
Textile (carpet and cordage) employees.....	50,000
Iron and steel mill employees.....	12,000
Glass factory employees.....	8,000
Miscellaneous.....	150,000
<b>Total wages sacrificed by striking employees.....</b>	<b>\$2,650,000</b>
The estimated total loss of wages by about 38,000 industrial employees thrown out of work through scarcity of coal or on account of strikes by others within forty days past is.....	350,000
<b>Grand total wages sacrificed since Jan. 1, 1887.....</b>	<b>\$3,000,000</b>
ESTIMATED TOTAL LOSS FROM STRIKES SINCE JANUARY 1.	
Total of wages sacrificed by striking employees.....	\$2,650,000
Total of wages sacrificed through enforced stoppage of work.....	350,000
Total extra amount paid for coal through strikes.....	700,000
Total losses incurred by steamship companies through delay.....	100,000
Total losses to coal shippers, various causes named.....	100,000
Total estimated losses export trade, New York, two weeks.....	3,380,000

**DEVELOPING PASSENGER TRAFFIC.**

IN no respect is railway operating in America advancing more rapidly than in the development of passenger traffic. Until a few years ago even the most enterprising railway managers seemed to think that it was their duty simply to provide the means of transit, leaving the public to decide when and how they

they should be used. But now it is a recognized fact that passenger traffic can be promoted just like any other business; and the conditions are being studied and experiments made with a view to drawing out the full paying capacity of this class of traffic. The railways now-a-days either own summer and winter resorts, or give special advantages to those who own them, with a view to promoting travel; the requirements of conventions are more fully understood and more readily met than formerly, and the opportunities for travel on special occasions are better in proportion to the average than they were.

A glance over the work of Mr. J. Francis Lee, on "Railway Passenger Traffic," (the second edition of which was issued in 1884) shows, however, that there are important respects in which this traffic may be much further developed with profit to the railway companies and benefit to the community. In this book a system of dealing with important classes of passenger traffic is given in considerable detail, to which railways will doubtless work up some day, but which are yet a good deal ahead of the times. It is evident from this work that Mr. Lee regards railways as valuable, not merely as producers of dividends to their owners, but also as accessories of modern life. He proceeds on the belief that the more useful railways are to the public the better chance they have of returning dividends. The first portion of the work is devoted to local passenger traffic, and covers a broad and philosophical consideration of that field. In this, as in other respects, the author urges the consideration by railway managers of the social conditions governing travel, and points out some of the means by which these forces of society can best be directed to benefit the railways. But, not content with this, Mr. Lee brings all his reasonings to the test of actual figures, and presents his readers with a mileage contract traffic table, a page of figures of the utmost possible value. The "fixed points" involved in the traffic—points which must not be exceeded if the traffic is to be remunerative—are mentioned, and, with these as the factors, Mr. Lee proceeds to work out the results just as he would calculate the "cost and come-to" of any ordinary transaction. This table he gives merely as an example, to be varied according to the circumstances of

the road following his plan of developing traffic, but the points are brought out so clearly that, once convinced of the correctness of the principles laid down, the application of them to the circumstances, and the evolving of the table are mere matters of calculation. The system aims at the development of contract travel, and it is shown with great perspicuity that a scaling down of rates even below a cent a mile will be remunerative under contracts on a "wholesale" basis.

The modern tendency is to travel. Notwithstanding that telegraphs and telephones are everywhere; notwithstanding that shorthand amanuenses, typewriters and cheap postage multiply by a hundred-fold the letters written, the tendency to do business by word of mouth increases daily, and men will go further and will take proportionately more trouble now than ever before, to see the other party to a transaction face to face and talk over with him the business in hand. This tendency, if its force were directed toward the railways, would increase wonderfully the amount of travel within a short time. Nor would this reduction of rates interfere with the ordinary traffic now existing. Mr. Lee points out that the post-card was intended to bring to the post-office a revenue which otherwise would not exist, and the card does a special work without interfering with the ordinary business. So would it be with this class of contract travel.

Separate portions of the book are given to the consideration of excursion traffic and co-operative local and pleasure excursion traffic. In these respects the railway world was more nearly caught up with Mr. Lee and his advanced ideas. His treatment of these subjects shows the same firm grasp of the facts and clear reasoning from them. This portion of the work is even more interesting than the other as it deals with the social forces of all kinds which make excursions necessary, and presents an account of the growth of the excursion system both in England and in Canada. The excursion trains of Great Britain are one of the features of the life of the community there. The dense population, the large middle class, the comparatively short distances and the host of attractions to induce the resident of every place to visit every other place, make England pre-eminently the country of railway excursions. The account of the excursion traffic in Canada brings

out the fact that by this system the aggregate passenger receipts on this side of the line were well maintained during the "hard times" from 1873 to 1879, while local traffic both here and on the other side fell off to a startling extent. The absence of a similar system in the United States at that time was a strange thing, for even England itself hardly presents greater inducements than the more densely populated states. Wealth is produced in America so much more rapidly than in any other portion of the world that, in proportion to population, the people who have money to spend are much more numerous. Furthermore, as wealth is easily made it is easily spent, and the opportunities to draw forth money for excursion traffic are practically illimitable. The field is now being much better worked than at the time this book was published. Mr. Lee strongly urges co-operation between the railways and those organizations which have it in their power to promote travel in bulk, so to speak, and gives both arguments and facts in support of his views. He sums up the matter in conclusion, thus: "To organize well is a science and practical pursuit, and in no department of the world's enterprise is there so great a need faculty as in this the highest branch of the railway service and profession."

### Editorial Notes.

WE thank Mr. C. V. Howell, of the Claims Department of the Canadian Pacific, Western & Pacific Divisions, for sending us items of news respecting railway affairs in Manitoba and the North-West. We would ask our readers everywhere to do the same. It is by giving the railway news from all parts of the Dominion that we hope to make the LIFE the best class journal in Canada.

THE slaughter of the innocents still continues in coupling accidents. How to put a stop to this sacrifice of the best young lives of our country is a most serious and difficult question. It is not necessarily a disgrace to the community that it has not been settled, but it is a disgrace that greater efforts have not been put forth to save the limbs and lives of brakemen.

ONE of the worst results of our present half-hearted system of allowing governments to subsidize railways without owning or fully controlling them is the suspicion directed against railway men of using unfair means to influence governments in favor of their roads. The bandying about of insinuations about "lobbying" "boodling" and so on indicate that the men who make them do not understand the gravity of the offences they thus lightly impute to others. A similar state of affairs on the other side of the line has drawn from Mr. Charles Francis Adams, President of the Union Pacific, a vigorous denial of the insinuations made against himself and the members of Congress. Referring to the pending legislation affecting his company he declares that the company "is prepared loyally to accept either measure and to endeavor to live up to all its requirements." It would be well to drop the habit of making these charges, but the best means of bringing it about would be to change our system and separate the politicians from the railway men.

THE able and popular ex-president of the Toronto Board of Trade, Mr. H. W. Darling, in his last annual report discusses briefly the mercantile affairs of this city and the Dominion. The following is what he says respecting the Dominion Railway Commission:—

Few of our members are sanguine that the voluminous evidence taken by the Commissioners of the Railway Commission, so much for which has been irrelevant to the subject of the Bill, will aid very much the deliberation of Parliament upon the subject. That the arbitrary powers now in the hands of these large corporations, and with which it is so difficult, if not impossible, for aggrieved individuals, for municipalities, civic corporations or the public generally successfully to cope, are always exercised to the public advantage is far from actual truth.

That a power should exist more competent to deal with them than the Railway Committee of the Privy Council to compel recognition of public and individual rights, and the uniform treatment of similar classes of their customers, and removing from these corporations the power without redress, to build up the industry of one man or the prosperity of one point at the expense of others, will be admitted by all fair-minded men, and the more study that is given the subject the more clearly will this be established. The apparent difficulties should not deter Parliament from an earnest effort to secure adequate means of redress.

They have been secured in Britain, where the need was much less even than it is here,

and the sooner it is attempted the easier it will be of accomplishment.

THE Brotherhood of Locomotive Engineers find that the organization is annually called upon to pay large sums to the representatives of deceased members, who in their lives neglected to take advantage of the life insurance privileges offered by the Brotherhood, or otherwise make provision for those depending upon them. The fact that such large sums are paid to persons having no legal claim upon them is a signal evidence of the kindly feeling of the members of the Brotherhood for those in distress. Many feel, however, that the line of action involves an injustice to those who carry life insurance, and it is proposed such payments shall be prohibited in future. The case is a very difficult one, but we hope the Brotherhood will consider very seriously this proposition before adopting it. We believe that with men of the class making up this very important organization the desired end can be achieved by laying the facts before the membership, leaving each man to perform his obvious duty in the matter. The Brotherhood has been made what it is, not by well drawn rules but by the thorough feeling of fellowship among the members of the profession, and this spirit rather than mere rules should be appealed to.

WE have received from Mr. A. B. Macklin, Canadian Passenger Agent of the Chicago & Alton Railway, three of the most notable specimens of enterprise in advertising it has ever been our good fortune to see. The works referred to are handsome books in the style of the famous Caldecott and Kate Greenaway illustrated books, the most taking development of the humorous in art. Each book is a parody on one of the popular works of Gilbert and Sullivan, *Patience*, *Iolanthe* and *Princess Ida* being selected. The literary work is of a very high order of merit, and is from the pen of Mr. D. Dalziel. The illustrations, which are given with a lavish hand both to quantity and quality, are by Mr. H. W. McVickar. The work of the printers and lithographers is worthy of the talent shown in the literary and illustrative portions. With such enterprise in making the public acquainted with their line, the Chicago & Alton may confidently rely upon a large and remunerative business from this side of the boundary.

THE Edmunds Bill, which passed the United States Senate amidst a chorus of anti-British shoutings, is now before the House of Representatives, where it is faced by the measure of Mr. Belmont, which is far more sweeping in its character. The Edmunds Bill proposes to give the President power to close American ports against Canadian vessels if the Americans are not allowed to have their own way in our fisheries and on our coasts. Mr. Belmont proposes a measure, said to be simpler and freer from anomalies than the other, which extends the power in the hands of the President, so as to prevent Canadian railways from entering American territory. These measures embody a threat unworthy of the great nation that makes it. Canada gave them a clear season's use of the fisheries for nothing, as a mark of good neighborliness, and in order to give every opportunity for negotiation. But this opportunity was not taken, and Canada in defending her fisheries now stands simply on her rights. The proposal to close the highways of commerce is a very serious one, and it is hardly to be supposed that the people of the United States at large believe that it was provocation for such a step. There are too many interests involved, and too many cool-headed men on both sides for such a foolish prohibition of trade to be attempted.

#### Provincial Authority in Railways.

ONE of the most difficult questions arising out of the determination to construct the Canadian Pacific Railway was that relating to the rights of the Province to charter railways which would draw traffic from it. The following letter is one of the most important contributions to that controversy that has yet been published. The writer, Hon. William McDougall, as an eminent lawyer, and as one of the leaders in the Quebec Conference which resulted in Confederation, is eminently qualified to speak on the subject:

OTTAWA, Jan. 27, 1887.

DEAR SIR,—Your letter of the 26th ult., reached Ottawa during my absence, which must account for the tardiness of my reply.

You say a question has arisen in Manitoba as to "the right of a province to build a railroad to connect at the boundary with another road, or with an extension of the same road," and ask my opinion "as one of the framers" of the Confederation Act, respecting "the powers it was intended to confer on provincial governments in this connection."

I apprehend that the opinion of any surviving "framer" of that act as to what he in 1867 intended to express in any clause or sec-

tion thereof will serve no useful purpose in 1887.

The important, and for your purpose the only, question now is: What are the words of the act? And, secondly, what is the true legal construction?

The proviso of the B. N. A. Act, which applies, and must be interpreted in dealing with your case, is section 92, sub-section 10 a:

"Lines of steam or other ships, railways, canals, telegraphs and other works and undertakings connecting the province with any other or others of the provinces, or extending beyond the limits of the province."

All local works or undertakings of the above "classes" are expected from the law-making powers of the provincial legislatures. If therefore, the road you propose to build will not (1) "connect the province with any other or others of the provinces," or (2) "extend beyond the limits of the province," it is, in my opinion, a local work within provincial jurisdiction exclusively. The terms of the charter in the case you mention ought to restrict the work to your territorial limits. I am of opinion that the exchange of traffic at the boundary would not in a court of law, be held to be an "extension" of your line beyond the limits of the province, in the sense in which that word is used in sub-section 10.

The Dominion Parliament has, in more than one case, exceeded its powers by building within a province local works which section 92 assigns to the province exclusively. But as the cost of these unconstitutional structures is in each case shared by six other provinces, I have not yet heard of any protest by the invaded province against this encroachment upon provincial rights. The false declaration that the local work in question is for "the general advantage of Canada," etc., does not make it so. Nor does it justify the intrusion upon provincial jurisdiction.

Yours truly,

WM. MCDUGALL.

T. H. Preston, Esq.,  
Winnipeg, Man.

#### The Kingston and Pembroke.

THE following summary of the affairs of the Kingston & Pembroke Road, taken from the *Stockholder* of New York, shows how that system is regarded by a high financial authority in the American metropolis:—

The Kingston & Pembroke Railway, the stock of which has only recently been dealt in at the Stock Exchange, its market interest being under the care of Messrs. R. P. Flower & Co., runs from the city of Kingston, at the east end of Lake Ontario, north to what is commonly known as the Upper Ottawa country at the village of Renfrew, a distance of 104 miles. The company owns in addition to the main line about 30 miles of branches and sidings. At Renfrew connection is made with the main line of the Canadian Pacific Railway, and at Sharbot Lake, 47 miles from Kingston, the road again crosses the Ontario Division of that line. The especial value attaching to this latter connection is that the Kingston & Pembroke forms the best line between Kingston and Ottawa, as also a competing line for

business from the former city to and from Montreal and the East and Toronto and the West as against the Grand Trunk Railway. The line throughout is substantially built with 36 pound steel rails, 2,640 ties to the mile. The embankments are entirely solid. There are very few openings, no trestle work of any kind, and only two important bridges to sustain. The capital of the company is as follows:

First mortgage 6 per cent. bonds due in 1912, but redeemable at any time on six months' notice and payment of 5 per cent premium.....	\$572,000
Income bonds limited to 6 per cent non-cumulative and redeemable at par....	764,000
Capital stock, 60,000 shares of \$50 each....	3,000,000
Total.....	\$4,336,000

Of the capital stock \$906,750 still remains in the company's treasury, the intention being to use it for further developments of the road. The approximate cost for construction and equipment of the entire line was \$25,000 per mile, the money therefor being provided by the sale of the bonds and stock, and the following cash bonuses which were given to insure the building of the line:

From the Ontario Government.....	\$156,493
" County of Frontenac.....	170,000
" City of Kingston.....	318,000
" Village of Renfrew.....	3,000
" Dominion Government.....	48,000
" Subscriptions.....	18,320
Total.....	\$1,013,813

In addition to these cash bonuses the company has received grants of Dominion lands in Kingston, at merely nominal figures, the great value of which would otherwise place them quite beyond the company's reach. These lands comprise about 125 acres, half land and half water lots, for the construction of docks, etc. They are exempted from taxation for a period of twenty years. Other valuable lands have also been secured at Renfrew and Sharbot Lake Junction, for terminal and station purposes. The traffic has as yet been only partially developed, owing to the unsettled nature of the country.

A proposal is under consideration to extend the line 22 miles west from Renfrew to Eganville, where it would tap a large and rapidly improving section. Towards this extension the Dominion Government has already granted a subsidy of \$3,200 per mile. The company has the right under the Dominion Statutes to run its trains over the Canadian Pacific line from Renfrew to Pembroke, 33 miles, and from Pembroke to Nipissing, a further distance of 140 miles; also to have its traffic carried to Sault St. Marie, 300 miles from Nipissing, with the same care and despatch as Canadian Pacific business, the rates being fixed by arbitration. These rights and powers are of great importance to the road, which taps a valuable ore and lumber district, the quality of the former ranking as Bessemer ore.

MR. J. FRANCIS LEE, Commercial Agent at Chicago, Ill., of the Canadian Pacific Railway, was one of the callers at the office of LIFE this month.

### A Pleasant Event.

THE annual supper of the Grand Trunk Railway freight employees in Toronto took place on the 22nd ult., at the Crosby Hall Hotel, and was a very pleasant affair. The chair was occupied by Mr. J. B. Hay, foreman of the freight sheds, while to his right sat Mr. R. L. Nelles, freight agent, who has succeeded Mr. Loud, and to his left Mr. C. H. Corton, agent at the Don station. The vice-chair was filled by Mr. George Peppell, agent at Yonge Street, and there were altogether about 120 of the employees present, besides the invited guests. In responding to the toast of his health, Mr. Nelles made a neat speech in a humorous vein, and on sitting down was applauded to the echo. The vice-chairman spoke on behalf of "The President, General Manager, and officials of the G. T. R.," in the unavoidable absence of Mr. Wragge. "The cartage companies in connection with the G. T. R.," evoked responses from Messrs. Wilkie for the Hendry Co., and Jas. Gray for the Shedden Co., while "Our guests" brought to their feet Messrs. J. Patterson, of the G. T. R. locomotive department, Mr. Corton, and Mr. Peter Stephens, C. P. R. freight agent at Parkdale. During the evening trios were sung by Messrs. Watson, Purse, and Brown, and solos by Miss McGraw, Mr. Davis, and others, while a mouth organ duet was given by Messrs. Holmes and Baxter. Mr. McGraw also played on the clarionette and Miss McGraw presided very acceptably at the piano. An enjoyable evening was spent, and the company did not break up until after midnight.

### The Sault Connection.

THE following important despatch appeared in the daily press, under date of Minneapolis, February 8th. The importance to Canada of the arrangement outlined, if it really has been made, can hardly be exaggerated:—Gen. W. D. Washburn, President of the Minneapolis, Sault Ste. Marie & Atlantic Railroad, returned yesterday from Washington where he had been for some time in the interest of a bridge at Sault Ste. Marie. Speaking of the journey and its results he said:—The bridge matter is all settled. There was strong reason why the Senate Committee on Commerce did not wish to sanction the building of two bridges at that point, and, in fact, none of us wanted two bridges. That is what caused the delay, but we had made up our minds that the Detroit, Mackinac & Marquette Road must either fish or cut bait, and, if they were not going to build the bridge, they must get out of the way and let somebody else do it. We held several meetings with them, and as a result they agreed that the Canadian Pacific, the Minneapolis, Sault Ste. Marie & Atlantic and the Duluth, South Shore & Atlantic Railroad should build the bridge together, the contract specifying that the Grand Trunk shall be admitted to the union when its line reaches the Sault. The Sault and the Duluth roads each are to own a quarter interest in the bridge and the Canadian Pacific is to own a half, but is to sell one-quarter to the Grand Trunk

when that road comes in, so that eventually we shall all be owners of equal shares. We shall begin work on the bridge at once and push it as rapidly as can be, for it will not be possible to get it completed before we need it with all the haste we can make. Mr. W. C. Van Horne, vice-president and general manager of the Canadian Pacific, was notified of the agreement several days ago, and directed to get the material on the ground and go to work at once. The bridge will be steel structure and the cost is estimated at \$560,000. The title to the bridge will be vested absolutely in the four roads named, and we shall be under no obligations under the charter to give any other roads the right of using it. The "Soo" road will be completed this year. Work east from Rhineland and west from Turtle Lake toward Minneapolis will be begun as soon as spring opens, and will be rushed. The Canadian Pacific has a comparatively short branch to build to complete its end of the connection."

### A Favorable Summary.

THE following is the summary of Canadian Railway affairs in the *Railway News* of London, England, from which we quoted a few words in our last issue:

The improvement in the price of the securities and in the prospects of Canadian railways has been almost unprecedented. The Grand Trunk of Canada has recovered with extraordinary rapidity from the depression under which it suffered in the previous year from the combined influences of bad trade and unremunerative rates. The competition from the Canadian Pacific has not been so severely felt as was anticipated, business generally has improved in the country, and grain and other produce, although realising very low prices, has still left a considerable profit to the producer, and added largely to the store of capital available for individual enterprise. The ruinous "war of rates" has taught a lesson which will not soon be forgotten by managers of the American trunk lines. The rates of 1886 compare most favourably with those of the previous year, and on December 20 they were further advanced from 25 to 30 cents per 100 pounds of grain from Chicago to New York. This compares with a rate which was with difficulty maintained, and indeed was seldom enforced at 20 cents. The receipts of the Grand Trunk system, when made up to the end of the year, will probably show an increase of not less than half a million for the year—a result which has never been equalled upon any railway system in the world. The Canadian Pacific has been opened throughout its entire length for traffic, and has commenced and nearly completed the construction of the bridge at Lachine, on the St. Lawrence, arranged for connections with other lines at Detroit and Boston; and the last days of the year tell of the close of successful negotiations with the Dominion Government for extending railway communication by a tunnel under the Straits of Canoe, and thus bringing Prince Edward's Island in touch with the great Canadian system of railways. In the west powers have been obtained to

construct the bridge at Sault Ste. Marie, which will bring the Midland section of the Grand Trunk system into connection with the Northern Pacific. The roads to be provided to give continuity to this new route across the American continent are to be built by independent organizations. Altogether the year closes with excellent prospects for Canada and Canadian investments.

### A Much Needed Warning.

THE bulls and bears of the London Stock Exchange pay as much attention to Grand Trunk securities as to those of any other on the market, and as the number of investors is very large every rumor started for stock-gobbling purposes attracts a great deal of attention. The following letter from the *Railway News* gives an indication at once of the extent to which the securities are watched and of the scrupulous exactness with which the accounts are kept, and the care taken to make everything public that the public has any right to know:

"Sir,—The affairs of the Grand Trunk Company receive more attention from the pens of city editors and "figuring up" critics than those of any other undertaking under the sun, and certainly a company so well watched cannot be in a very bad state if the result of all the criticism lavished upon it amounts to so little.

One wiseacre has discovered a discrepancy of £60,000 between the weekly receipts for eighteen weeks to October 30, and the published statement of gross receipts for the four months from the 1st July to the 31st October, and I think it right to inform your readers, that having made inquiry, the difference is very easily accounted for, and I think that everyone closely observing the affairs of the company might have found it out for himself. In the eighteen weeks referred to is included the first week, ending 3rd July, the receipts of which amounted to £72,000, but which contained three working days, the traffic of which, say £36,000, belonged to, and was included in, the accounts for the June half-year.

This leaves a difference to be accounted for of £24,000, and I find that, in accordance with the practice since the weekly traffic receipts were first published, the cost of collecting and delivering merchandise traffic, which is not deducted from the weekly receipts, is, when ascertained, deducted from the receipts in the estimated monthly working statements, as well as from the receipts in the half-yearly accounts, and that the amount so deducted for the four months more than represents the difference of £24,000 above referred to.

My object in writing is to suggest that *bona-fide* inquirers should, instead of rushing into print, make inquiry at headquarters when they have discovered anything they cannot understand.

The only conclusion that I can form is that the object of circulating these statements is not so much anxiety for the welfare of the Grand Trunk shareholders as a desire to cause alarm and depreciate the securities.—I am, sir, your obedient servant,

A SHAREHOLDER."

### Sunday Trains.

The *Railway Register* of St. Louis says:—The reduction of Sunday trains to the lowest practicable number seems to be growing in favor with the railway managers. The New York Central finds it possible to reduce the number of local passenger trains running into and out of the Grand Central depot on the first day of the week from twenty-five to eight, and in its other passenger business there is a decrease of trains amounting to more than 60 per cent.

During the week forty-six passenger trains run out from Jersey City over the Pennsylvania tracks, but on Sunday there are only seventeen. In freight departments the per cent. of reduction on Sunday is even greater than in the passenger service, the conditions of traffic being more easily accommodated in the former than in the latter case.

But it must not be inferred that this tendency to make Sunday an exception to the other days of the week, so far as the movement of trains is concerned, is exclusively, or even largely, from religious sentiments, entertained by the men who have the management of railway properties in charge.

This policy has been, and is being, adopted upon purely business considerations. It is a demonstrable proposition that employees, who have one day in seven for rest and recreation, can accomplish greater and better results in a continued period of service than can be effected by labor without this periodical cessation.

It is also believed by some of our most successful railway managers that the public can be satisfactorily served, and the interests of the company protected, with still fewer trains on Sunday.

Thus the granting of a weekly respite from duty to railway employees seems to commend itself upon purely business principles. Of course, the number of Sunday trains that shall be run on any given road must be regulated by the exigency of the case.

### Engineer Bob Pearson.

The following from the *New York Star* is a worthy tribute to the merit of a well known Canadian railway man:—There is hardly an intelligent man in the Province of Ontario who has not heard of honest, canny Bob Pearson, the veteran engineer of the Northern and North-western Railroad. Every engineer from Halifax to El Paso knows him by reputation. He has been in the brotherhood for 25 years, and was its second grand engineer for six years. He comes from Division 70 of Toronto, of which he has always been an esteemed officer. A locomotive to Bob Pearson is one of the most absorbing things on earth, and he guards and cares for the engine he drives as a mother looks after her child. And he has good reason to love the engine, for its traveling record with Pearson at the lever is unprecedented. In the five years since it was built at the Brooks Locomotive Works, Dunkirk, New York, it has run 190,554 miles without a repair of any kind. Not even a pin, a brass or a flue has been taken out during the mileage. The ordinary locomotive without general repairs, will average less than 50,000 miles.

Pearson, during his career in the cab, has travelled more than a million miles without an accident. He was born in Edinburgh, and came to this country in 1851. In that year he worked in the machine shop of the Cincinnati, Hamilton and Dayton Road, at Cincinnati. At 18 years of age he was handling the lever, and since then has driven an engine without causing the slightest injury to any human being. During the troubles on the Intercolonial Railroad of Canada, a few years ago, Chief Arthur designated Pearson to represent at Ottawa. In ten minutes after Pearson met Sir Charles Tupper, minister of railways, the differences between the company and its employees were adjusted.

### Lady Macdonald's Tour.

A DESPATCH from London says:—Lady Macdonald's article "By Car and by Cow-catcher," has appeared in *Murray's Magazine*. It is a description of her ladyship's journey over the Canadian Pacific Railway. She speaks in very glowing terms of the exquisite beauty of the scenery, the comfort of the cars and the importance of the line. She also enters briefly into the political history of the undertaking, showing how politicians quarrelled over it, how speculators shook their heads, how engineers doubted the feasibility of the scheme, and how the railway authorities opposed the enterprise. It broke one Government, embarrassed another, set everybody by the ears and bade fair to become a chronic quarrel between the rival parties when happily the difficulty was faced and the line was brought to a successful finish. The journey of the authoress reads like a novel. It is written with admirable taste and in a gossipy style that is exceedingly interesting. Lady Macdonald refers to her husband as a chief who is always engaged in adding to his store of knowledge about the country and its necessities and the requirements of the people. The meeting with the Blackfeet is like a page from a romance. The welcome that Sir John Macdonald received was most gratifying, showing the loyalty of the Dominion's dusky and distant subjects. The authoress gives many interesting incidents of her journey, especially of that part where she proceeded from Laggan for 600 miles on the cow-catcher of the engine. At this point the story ends for the present, but sufficient has been published to awaken interest here in the great and successful enterprise.

The annual meeting of the Canadian Marine Engineers' Association was held in Shaftesbury Hall in this city on 26th ult. The meeting was well attended, several out of town, members being present. The officers elected to serve for the ensuing year are: S. S. Malcolmson, president; H. W. Duton, 1st vice-president; W. Kennedy, 2nd vice-president; Joseph Ellis, treasurer; F. E. Smith, secretary. The association has now a membership of about 140, which is steadily increasing. The officers invite all marine engineers, who are not already members of the association, to join without further delay. Full information regarding membership, etc., can be had by addressing the secretary.

### Mechanical.

The Canadian Pacific has opened near Butler station, a few miles from Ignace, a quarry of granite of a fine pinkish color. The blocks split easily, and average about three feet in thickness by fifteen feet in length. At the present time the product of this quarry is being utilized for building the piers of the Mat-tawan bridge.

MR. C. RENSON, of the Netherlands State railways, has devised a means of using up old wooden sleepers. Sleepers generally fail where the rail rests, leaving a sound length of about three feet in the centre. Two such pieces are joined end to end by a piece of channel iron. The rail rests on the channel iron, which thus prevents it from wearing into the sleeper. As these compound sleepers have four end faces, they offer more resistance to lateral motion than ordinary sleepers.

THE *Kingston News* contradicts the statement published in this city that the Kingston Locomotive Works would soon be without work. The *News* says:—To show how totally unreliable the foregoing information is, it might be stated that the Locomotive Works Company have sufficient work to keep their present staff of workmen engaged during the entire winter. The company intend making three engines for stock, and the contracts now on hand include one engine for the Prince Edward Island road, three for the Michigan Central road, and machinery (equal to another locomotive at least), for the M. T. Company.

THE *Railway Age* says:—Everything indicates that the manufacturers of all forms of railway supplies will have an extremely busy time during the coming year. As one evidence it may be stated that a single railway company has, as we are informed, contracted for no less than 148 locomotives, probably the largest order made at one time by any railway company in the world. Enormous orders for cars are also being placed with the various builders, running from several hundreds up to one or more thousands. The rail mills are all busy and some have orders for their full capacity for another year. Altogether there is every evidence that 1887 will be a year of unprecedented business prosperity.

The Silber car lamp is an English invention which has of late come into prominence. The lamp was shown in a model of a railway carriage, from which all other light was excluded; and the smallest type could be easily read in any part of the compartment by the light of one central lamp only. The flame is placed laterally beneath a reflector of iron, enameled white, and the glass under the flame is smaller than in many of the old-fashioned lamps, by which it is scarcely possible to read at all. Several hundreds of the new lamps are already in use on the Great Eastern and Great Northern Railways, and both companies have given further orders for them; it having been found that their light is neither diminished nor rendered unsteady by even the most rapid travelling, that there is no overflow of oil into the glass, and that a lamp will burn for eighteen hours without attention.

## The Railway Service.

A BILL has been introduced in the Michigan Legislature with stringent provisions against one railroad company publishing in letters, pamphlets, etc., the names of discharged employees, to distribute to other companies, under penalty of from \$1,000 to \$2,000, making what is commonly known as "blacklisting" an indictable offence.

MR. R. HAIR, conductor of express train No. 5, on the Canada Southern Division of the Michigan Central, received a singular despatch when his train reached St. Thomas the other day. It was from the company's agent in Welland, and read as follows:—"A passenger who went from Welland to Detroit on your train six days ago reports having lost his false teeth. Have you seen anything of them?" Mr. Hair says he is trying conscientiously to do all that is required of him in his capacity of conductor, but he cannot look for lost teeth—he draws the line at teeth.

In a recent issue of the Utica (N. Y.) *Herald* appears this item:—"One day last week a car laden with furs was ferried across the St. Lawrence River at Brockville, transferred to the Rome, Watertown and Ogdensburg Road, and afterward sent through Utica en route to New York. The car came from Winnipeg and the furs it contained were owned by the Hudson Bay Co., and valued at \$71,000. The skins in the car represented the destruction of 437 bears, 65 silver foxes, 5,137 beavers, 800 foxes, 4,255 lynxes, 8,178 martens, 291 wolverines, 207 wolves, 65 silver gray foxes, and a host of small animals. Another car-load, valued at over \$60,000, passed through to New York a few days ago.

THE *National Car and Locomotive Builder* says:—"Six or seven years ago locomotives with more than eight wheels coupled were looked upon with hatred by most railroad men, although a few far seeing leaders advocated the use for freight service of heavier engines resting on three or more pair of drivers. The progress in this direction is now so decided that the locomotive builders put up last year about as many engines with three pairs of drivers and over as there were eight-wheel engines built. The continuous brake already in use on so many freight trains is already creating a demand for larger wheels for the mogul and consolidation engines in use, the small wheels not being equal to the speed requirements.

A CORRESPONDENT of the *Railway Service Gazette* says:—"I contend that a fireman on a locomotive should know just as much as the engineer about the time. For instance, if you were short of time at any given point, and there was a good clock on the engine, the fireman, if he was disposed to be true to his trust, would take the same interest as the engineer to make it up. So by looking at the clock, he would give her a fresh dose of 'diamonds' without the danger of incurring a short answer from his engineer when his mind is busily occupied as to whether he can make the time or not, when glancing at the slow, measured movements of the fireman when he is in a hurry.

## Benevolent Societies.

*"The natural propensity of labor is to unite for its own protection and for mutual assistance and support."*

### Brotherhood of Locomotive Engineers.

68. London, Ont., meets 1st and 3rd Wednesday evenings in K. of P. Hall, Carling's Block, Richmond St., at 7.30 p.m. S. Mason, C.E., 202 Clarence St.; H. E. Crouch, F. A. E., 498 York St.; Thos. Purdom, Sec. of Ins., 33 Cartwright St. J. W. Kean, Journal Agt.

70. Toronto, Ont., meets alternate Saturdays at 7 p.m., commencing Nov. 6, 1880, at Occident Hall, cor. Bathurst and Queen Sts. Geo. Mills, C.E., and Jour. Agt., 320 Queen St. East. James Christie, F. A. E. W. P. Marks, Sec. of Ins., Richardson House, corner King and Brock Sts.

76. Winnipeg, Manitoba, meets 1st Sunday at 2 p.m., and 3rd Wednesday at 8 p.m., in Engineers' Hall, Main St. A. Kennedy, C.E. 112 Logan St. W. J. Watson, F. A. E., 29 Ross St. L. O. Lemieux, Sec. of Ins., Brandon, Man. D. Moore, Journal Agent, Box 50.

89. Point St. Charles, P. Q., meets alternate Sundays at 1.30 p.m. F. Payette, C.E., and Jour. Agt., 12 Richmond St. F. B. Lytle, F. A. E., and Sec. of Ins., 136 Congregation St.

118. Brockville, Ont., meets in Merrill's Block, King St., 1st and 3rd Tuesday at 2 p.m. J. Chatem, C.E., and Sec. of Ins., Box 64. Samuel Scott, F.A.E. J. Rowledge, Journal Agent.

132. St. Thomas, Ont., meets every Sunday at 2 p.m., in Engineer's Hall, Acacia Block. S. W. Whitcomb, C.E., box 29. D. Neilson, F.A.E., box 564. Robert Brown, Sec. of Ins., box 561.

133. Hamilton, Ont., meets every alternate Saturday, at 8½ King St. East. Thos. Renwick, C.E., 133 Wellington St. E. Tinsley, F.A.E. and Sec. of Ins., 15 Colborne St.

138. Snow Drift, at Campbellton, New Brunswick, meets first Sunday and third Wednesday of each month, over Alexander's store, Broadway. George A. Sears, C. E., and Sec. of Ins., Box 491. Wm. Bastin, F. A. E., Box 459. A. J. Sharp, Journal Agent, Box 491.

142. St. Francis, at Richmond, Prov. Quebec, meets second and fourth Thursdays of each month, at Old Fellows' Hall. A. Sinclair, C.E., box 36. Geo. F. Howe, F.A.E. J. Wilkinson, Sec. of Ins., box 35.

162. Moncton, New Brunswick. Meets second and fourth Saturdays, in Pythian Temple, Robinson St. Jas. D. McKay, C. E. and Journal Agent. H. M. Stewart, F. A. E. B. C. Gesner, Sec. of Ins.

168. Capital, at Ottawa, Ont., meets 1st and 3rd Sundays in Manchester's Block, 447 Sparks St. D. Kelly, C. E., Rochesterville, Ottawa, Ont. A. J. Barr, F.A.E., 16 Victoria

ave. R. Pigeon, Sec. of Ins., 260 Moreau St., Hochelagt, P.Q. J. Wells, Journal Agent, 672 Wellington Street.

174. Hops, at Port Hope, Ont., meets alternate Saturday evenings. D. Mallock, C.E. John McMahon, F.A.E., box 273. W. C. Allison, Sec. of Ins., Midland, Ont. A. Miller, Jour. Agent.

188. Avon, at Stratford, Ont., meets first and third Sundays each month at 2.30 p.m. Thos. Burr, C.E., Box 337. Alex. Muir, F. A. E. and Journal Agent, Box 337. Jas. Farr, Sec. of Ins.

189. Belleville, Ont., meets first and third Sundays of each month, at 2.30 p.m. Wm. Pratt, C.E., box 1016. Geo. Teale, F.A.E., box 1016. James Brown, Jour. Agt., box 1016. E. Taylor, Sec. of Ins., box 1016.

204. Pearson, at River Du Loup, Province Quebec, meets first and third Sunday at 2.30 p.m., and alternate Fridays at 7.30 p.m. in English School House. C. E. Sawyer, C.E., and Journal Agent. W. Mackie, F.A.E. A. Shickle, Sec. of Ins., Point Levi, Quebec.

240. Point Edward, Ontario, meets first and third Wednesdays of each month. Wm. F. Hall, C.E., L. box 87. James B. Wilson, F. A. E., L. box 87. D. Cameron, Sec. of Ins., Dr. 12.

243. Kaminstiqua, at Fort William, Ont., meets 1st and 3rd Sundays at 3.30 p.m. in Smith's Block. Robert Armstrong, C.E., box 243. H. C. Cooper, F.A.E., box 243. Thos. McKee, Jour. Agt.

247. Halifax, Nova Scotia, meets second Saturday and fourth Monday of each month. E. Tobin, C.E., 38 Maccara St. Harvey Smith, F.A.E., 15 North St. Fred Carter, Sec. of Ins., and Jour. Agent, Annapolis, N.S.

295. Parkdale, Ont., meets in Weck's Hall, Queen St., alternate Sundays at 8 p.m., commencing Oct. 24, 1885. John Neilson, C. E., West Toronto Jet., Ont. J. R. Spragge, F. A. E., 11 Northcote Ave, Toronto. C. Clark Sec. and Treas. Ins., Parkdale, Ont.

308. Nipissing, at North Bay, Ont. Samuel Porter, C.E. C P R. John Scott, F. A. E., Box 23.

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Div. 15. Stratford, Chief Conductor, Mark Wade. Sec. and Treas., Saml. A. Hurm.

Div. 16. London, Chief Conductor, Adam Douglass. Sec. and Treas., John McAuliffe.

Div. 17. Toronto, Chief Conductor, George Pike. Sec. and Treas., J. H. Hall.

Div. 27. Hamilton, Chief Conductor, John McKay. Sec. and Treas., James Ogilvie.

Div. 29. Brockville, Chief Conductor, W. G. Murray. Sec. and Treas., W. C. Wright.

Div. 47. Winnipeg, Man., Chief Conductor W. T. Hawkins. Sec. and Treas. Jos. Fahey

Div. 88. Riviere Du Loupe, P. Q., Chief Conductor, S. H. Livessent. Sec. and Treas., A. Moreau.

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5. Charity; St. Thomas, Ont., meets every Tuesday. D. T. O'Shea, box 784, master. J. A. Holman, box 784, secretary. T. L. Hoyt, box 784, financier.

15. St. Lawrence, Montreal, Canada, meets alternate Sundays at 2.30 p.m. T. Clark, 19 Coude St., master. E. Upton, 7 Burgeois St., secretary. T. A. Dickson, 72 Mullin St., financier.

38. Avon; Stratford, Ont., meets 1st and 3rd Sundays at 2 p.m. A. E. Ball, box 318, master. J. Cooper, box 318, secretary. G. Nursey, box 318, financier.

66. Challenge; Belleville, Ont., meets 2nd and 4th Sundays at 2.30 p.m. J. Muir, G. T. Ry, master. C. Spry, G. T. Ry, secretary. J. Logue, G. T. Ry, financier.

67. Dominion; Toronto, Canada, meets 1st and 3rd Sundays at 2.30 p.m. R. Reid, 31 Leonard ave., master. W. C. Farrance, 68 Denison ave., secretary. J. Pratt, 73 Huron St., financier.

69. Island City; Brockville, Ontario, meets alternate Sundays at 2.30 p.m. T. Shields, box 248, master. W. H. Parsley, secretary. S. Bothwell, financier.

117. Beaver; London, Ont., meets 2nd Sunday at 2.30 p.m., and 4th Wednesday at 7.30 p.m. G. Angles, 385 Grey st., master. R. Lister, 140 Colborne st., secretary. S. T. Fletcher, 221 Maitland st., financier.

118. Star of the East; Richmond, Quebec, meets 1st two Wednesdays at 8 p.m., and the last two Saturdays at 3 p.m. J. Kelly, Richmond station, master. G. A. Pearson, Richmond station, secretary. J. Damant, Richmond station, financier.

119. Colonial; River du Loup, Quebec, meets every Wednesday at 8 p.m. G. Findlay, Hadlow Cove S, Que., master. L. D. Poulin, I. C. Ry station, secretary. W. Carmichael, I. C. Ry station, financier.

127. Northern Light; Winnipeg, Manitoba, meets 1st Wednesday and 3rd Sunday. J. F. Marshall, C. P. R. shops, master. S. Portington, 136 Logan st., secretary. J. G. Jonah, 226 McWilliams st., financier.

131. Eastman; Farnham, Quebec, meets 1st Sunday and 3rd Monday. L. Robinson, Farnham, Que., master. E. W. Gibson, Sutton June., Que., secretary. J. F. Simmons, financier.

136. J. Scott; Port Hope, Ontario, meets 1st and 3rd Saturdays at 8 p.m. T. A. Pratt, box 173, master. J. McMahon, box 173, secretary. R. M. Johnson, box 273, financier.

151. Maple Leaf; Hamilton, Ont., meets 1st and 3rd Sunday at 2.30 p.m. T. McHattie, 13 Mill st., master. S. Roberts, 26 Locomotive st., secretary. H. R. Hall, 93 Murray st., financier.

171. Sunbeam; Truro, Nova Scotia, meets 2nd and 4th Thursdays. F. Geddes, master. T. Fitzgerald, 237 Campbell Road, Richmond, Halifax, secretary. M. T. White, financier.

172. F. G. Lawrence; Ottawa, Ontario, meets alternate Sundays. J. Wilson, 140 Queen st. west, master. J. Smith, 672 Wellington st., secretary. J. S. Ferguson, Roches, terville P. O., Ottawa, Ont., financier.

181. Wellington; Palmerston, Ontario, meets first and third Sundays at 2 p.m. J. Candle, master. D. J. Nicoll, secretary; T. Williams, financier.

221. Huron; Point Edward, Ont., meets 2nd and 4th Tuesdays at 8 p.m. S. Allwards box 69, master. H. J. Carruthers, L. box 57, secretary. C. Wilke, financier.

225. Superior; Fort William, Ont., meets 1st Monday at 8 p.m. and 2nd Tuesday at 3 p.m. G. E. Glassford, Neebing, Ont., secretary. D. J. McDonald, Neebing, Ontario, financier.

233. Glad Tidings; Moncton, New Brunswick. A. Z. Matthews, master. E. Hayward, secretary. R. H. Coggan, financier.

234. North Bay; North Bay, Ontario, meets every Sunday at 2.30 p.m. J. R. Graham, master. O. Lassman, secretary. J. Fallon, financier.

262. Queen City; West Toronto Junction, Ont., meets alternate Sundays. J. M. Roddick, master. W. Hyneman, secretary. F. A. Sproule, financier.

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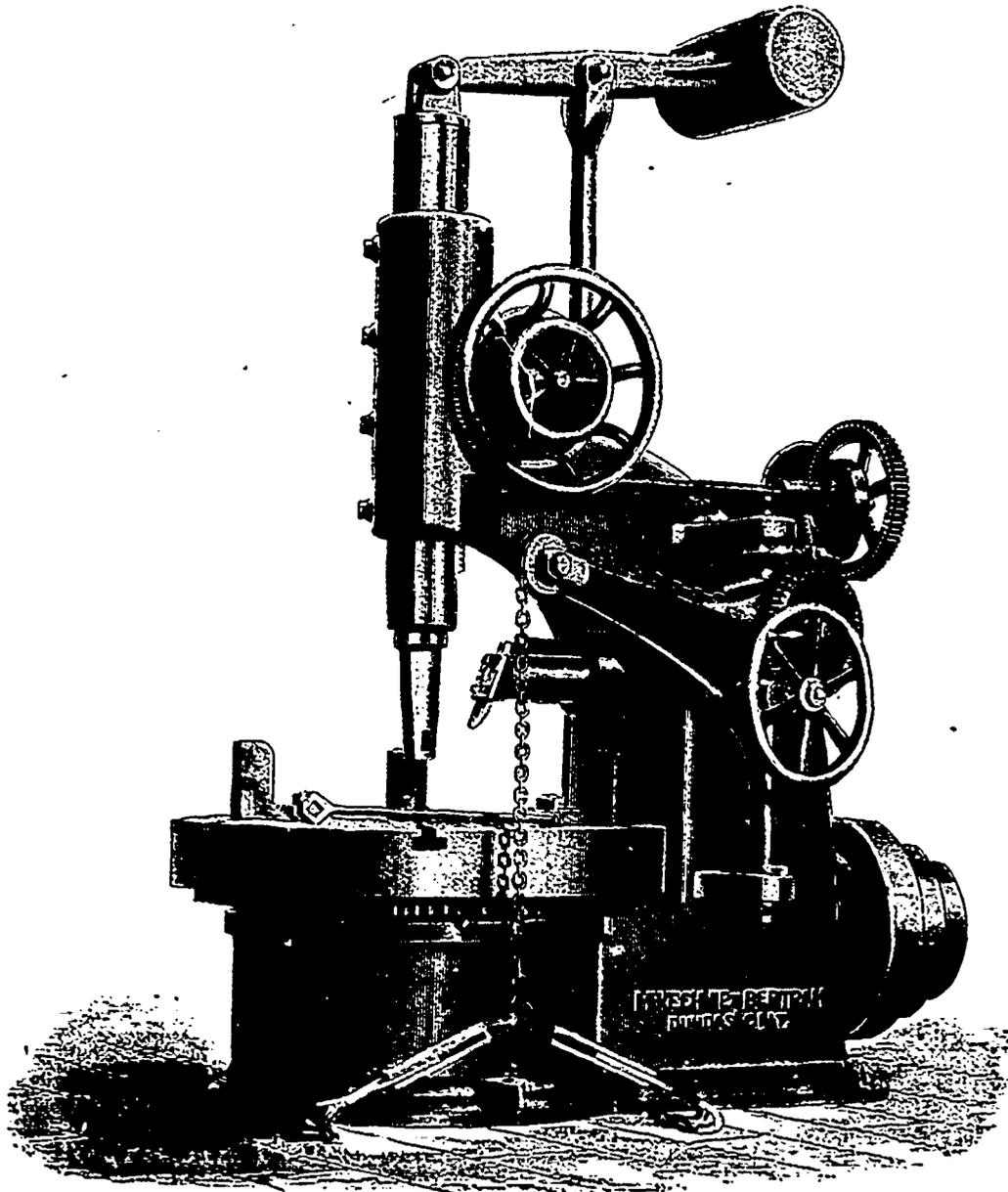
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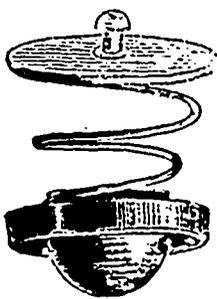
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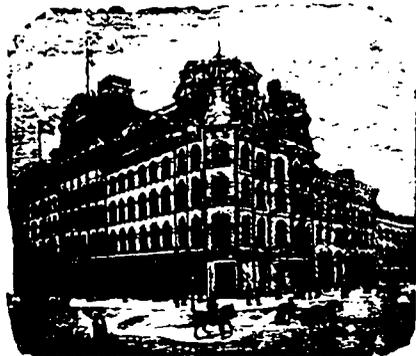
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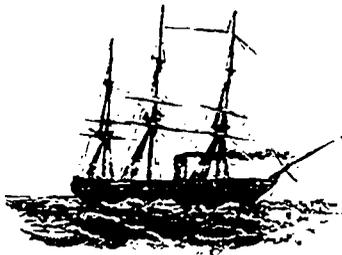
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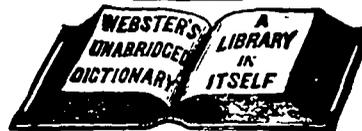
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