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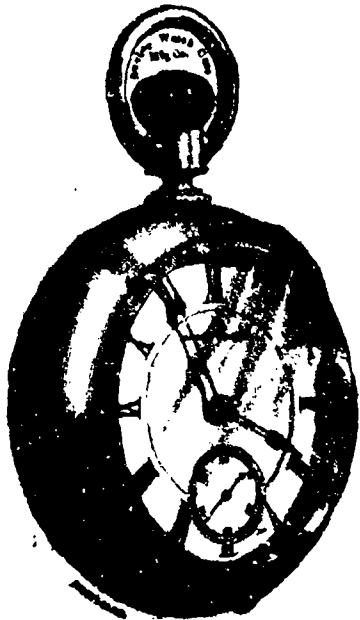
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VOL. III. No. 4

APRIL, 1888.

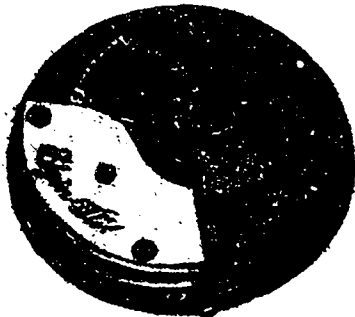
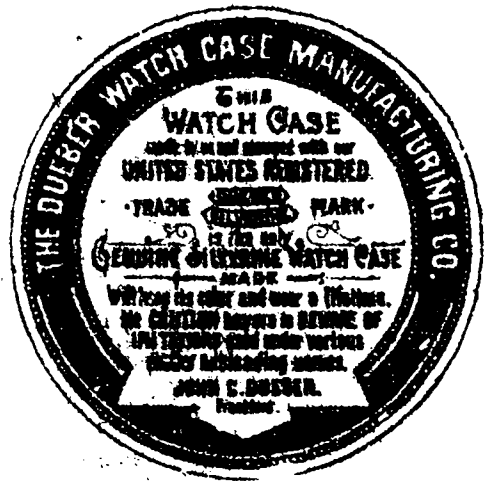
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15 H. H. Taylor, 15 jewels, nickel do. do. do. do.	19 20	27 00	27 00	38 00	58 00
16 Columbia or Springfield, 15 J., nickel do. do. do. do.	20 00	27 50	27 50	38 50	59 00
17 The Jno. P. Waltham, No. 2, 15 J., nickel do. do. do. do.	21 00	28 50	28 50	39 50	60 00
18 B. W. Raymond, 15 jewels, gilt do. do. do. do.	21 25	29 00	29 00	40 00	60 00
19 Rockford or Springfield, 15 jewels, gilt do. do. do. do.	21 50	29 25	29 25	40 25	60 25
20 H. W. Raymond, 15 jewels, nickel do. do. do. do.	22 00	29 50	29 50	40 50	61 00
21 Appleton, Tracy & Co., 15 jewels, nickel do. do. do. do.	22 20	30 00	30 00	41 00	61 00
22 The Jno. P. Waltham, No. 15, ruby J., do. do. do. do.	22 25	30 05	30 05	41 05	61 05
23 Crescent Street (Waltham), 15 ruby J., do. do. do. do.	22 50	30 50	30 50	41 50	61 50
24 Railway (Hampden) 15 ruby J., do. do. do. do.	23 00	31 00	31 00	42 00	62 00
25 The Peoria R. Service, 15 ruby J., do. do. do. do.	23 00	31 00	31 00	42 00	62 00

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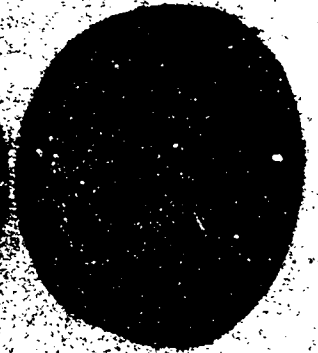
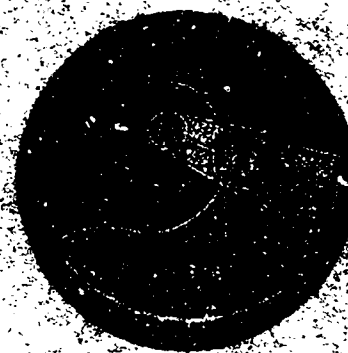
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Vol. III.]

TORONTO, ONT., APRIL, 1888.

[No. 4.

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"The people of Manitoba are more than overjoyed with the result of the disallowance agitation," remarked Mr. H. S. Westbrook, ex Mayor of Winnipeg, to a *Star* correspondent. "Why," he added, "every face up there is hidden behind an eight by ten inch smile."

The prospectus of the Ontario, Manitoba & Western gives an estimate of \$25,000 a mile for the whole 580 miles of road, or about \$15,000,000 for the whole. The road will run through an exceedingly rich agricultural, mineral and timber region.

The Canadian Pacific Passenger department has issued a list of excursion rates which should increase the traffic this summer very largely. One can go from Montreal to San Francisco and return for \$140, or from Port Arthur to Victoria, Tacoma and Portland for \$80.

There is a provision in the railway bill now before the Canadian Parliament which renders any one selling or giving intoxicating liquor to

railway employees of the Dominion, while on duty, liable to a severe fine or imprisonment. Similar legislation on this side of the boundary might have a very salutary effect. It would certainly be in the line of greater safety to person and property, and so is commendable. *Railway Register*

An exchange says: "There is every indication that more cars will be built in the United States this year than ever before in one year. As it requires two tons of bar iron and three tons of wheels and axles for each car, the demand for the products of the mills, foundries and forges will be very heavy for this purpose alone. It is estimated that 200,000 cars will be built. This number would require 400,000 tons of bar iron and 600,000 tons of forged and cast iron, making a total of 1,000,000 tons."

One would think, to read some of the daily papers, that the Government of the United States was a despotic monarchy, and that the said newspapers were the reprint of royal decrees. One of them tells how a little "judicial thunder" from some petty judge out West scared a lot of U. P. engineers from thinking of striking to help the Burlington men. According to them, there is, and should be, a law to prevent a man from stopping work if he wanted to. Such stuff is nonsense, pure and simple; such utterances are calculated to do a world of harm in widening the breach—already too wide—between labor and capital. *Locomotive Engineer*.

The Canadian North-west Division of the Railway Station Agents Association was held in Winnipeg on the 28th of March, President Kellet in the chair. The reports of the President and Secretary showed a most favorable state of affairs. The latter report included the following statement: "This leaves us to-day with same number of members as at date of organizing—forty-five. I have now twenty-two applications for membership, of whom fifteen or sixteen, perhaps more, will be admitted to-day. This shows you that we are making rapid work of the eligible agents in our jurisdiction, and I have no hesitation in

saying that by end of next quarter we will be without pret for our mill."

The *Montreal Star* of April 21st says: "It was reported round the Windsor Thursday that the Canadian Pacific Railway had purchased control of the Minneapolis, Sault Ste. Marie and Atlantic Railway, which forms one of its connections via the 'Soo' route to St. Paul. A high official of the C. P. R. denied the rumor to-day, but admitted that Sir George Stephen and Sir Donald Smith were probably largely interested in the road, to the extent of several millions of dollars, but whether the contract of the road had passed from the hands of General Washburn or not he was not in a position to say. One thing was certain, the two roads were on the closest and most friendly terms. The capital of the company comprises \$10,000,000 first mortgage, \$4,000,000 preference, and \$7,000,000 common stock. The system covers nearly five hundred miles and will, when completed, connect with the Northern Pacific at Bismarck."

The announcement is made from St. Paul that one of the features of the agreement recently made among the transcontinental lines is that all freight on eastern points secured by the Canadian Pacific Railroad and destined to Portland, Oregon, will be taken west by way of the St. Paul and Minnesota, transfer, and go over the Northern Pacific Railroad to its destination. While it has generally been supposed that the Canadian Pacific was granted a differential by all the American lines, as a matter of fact the Northern Pacific and the Canadian Pacific have the same differentials on California business, while there is no differential to Portland, Tacoma, Seattle, Puget Sound, and British Columbia points. The Canadian Pacific will take its California business over the Mount Shasta route through Northern California and the Northern Pacific track between Portland and Tacoma. From these facts it would seem as if the Northern Pacific had an even show with the Canadian road on passenger business. The Northern Pacific goes into San Francisco on even terms with other lines.

Personal.

MR. DUNCAN McINTYRE has returned to New York from Europe. He is expected in Montreal in May.

MR. T. L. KIMBALL has been appointed acting general manager of the Union Pacific Railway, in place of Mr. F. J. Potter, deceased.

MR. FRANCIS R. F. BROWN, mechanical superintendent of the Canadian Pacific Railway, is engaged in building two new classes of mogul locomotives, one class for ordinary road, the other for mountain service. In the designing of both classes of engines great care has been exercised to adopt existing patterns, with the result that very little additional expense has been incurred in bringing out the new classes.

MR. PERCY TODD, General Freight Agent, Canada Atlantic Railway and Canada Atlantic Fast Freight Line, announces that he has completed arrangements with the Canadian Pacific and Minneapolis, Sault Ste. Marie and Atlantic Railways for a through line to St. Paul, Minneapolis and points beyond; and that Royal Whiton, Jr., has been appointed General Eastern Agent of the line, with office at 260 Washington Street, Boston, Mass., where he is prepared to quote through rates and issue through bills of lading. Mr. Whiton will have charge of all Eastern territory except New York City.

MR. S. R. CALLAWAY, President of the Toledo, St. Louis & Kansas City road, arrived in Omaha recently for the purpose of closing up his business affairs here and moving his family and household effects to Toledo, where his future home will be. Mr. Callaway was vice-president and general manager of the Union Pacific road until about a year ago, when he resigned and was succeeded by Mr. Potter. Perhaps no man ever came to Omaha who attracted so many strong personal friends among its citizens, or as general manager of the road who attracted the entire confidence of the public and employees of the corporation so quickly and spontaneously as did Mr. Callaway. This was because no one could come in contact with him without trusting and believing in him. His dealings with men, whether of high or low position, were invariably based upon truth, justice and honor. The most humble employee could approach him at any time, and while he would listen to any complaint, request or demand, he had the happy faculty of quickly seeing all sides of a question and of arranging a settlement of it in a manner which those interested admitted to be just. He never made a promise that he did not keep; he never evaded a request or give any man a half promise in order to get rid of him. He was always frank enough to say yes or no, and never so self-exalted but that he would clearly explain the reason for his decision. He was an able railroad man and a splendid general manager. He did far more for the Union Pacific than most people know, and would have done still more, and as much as any other man could do, had he not been handicapped. —*Omaha Watchman.*

Construction.

PRESIDENT STEPHEN of the Canadian Pacific road, says with reference to the line through Maine: "We have 4,000 men building the line through Maine to Mattawaukeag. There the line connects with the Brunswick system to Fredericton. The section from the latter point to Salisbury and thence to Halifax via Moncton over the Intercolonial will be completed next summer, although we have until 1889 to complete it in. The Maine sections will be finished in June, connecting the Canadian Pacific with St. Andrews, St. John and Halifax, as stipulated by contract.

THE passenger traffic on the Algoma branch of the C. P. R. to the Sault will be opened on the 15th of May, and the Grand Trunk Railway have already purchased land in the town for their station and works.

THE engineers of the Brockville, Westport & Sault Ste. Marie are laying out the route from the Sault, and it is said construction will proceed at once from the western as well as the eastern end.

AN Ottawa paper credits Assistant Manager Wainwright of the Grand Trunk with the statement that by the end of next summer the Grand Trunk Railway will have a through line from Montreal via Ottawa to Toronto. The line of the Midland Division is now constructed and operated as far as Bridgewater, and the road-bed mostly laid into Perth, so that a few months work would be sufficient to have the line completed into that town. The Company have an assurance from the municipalities in the County of Lanark, through which the proposed line will run to Ottawa, of liberal subsidies. The right of way has been purchased more than half way from Perth to this city. Both the Vandreuil and Ottawa, and the Midland Division of the G. T. R. will enter the city in Lower Town, near the old St. Lawrence and Ottawa depot.

Smith's Falls.

MATTERS must be lively at Smith's Falls, when even the Ottawa *Journal* speaks of the place as follows:—Mr. E. A. Peterson, chief engineer of the Canadian Pacific Railway, has gone to Smith's Falls and Perth, in connection with the proposed construction of a new engine and car sheds, as well as additions to the present freight sheds at Smith's Falls. The amount of traffic now passing over the short line from Perth to Montreal and the east is something enormous. All the through traffic from the western division to the Pacific coast, as well as the through freight in bond from Minneapolis and Minnesota to the Eastern States markets passes over the short line. In fact, the only freight now which passes over what was the main line to Montreal via Ottawa and the North Shore is the local freight from points along the line and through freight to Quebec.

A prominent C. P. R. official informed a *Journal* reporter to day that there was not one freight car in twenty passing through Ottawa now that went this way previous to the con-

struction of the short line. This falling off in the freight business by Ottawa has had the effect of reducing by more than one-half the number of employees of the road here. Last year the locomotive sheds at the Union Depot had never less than twenty engines in them, and the yards were always filled with freight cars. To day there are four locomotives to do the freight business between Ottawa and Perth, and the yards have been relieved almost altogether of cars.

Smith's Falls has taken Ottawa's place as a freight centre. The C. P. R. have men constructing a new series of side-tracks in their yards at Smith's Falls for the accommodation of through freight trains which have to lay over at that place before being hauled east over the short line.

An American Opinion.

THE *Railway Register* says: Winnipeg has won the day, and the Canadian Pacific will surrender its monopoly privileges in Manitoba and the North-west Territory. The Canadian Pacific Company is to be commended for its moderation throughout all the heated discussion and the rash threats that have attended the settlement of this issue. It was clear that it had right on its side from the beginning of the controversy. The pledge of the Dominion Government that it should enjoy exclusive traffic privileges west of Lake Superior for a term of years was the basis upon which the funds were raised for the construction of the line out into that new and sparsely settled region. If it had been understood that rivals would be permitted to reap the benefits of its pioneer work, the Canadian Pacific Company could never have secured the money with which to prosecute its work. It is a patriotic spirit which the management of the road has displayed. When it appeared that the enforcement of its rights would harm the Government, it was ready to yield for the peace and prosperity of the Dominion. The return which it has received for the relinquishment of its monopoly is inconsiderable, and in this it has also manifested a paraiseworthy disposition. And now that Manitoba has that which she desired so much, it is by no means certain that it will fulfil her expectations.

A Corner in Breadstuffs.

A LOCAL farmers' club in Kansas has evolved the brilliant idea of a "farmer's trust," the object of which "to regulate the supply of grain and produce, to prevent the supply from exceeding the demand, and to maintain fair prices." A call has been issued to the farmers and stockmen of Kansas, Colorado, Texas and of the Mississippi Valley generally to meet in Topeka, Kan., May 1, 1888, to organize an association for the purpose named. The call, after stating that the plan contemplates the establishment of central agencies at Chicago and nine other prominent points and defining the powers of the proposed officers, proceeds:

"This plan, we think, with a little experience, can be made practical by means of telegraph communication with the secretaries of each sub-district association. To illustrate,

should it at any time appear to this executive board that the farmers were not getting a reasonable price for their wheat, cattle, and hogs, and in order to secure or force the payment of reasonable prices it should become necessary for the board to issue an order discontinuing all shipments and sales of these products for a period of ten days or until reasonable prices could be obtained. Will any one doubt that the order would be obeyed by every respectable member of the association? This, then might be called a farmers strike, but it would hurt nobody, yet it would be the most effective one the world ever knew.

"Chicago to this country is what Liverpool is to Europe in regulating the markets for food supply. The price of grain, beef and pork in Chicago, is the price at all other marketable points in the west less the cost of taking these products to Chicago. Now if we can by this proposed organization stop the shipment of commodities on the markets of Chicago, even for the period of five days, no one will doubt our power to control the Chicago market, and thus will the question of fair prices for farmers be solved."

The fact that a scheme to make a monopoly of food is seriously contemplated by some of the food producers of the country, and by the very men who were howling loudest about "monopolies" and "trusts" in all other industries, illustrates the fact that in almost every man's estimation a "monopoly" is a terribly bad thing when exercised by other people, but an excellent and admirable thing when he himself is the monopolist. *Railway Age.*

Where the Fifteen Millions Will Go.

THE statements made in the *New York Evening Post* are usually to be relied upon. This is what its Montreal correspondent says concerning the \$15,000,000 guarantee. The Canadian Pacific Railway has called its seventh annual meeting for the 9th of next month, somewhat earlier than usual, in order to authorize the Directors to ratify the agreement with the Government for the renunciation of the monopoly clause in exchange for some \$15,000,000 of 3½ per cent. bonds, the particulars of which were published in the *Evening Post* of Saturday last. The railroad people have negotiated this deal with the most consummate ability, and it is only known to a few chosen friends of the company how very opportune this monopoly agitation has really been to the company, and how little value they put in that clause of their contract.

The fact is that the motive power and rolling stock of the road have been for the past two years quite incapable of moving the immense amount of freight offering, while the net earnings have only been sufficient to meet the interest on the fixed charges. The immense expenditure on the new depot here, on terminal facilities at Vancouver, and on other important works, had taken up any surplus left of the last loan, so that there remained no available funds with which to build additional cars and locomotives. The proceeds of the new bond issue will, therefore, be applied in this direction, as well as on new elevators, and on the line north of Lake Superior, in filling in trestle-work, in reducing the gradients, and in straightening out the curves. The work done in the mountains in British

Columbia last summer, in protecting the track from snow, has proved most effectual, to the fact that it was only interrupted throughout the winter for about sixty hours. Mr. VanHorne, Vice-President of the road, during the summer experimented on building what he terms "crib work glances," which were erected along the mountain sides in the path of the snow slides, and have succeeded admirably in diverting the snow from the track into the valleys beneath.

The enormous crop of last year, which is now known to exceed 13,000,000 bushels of export alone, has overtaxed the rolling stock and motive power of the company, and a very large increase in its equipment is rendered necessary. As soon as the arrangement with the Government is carried out the construction of 4,000 box cars and 200 engines will begin, while the elevator capacity along the line will be increased to a capacity of from 12,000,000 to 15,000,000 bushels. At present every available storehouse and private dwelling on the line is full of wheat which will be moved as soon as navigation opens, the largest portion being at Port Arthur, the head of navigation. The company's passenger equipment has also been greatly overtaxed in transporting emigrants from the older provinces, as well as from Europe, to the North-west, the arrivals at Winnipeg to date being 440 colonist cars, against 150 during the whole season last year. Last year seems to have been the turning point in the development of the North-west, and with another good crop this year the future of the country is assured.

The receipts of the Canadian Pacific show a steady increase, last week's \$345,000 being the largest in the history of the road. The Japan and China steamers of the company have more freight both ways than they can handle, and the company is only awaiting the decision of the Imperial authorities before giving orders for the construction of three large steamers to replace those now in the service. The Atlantic mail service apparently will not be awarded to the Andersons of London, who are backed by the railway company, and who offered to give twenty-knot steamers for an annual subsidy of \$500,000, but is to be divided between the Allan and the Dominion lines, with a subsidy of \$300,000. Four new steamers are to be built for the mail service, but it is said they are only to be guaranteed to steam eighteen knots, and it is feared they will not be able to compete with New York. The feeling here is that the Government has made a mistake in not closing with the Andersons.

How Long?

It is doubtful if there has been, in recent years at least, a severer winter for freight brakemen than the one just passed. Terrible terrific storms east and west have made travel, even in the most comfortable coaches that could be devised, tedious and uncomfortable often, and dangerous occasionally.

But what kind of a comparison can be made between the danger incurred by a passenger on a railway train and the brakeman who has to ride night or day, in fair weather and in

foul, out on top of a swaying slippery freight car, while the piercing winds and pelting storms beat about him like the spirits of demons. None.

The custom which either requires or permits men to take such fearful risks is a lingering relic of the first half of the century and the primitive days of railroading, and has no more propriety in these days of improved appliances and enlightened ideas than the pious Rocket would have beside the 212 cubic machines that haul the Pennsylvania limited trains.

But shall we content ourselves by saying that if the brakemen do not like to take the risks which the position involves they need not assume them? No. That will not do. It is true that there are enough applicants for the positions. But it only proves that for the hope of promotion, or to avert starvation a man will do almost anything. That is all.

No one will pretend that any man of sound mind would enter the dangers which the position of freight brakemen carries with it, except that necessity forced him to it. A man of morbid tendencies of mind, who values his life lightly and seeks dangers, as another might use noxious drugs or poisons, could possibly find satisfaction in the perilous duties of a freight brakeman. But the average man could not.

Breaking on a freight train, with ordinary hand brakes, is dangerous and unnecessarily so. Then how long will this barbarous method be continued? How long will these engines of butchery continue to crush and kill the stalwart young men of our land? How long will the railways cling to the antiquated methods of other days? How long will the railway tracks of our land be crimsoned with human blood? How long? how long? *Railway Register.*

New York Labor.

LABOR Commissioner Charles F. Peck, of New York, has submitted to the Legislature his fifth annual report. Following is from the report, which is entirely devoted to the subjects of strikes.

The persistent strikes, the labor organizations, and the repeated interruptions to money-making and quiet capitalistic investment have compelled attention to the laborers' wants and claims. Strikes have helped to raise wages, to shorten hours, to improve the condition not only of the particular workmen who have risen up in protest, but also of the masses. A strike in a particular shop for reasonable cause often ends in general improvement. Bakers have reduced their hours from eighteen to about twelve. The nine-hour day is due to the strike system. Wages in whole trades have gone up from 20 per cent. to 30 per cent., because the men in particular shops have asserted themselves and made good their claim to consideration. A notable result attained by strikes and organization is a tendency to establish fixed rates from one season to another. One of the points not yet settled is whether the uniform wages is to the profit of the trained and thoroughly competent and reliable workmen.



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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, J. Publishers.
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Offices 64 Bay Street, Toronto.

TORONTO, APRIL, 1888.

A SETTLEMENT AT LAST.

HAVING no desire to meddle with politics, we refrained from comment upon the negotiations for a settlement of the Manitoba difficulty by a three-sided arrangement in which Manitoba, the Dominion, and the Canadian Pacific were the parties, so long as these negotiations were not known to have led to any practical result. But now the matter has gone beyond the stage of politics, and is open for discussion on its merits as a railway question. As might have been expected, the English papers were nearer the truth than those in Canada in surmising the truth as to the terms of settlement before the semi-official announcement was made in the organs of the Government, for the investors in Canadian Pacific securities in England probably got information as to the results as soon as they were agreed upon, and would not feel the obligation to keep the facts so closely to themselves as the parties to the negotiations on this side of the water.

The arrangement, it appears, is for the abolition of the Canadian Pacific monopoly absolutely. The consideration to be given the Company is a fifty years' guarantee of \$15,000,000 of 3½ per cent bonds, the Government to have the security of the remaining thirteen million odd acres of the Company's land subsidy. The money is to be spent in the improvement and development of the Canadian Pacific Railroad system.

Speaking of the matter as a railway question simply, and aside from what may be said upon the political or economic phase of it, the settlement of this problem in the way agreed upon must be regarded as a good thing. It will enable one of the great Canadian railway systems to secure money at a cheap rate on such conditions that this money must be devoted to the railway development of the country. The spending of this enormous amount of money will give employment to thousands of people, and it will be spent in such a way as to directly develop the trade and resources of the country. The importance to Canada of having the great Canadian Pacific system in the best possible order can hardly be over-estimated.

At the same time, this settlement is on the lines which we have often suggested—something in the nature of compromise or agreement instead of an attempt of one party to have its own way by force. The Dominion Government yielded in time to avoid a serious disturbance, the results of which none could foresee. And even though, as some contend, the price paid for the monopoly is too great, it is so much better than was expected, and so much better than seemed likely to be reached six weeks ago, that the difference is one, the discussion of which is a political rather than a business matter.

The question arises whether the break-up of the monopoly and the tapping of the Canadian Pacific traffic will not divert traffic through the United States, and whether that will not injure the older Provinces, which are the back-bone of Canada. For our own part, while admitting that the Canadian Pacific people ought to know their own business best, we have always been of opinion that the benefits of the monopoly they held were more imaginary than real. Though the name "monopoly" may have been one to conjure with in the money markets of the world, it was not so powerful even

there as the splendid management of which the Company has had the advantage. And the idea of monopoly and the results of it frightened away the people whose presence on the prairies of the North West, and whose work of home building and wealth making was necessary to give the Canadian Pacific a steady and remunerative business. It is better for the Company to have fifteen millions to go on with needed improvements than to be without it, and the tight hold they have kept on the monopoly may have been necessary to secure the terms they have made. In this sense the results of the policy followed have been favorable. But the abrogation of the monopoly clause will, we believe, be found to have the same results as the breaking down of railway monopolies in the older Provinces—better trade development and improved traffic not only for all railways in the locality, but for each of the competitors. This kind of thing can be carried too far, we admit; but it can be carried a good deal further than it has been carried in the North-West hitherto with the happiest results in the development of trade. And as to the supposed injury to flow from traffic going through the United States instead of by the North Shore, we believe that the increase in the traffic will leave the North Shore road with quite as much to do as it would have on the average with the monopoly in force, and the Sault road will be immensely the gainer; besides which the roads through Ontario from the Michigan border will come in for a share of the traffic taken through from Manitoba and the North-West *via* St. Paul. Especially may we look for the latter two of these three results from the fact—and everybody seems to admit that it is a fact—that one of the first results of the abolition of the monopoly will be to secure the entrance of the Grand Trunk interest through some existing system into the North-West as a leading competitor for the trade. The Grand Trunk Sault line, it appears, will be finished in eighteen months or so, and it may be taken for granted that this line, the line from Sarnia, and the line from Windsor will be given all the trade that the energy of the Grand Trunk management can secure for them.

Mainly as a result of the great crop harvested in the North-West last year, but partly, no doubt, as a result of the abolition of monopoly, a very large pro-

portion of the immense tide of immigration now flowing to this continent is turning toward Manitoba and the North-West. It will not take a very large influx to make a quite perceptible increase in the wealth production of a country of four-and-a-half millions of people like Canada, nor will it take many to produce the wealth to give a very remunerative traffic to the few roads of the North-West, which, like all prairie roads, cost comparatively little. The prospect ahead for the North-West is of the most cheering character, and what benefits the North-West is sure to benefit all Canada.

FAILURE OF THE STRIKE.

ACCORDING to the reports in the press, the strike on the Chicago, Burlington & Quincy Road has been suspended for the time—which, we may suppose, may be taken as another way of saying that it has failed. But bitterness has been developed even in this little skirmish between the forces of organized labor and those of organized capital sufficient to make it practically certain that the struggle will be renewed at no distant day. Hitherto it has been the belief, both among the general public and among those most directly interested, that the Brotherhood of Locomotive Engineers together with the Brotherhood of Firemen as a sort of initiatory organization, formed a labor union different in objects, as different in methods from the ordinary trades union. But the strike has shown that the power of the Engineers lay in the fact that their work is of a class requiring greater skill than others, thus making the number of applicants for every vacant job comparatively small. Thus it was not necessary for engineers to strike as other workmen do—they were treated with the consideration which is always given to employes whose places cannot well be filled. But as population increases the pressure of competition, even in professions demanding special qualifications, grows keener, and what has happened in more rudimentary employments becomes manifest in this as well—the places of those who fall out of the ranks are filled with comparatively little trouble. But the tide has not risen hitherto unopposed and it is hardly likely that the highest development in the way of a trade known in our modern society will submit

to be reduced practically to the level of the unskilled without a bitter struggle. Already the preparations are afoot to strengthen in every way the forces which will represent labor in the next battle of this great campaign. In fact, the leaders of the labor host dream of alliances which will make their side so manifestly irresistible that opposition will not only not be offered, but will not be even thought of. The plan now afoot is nothing less than a federation of the railway brotherhoods of every kind. This is what the *Locomotive Firemen's Magazine*, the organ of the Firemen's Brotherhood says:

"Another lesson taught by the great strike, and one which should be profoundly studied by railroad employes is, that since railroad corporations federate, coalesce, when any effort is made to advance wages on the part of any one of the Brotherhoods of railroad workers, a similar federation is indispensable on the part of all the Brotherhoods when, as a last resort, a strike is ordered. As, in the one case, it is found that the corporations federate against the workers, it becomes supreme folly to expect success if one Brotherhood is left to fight the battle single-handed. And the contest invites federation from the fact that the question of fair equitable pay is alike vital to all. It is the question of labor vs. corporate power and injustice, and in this every worker is equally interested. It is a question in which the interest of one is the interest of all. If wage men doubt the proposition, so far as they are concerned, they have only to contemplate the fact that corporations act upon that principle, which has been given special emphasis since the C. B. & Q. strike, which we denominate the great strike, was inaugurated.

If strength is found in unity, it needs no argument to prove that weakness is in alliance with division, and this fact being fully comprehended by corporations, it will be well for all the Brotherhoods of railroad workers to give it due consideration and, if upon reflection, it is found, as it surely will be found, that success lies in federation, no time should be lost in forming an alliance, offensive and defensive, by virtue of which justice would be secured and strikes would at once and forever disappear."

On the same subject the organ of the Brotherhood of Locomotive Engineers says:

"And what is the result? Engines are burned and destroyed, the rolling stock generally is wrecked, and all for what? simply to gratify the spleen of one man whose aim is to cripple, and if possible destroy, the Brotherhoods of Engineers and Firemen—organizations that have done more than any and all organizations of labor on the continent or in the world to elevate the standing and character of the men who compose them, or the professions which they represent have done or can do. The effort will be a futile one, and

he will live to rue the day he made it, if indeed he does not already; for it has cost the company more already than the difference would have amounted to in the ten years to come.

But suppose the effort could succeed and the Brotherhood be destroyed, what then? Out of its ashes will arise a federation of labor less conservative and forbearing, and in time there will come a conflict the results of which we shudder to even contemplate. God grant that the wiser counsels of thinking men may be heeded in time and the dangers which threaten us at this writing may be averted."

And the Union Pacific Employee's magazine says:

"Corporations in their scheming warfare on organized labor will find that they have made a great mistake in their plans, and the day when they can whip one class with another has about passed away; and that instead of a regiment they have a whole army to contend with, and whether the Brotherhoods are at the present time successful, partially successful, or totally defeated, labor will have taken a long step forward, for the battle is not for to-day."

While our sympathy in the broad struggle for increased wages is always with the men, believing that as the productive power of labor increases wages should go up and not down, we confess that we have not much hope of the results of such a plan. The struggle between labor and capital in any given case is not a struggle merely between the men on one side and those on the other. Especially is this the case in a strike of railway employes. The public has a direct vital interest in such a struggle, and it would have such an interest even though the difficulty did not reach a stage of open rupture. Moreover, public opinion, though an intangible force and one often scouted by those who do not know the influence it has over themselves, is the greatest power the railway employes can enlist on their side, and to secure this a cast iron agreement among the men of different branches of the railway service is not necessary. The same force and ability necessary to organize such a federation as is proposed, if devoted to acquainting the public with the position of the railway men generally and their views upon any grievance particularly, would place the workers in a better position, we are confident than if devoted to organization as proposed. No institution so sensitive to public opinion as the management of a railway could stand for twenty-four hours the chilling effect of a hostile feeling among the people. This may look Quixotic, but when it is re-

membered how much of the effort of the "Q" management in this strike was devoted to placing their side of the case before the public it will hardly be denied that it is at least worthy of consideration. The objection will be raised that the capitalists in the press will sympathize with their fellow capitalists of the railway, and that they will prevent the workmen's side of the case from being made known. The daily newspaper, important though it may be, is not the only channel by which the public gets its information. In political affairs, public meetings, and specially-printed matter are far more important agencies than the press. But we do not admit that all the newspapers by any means would be in favor of the capitalists. No journal can hold any real influence except by having a definite policy and announcing it boldly. One journal of this class, once convinced of the justice of the workmen's cause, would do more to make known the truth than all the misrepresentations of a venal press could counteract, no matter what means they adopted.

If appeal is to be made to any other than a moral force, we would say by all means, let the work done be in the direction of political action. Much as we deprecate and oppose the introduction of such questions into politics at this time, we believe that the harm done would be less than by the fearful upheavals which seem to stand in the way of the formation of the federation proposed and its working after it is formed. It is but a rude approximation of justice that would be got were parties and politicians to intervene, but it would be better than under the proposed system under which the power now almost wholly in the hands of capital should be placed absolutely in the hands of labor.

In speaking thus we do not for a moment forget the great good which organization on trades union lines has already achieved for the working people of the world. But in this, as in everything else in this world, improved methods are necessary, and we have such faith in the people as to believe that they could and would arbitrate directly between employers and employed in questions such as those involved in the Chicago, Burlington & Quincy strike.

THE work of building a tunnel under the St. Clair River has been inaugurated by the G. T. R.—*Railway Age*,

BEWARE OF PAPER RAILWAYS.

UNDER another heading we have referred to the settlement of the Manitoba monopoly dispute and to the results which to us seem likely to flow from it. There is a branch of the subject suggested in the same train of thought, but which is of sufficient importance to be treated of by itself. We refer to the probability of the crop of railway schemes likely to be brought to sudden fruition by the prospects of rapid development of the North-West Territories. We sincerely trust that the warning note which we utter will be taken up and re-echoed by those journals which appeal directly to the masses of the people who are the power behind the throne in this as in every other democratic country.

Let it be made known to the people and to the politicians of every degree that there is all the difference in the world between a railway scheme and a railway. The railway scheme is of value only as leading to the making of a railway, but very often, as the history of Canada shows, it has been used to block the construction of railways, and so has proved a curse not only to the people generally but to that very interest which it was supposed to serve. It may be admitted without argument that there can be no railway without a scheme as its foundation, but there may very easily be a railway scheme without a railway as its superstructure. The true policy is to put no premium on railway schemes and to offer no chromos to railway schemers. There are enough people in this country getting a living without working for it to make it entirely unnecessary to increase the number by any artificial means of this kind. If the politicians could be given to understand that the people would hold them closely to account for every delay in railway construction by reason of some grasping schemer having secured a charter, with or without a bonus attached, to build over a route for which a charter was valuable, they would soon find means of discriminating very clearly between those schemers who mean business and can carry out their undertakings, and those who simply want to sit down until they are bought out. A railway franchise in these days is far too valuable to be given to every Tom, Dick and Harry who choose to

form themselves into a company, and the power which a railway franchise gives, over the fortunes of men who earn their living by the hard work involved in any productive occupation, is too great to be left in the hands of irresponsible persons. It would not be asking too much of the people's representatives to demand that a forfeit should be required from every person securing a railway charter. It is not necessary to make the forfeit so large as to discourage persons of small capital from engaging in small but important railway enterprises, but just enough to keep at bay those whose little game it is to get everything out of a railway scheme while putting nothing in.

If some such plan is not adopted the era of great railway development which seems to be opening for the North-West will be checked half way and, besides the many good farmers and tradesmen who will be spoiled by luring them into the ranks of railway promoters, many and many a settler's plans will be upset and the best years of his life wasted in struggling along on a farm without railway communication, in which position it is practically impossible, in these days, to make more than a bare living. One settler prosperous and well satisfied means a benefit to the country, while the wailings of a disappointed man—even though his disappointment be caused by the greed of some boodler or boomster—make themselves felt in the end as curses upon the whole community. To encourage railways, discourage the schemer who builds railways only with an act of parliament, a map and a pencil.

Editorial Notes.

DAKOTA "had the laugh," as they say, on New York during the recent blizzard. Their railways were snowed up all round the metropolis. A telegram was received by Mayor Hewitt from M. R. Jewell, of the Chamber of Commerce, Bismarck, Dak.: "Bismarck stands ready to give substantial aid to blizzard sufferers of New York. Let us know your needs."

"THAT American invention, the dining-car, continues to make its way in Great Britain. The Great Northern railway company recently commenced running a dining-car between London and Leeds, and similar luxury is

afforded to the British traveller on two or three other lines.

So says the *Railway Age*. In the sense of being first in use in America the dining car is an American invention, but while the United States monopolize the name "American" it may be worth while to remark that the dining room car is a Canadian invention, as the bath room car is.

THE *Way Bill*, the best printed railway paper in the world, and one of the most interesting of our exchanges, came out last month under a new title, *Railroad Topics*. The reason given for the change is that the usefulness of the paper has so broadened that a more comprehensive name is necessary. With this number is introduced a financial department, giving the prices of stocks. Other improvements are promised. In the meantime the other features of the paper are well maintained. *Railroad Topics* is a successful journal because it deserves to be.

In another column we publish the sad announcement of the death of Mr. Chas. Latimer, consulting engineer of the New York, Pennsylvania & Ohio. Mr. Latimer was not only a leader in his profession, but he was a man of such broad sympathies and ability as a thinker and writer that, had he devoted himself to letters, he would have made a place for himself among the great publicists of the day. His pen was used for the benefit of his fellow men, his sympathies being especially with those in the railway service who do the rough work and receive but small pay.

Scribner's Magazine, which, since its establishment a little over a year ago, has made its way to the front with wonderful rapidity, and which now stands quite the equal of any of its older contemporaries, will begin in June the publication of a series of illustrated articles on railways. The subject is chosen with judgment, for there is no topic of more general and absorbing interest to the people of America. Moreover, this is a subject which allows full scope for the best literary and artistic talent. It is announced that the whole subject will be treated, every great phase of it being taken up. The facts will be presented in the most popular and attractive man-

ner, and yet with a completeness of information which will make them valuable to all classes of people, including members of the railway profession.

In his speech in proposing to the shareholders the agreement with the Northern and North Western, which has since been carried out, the president of the Grand Trunk, Sir Henry W. Tyler, paid a deserved tribute to Mr. Hickson and the others who had been instrumental in preparing the agreement. He said

We are in a comparatively disadvantageous position, having two companies with directors, solicitors, and shareholders on one side, and officers, solicitors, and railway on the other side of the Atlantic; and a third company, with its shareholders, and directors, and officers partly on one and partly on the other side of the Atlantic, and it is much more difficult than you would imagine to put two important companies together under those circumstances, and a *fortiori* still more difficult to put three companies together. Therefore I think we must give credit to Mr. Hickson and those who have assisted us in this matter, and who have so rapidly—because it has been done at last within a few weeks—and creditably assisted us in putting these three companies together in the very perfect way, as I believe, we have done it.

These remarks, according to the report of the *Railway Times*, from which we clip, were greeted with applause.

SAYS the *Railway Register* "The true policy for workmen to pursue is this: Work whenever you can, get as much for your services as possible, but work; if you can't get \$2 take \$1.75, but don't stop and use up your own surplus earnings and those of your associates." The *Register* is doing a noble work in agitating for uniform automatic couplers and other improvements which will save the lives and ameliorate the condition of workers on railways, but in such matters as that quoted above it seems to lose sight of first principles. Bad as is the position of the wage-worker compared with the privileged classes of the community, it would be much worse had the above rule alone been followed. The organization of workmen to resist unfair terms, which would otherwise have been imposed upon them, has been successful in large measure. The selfish rule, which would lead a man to sell his labor for what he can get regardless of others, is an exceedingly bad

one, even from a selfish point of view, for the man who expects to spend fifteen or twenty more working years on this planet. The Knights of Labor rule is a much better one, "An injury to one is the concern of all."

In another column we publish a letter from a gentleman signing himself "Employe," on the subject of superintendents and their men. The letter is a timely one, for the subject of which it treats is one which is being generally discussed throughout the railway world. We fear there is too much truth in what our correspondent charges, though, as he virtually says, there are many honorable exceptions to the rule, if it be the rule, of superintendents of the martinet order. "Employe" puts the point tersely and well, and his criticism should be taken to heart by "all whom it may concern." It is unfortunate for employes of every grade that the combination of firmness and good fellowship in one man is comparatively rare. Railway business is too important to allow any latitude between superintendent and officer of lower grade which would for a moment interfere with work to be done, or jeopardise its prompt and efficient performance. Many superintendents have found, as they thought, that good nature on their part was taken advantage by those they were supposed to control, and have come to the conclusion that a repellent manner was necessary to discipline. This conclusion is rarely justified. The true commander is rarely a martinet, but is a big enough man to be familiar with his men without losing dignity. The secret of their power is that they are able to control themselves. Even when they are most companionable with their men there is in them a suggestion of self-control. They do not seek so much to get down to their men as to raise the men to their own level. Should a contingency arise ever so suddenly, the commander is in his place, and the men, so far from feeling aggrieved that he should assert authority, recognize that he is only doing his duty, and for that reason has all the better right to ask them to do theirs. This is a large and interesting subject, and we shall be glad if our readers will give some of their spare time to writing their views on the subject for publication in the columns of RAILWAY LIFE.

Communications.

SUPERINTENDENTS AND MEN

To the Editor of RAILWAY LIFE

DEAR SIR, My attention has been directed to an item in your issue of March, signed "Superintendent," which opens the door to a wide range of discussion.

As an employe of years of experience, I have had a great deal to do with railroad superintendents, and I have no hesitation in saying that, as a rule, they are altogether too "stand off" with their men.

In most cases superintendents have risen from the ranks, and much credit is due to them for having done so, but they, in common with men in other walks of life who have done likewise, are too apt to assume an air of superiority over those who happen to be in inferior positions, and over whom they may for a time have authority.

It is a well known fact that in the army the greatest martinet is those officers who have risen from the ranks. So it is with railroad superintendents. "Suaviter in modo, fortiter in re" is a happy combination entirely foreign to their natures, and they appear to think that, in order to impress the employees under their jurisdiction with a due sense of their importance, it is necessary to assume an air of "hautein" that would do credit to the Czar of all the Russias. This is all a mistake.

Men do not perform their duties any better for being snubbed or sat upon, and a superintendent who will bid a friendly "good morning" to those around him as he comes to his work will be thought far more of and get more work out of his men than he who elevates his proboscis into the surrounding atmosphere and looks at his men with an air of "if you speak to me I'll fire you." Unhappily there are too many such men in the railroads of this country.

Yours, etc.

EMPLOYEE.

A DESPATCH from Montreal says: The Canada Atlantic Railway has taken an action for one million dollars against Stanton & Co., contractors, New York, for damages alleged to have been caused by an injunction taken by defendants against the Company, which was quashed by all the courts.

Grand Trunk Railway Half-Yearly Meeting.

THE following cable despatch we copy from the *Toronto Mail* of 25th inst. Our readers will find it interesting reading.

LONDON, April 24. The half yearly meeting of the Grand Trunk Railway was held to-day, with Sir Henry Tyler presiding. The chairman said while the newly constituted company was not in every respect such as he could have wished, they could still exchange congratulations, and there need be no occasion for despondency as to the future.

The gross receipts and working expenses had both increased, the net revenue from receipts being £52,259 over those of 1886. The passenger traffic had increased, but there was a lower average fare per passenger. Compared with 1883, the best of all years, there

was a reduction of £180,000 in the receipts and an increase of 580,000 in the number of passengers carried. The short distance traffic was increasing and the tonnage had also increased, but the average rate was less than any previous year except 1885. The Montreal, Toronto and Hamilton traffic had increased, but there was a falling off at Portland, consequent upon the defective harvest in the Western States and the disarrangement of the steamer service. The business operations of Canada were somewhat affected by the failure of two Toronto banks and one in London. The company had accumulated a large stock of steel rails, sleepers and coals in readiness for times of blizzards and strikes.

The export rates for European traffic had given much trouble, never having been placed on a satisfactory footing, and the difficulties had increased in consequence of the operation of the Inter State policy. One American company, having a contract to supply steamers, carried freight to the seaboard at lower rates than the rule of the association allowed. The prices at Liverpool and Chicago varied, and this did not admit of the railway companies receiving their proportion of through rates. Grain had been carried to Liverpool at less than the local rates from the interior to the American seaboard. The legality of this practice is now being tested before the Inter State Commission. The company had, however, adapted its tariffs to the American law. Since the last meeting the company had tried to recover the dressed beef traffic, and though its officers obtained a differential rate from the commissioners, the company did not succeed because the shippers were too powerful a body, keeping the traffic in a few hands. Another reason was that some of the American companies were not playing fair in the matter, resorting to many devices. It was admitted that the Grand Trunk company was entitled not only to a present but a past share of this traffic, and he hoped the time was not far distant when a solution would be arrived at.

The new station in Montreal will be opened next autumn. The municipality of Stratford is contributing £12,000 towards locomotive shops to be built there, and the remission of taxation for nine years. The track between Toronto and Montreal is being doubled, and this year the work is being continued at a cost of about £180,000. At the end of the year the company would have 180 miles of double track.

By the conversion of securities a saving was effected of £59,000, and future conversions will save £57,000 more.

The most satisfactory feature in the report was the working of the Chicago and Grand Trunk, the net earnings being £55,162. The Board of Trade expressed approval of the efficiency of the line by passing a resolution thanking the directors for their sincere endeavors on behalf of the grain interests of the city. It was a feather in the company's cap that a Canadian railway should receive such a resolution.

As regarded the Canadian Pacific, the acquisition of the Northern & North-Western to Nipissing very much changed the relations of the Grand Trunk with that company. Those

relations he was happy to say, were friendly, and negotiations were proceeding in Canada for the use of the railway to Nipissing for joint purposes, but nothing has yet been concluded. The Canadian Pacific seemed ready to take more traffic than the Grand Trunk could give, rather than to work with the Grand Trunk for the east-bound traffic, which the Canadian Pacific desired to monopolize as much as it could. The Canadian Pacific had received further assistance from the Government; but the Grand Trunk had not yet sold out its birthright. It was the first bon railway of the Government, and he thought it was true that the Government should extend their smiles and favors a little towards the Grand Trunk. (Cheers.) Mr. Hickson had been sounding Sir John Macdonald in that direction. He did not ask anything unreasonable, but as the Grand Trunk was building a tunnel under the St. Clair River and desired to make an extension to the Sault, thus doing good to the country, he thought the company had a fair claim for assistance in carrying out these works. (Cheers.)

Now that the Canadian Pacific had been stretching out its arm from ocean to ocean and proceeding through Maine, which was American territory, a good deal of jealousy was engendered on the part of the American railways, and by somebody's initiative, whose he did not know, a certain General Wilson, hitherto unknown to fame, had been employed as a spokesman in Congress to endeavor to do more harm to Canadian Railways. It was proposed that they should no longer be allowed to carry American traffic through Canadian territory, and that certain difficulties and obstructions should be put in the way of their traffic. General Wilson's movement in Congress had fallen flat. The Grand Trunk Company had acted promptly on the advice of counsel, and had taken such measures as were deemed necessary to oppose action of this description, and he was happy to say no fear need be entertained, as the business was bogus from beginning to end. (Cheers.)

The causes which led to the reduction of the receipts were of a temporary character, and the directors might fairly hope for an improvement, of which, he said, there are already signs. The directors had instructed Mr. Hickson to effect economies without impairing the efficiency of the line, and £7,500 would be saved by the conversion of the securities of the Northern and Great Northern Companies. The blizzard did not affect the Grand Trunk much, but the Canadian Pacific, which claims to have never been snowed-up, had its traffic stopped for three days, with many members of Parliament, judges and distinguished people in the train, and the Grand Trunk, which the Pacific alleges was often snowed-up, carried on the passengers. The Grand Trunk was well able to hold its own against its rivals, and would lose no opportunity to earn increased dividends. He moved the dividends already announced.

Mr. R. Gillespie, seconded the motion.

Several shareholders complained that the majority of the shareholders were unacquainted with the railway, and claiming that five at least should reside in Canada. The

directors should claim the fulfilment of the pledge of the Canadian Government.

The chairman denied the accusation that he was not a free agent, or that Messrs. Barings or Messrs. Glyn, Mills & Co., controlled the company. He admitted that debentures had been issued, because the directors had received better offers than were obtainable on the market.

The proceedings then terminate.

A Flyer on the London & Northwestern.

THE "Wild Irishman" running between Holyhead and London, in connection with the Irish Mail steamers, and the "Flying Scotchman," running between Glasgow and London—two of the fastest trains in England, were surpassed by a special American "flyer," which left Liverpool recently for London. The facts reported to us are as follows:—The Cunard steamer *Aurania*, on her last trip from New York, arrived in Liverpool a few minutes too late to make connection with the L. & N.W. express train leaving the Lime Street Depot at 5.20 p.m. A large number of the *Aurania's* passengers were destined for London and were naturally anxious to complete their journey with as little delay as possible. Through the courtesy of Mr. Thompson, the L. & N.W. representative at the Landing Stage and Alexandria Dock, the Americans were enabled to charter, on very reasonable terms, a special express train to convey them at once to their destination. At 6.30 one of the fastest locomotives in the shops and three elegant compartment coaches were in readiness, and at 6.35 with all aboard, she rolled out of the Lime Street Depot bound for the capital of the great British Empire. On she went, faster and faster, seemingly regardless of possible obstructions, and doing some fancy flying between the English cities. She reached London at 10.35, same evening, having made the run in four hours, which is the quickest time ever made by any line between Liverpool and London. The management feels justly proud over the splendid record thus made, and it is only fair to add that this incident is only one of the many that can be cited as an illustration of the untiring care and accommodating disposition always displayed towards American travellers by the Liverpool officials of the London & Northwestern Railway.

The Result of Rate Wars.

IN the course of an article on rate wars, *Railroad Topics* says:—Next we generally hear of a great necessity for stringent economy in the running expenses of the roads, in order to recoup the vast losses which the war entailed. And the first step in that direction is a reduction in the wages of employees. Then naturally there comes a protest on the part of the laborers, who stung by a sense of injustice resort to lockouts and strikes. If an interstate law were ever necessary to prevent unjust discriminations, and to protect the public against exorbitant freight and passenger tariffs, it seems to us that we are now confronted by an equally great necessity for

such national legislation as will shield corporate property against the damages of wanton mismanagement and will make railroad officials and managers accountable for the faithful discharge of those duties which their positions of trust involve.

A Strike Preventive.

MESSRS. H. K. PORTER & Co., the well-known locomotive builders of Pittsburgh, appear to have been very successful in their plan of sharing profits with their workmen. Last year each foreman received from \$125 to \$300, and the machinists from \$70 to \$120, and the laborers from \$45 to \$60 each. The men are said to regard it as a cure for strikes, as the receipt of a dividend naturally makes their interests identical with those of their employers. When railroad strikes are so widespread and are so disastrous in their results, any cure would prove acceptable. Might not the example of Messrs. H. K. Porter be followed by railroads, and a certain percentage of net earnings be divided among the employees? The plan is worth trying, and the practical difficulties, although numerous, should be no greater with a railroad corporation than with a private firm. The latter having indeed a fluctuating amount of work have constantly corresponding fluctuations in the number of men employed, while the tolerably steady earnings and work of a railroad renders it seldom necessary to discharge a man except for misconduct or infringement of rules. *Railroad Gazette*.

From Mr. Arthur.

MR. P. M. ARTHUR, chief of the B. & O., publishes the following in the *New York World*:—"We were promised that engineers should be paid as much as on neighboring roads. There was a direct agreement. After a time we showed the management that the agreement had not been kept, and asked for an increase of the standard to that used by nine tenths of the railroads in this country. The officials curtly refused to keep their agreement. A committee of the engineers then called upon General Manager Stone, and respectfully requested a conference. This was all the answer they got: 'Strike and be damned. I don't care what you do.' Understand that there had been no talk of a strike at that time. The men merely wanted to confer. After getting that answer they sent for Chief Sargent and me. Mr. Stone was more gentlemanly to us, but he positively refused any conference or discussion upon any of the points at issue. He gave us the impression that he courted a strike. We made other attempts to get a conference, but he would not listen to us. What were men to do under such circumstances? The road had broken its agreement in regard to transportation for the engineers to and from their homes. It had broken its agreement to pay what its neighbors were paying. When the men respectfully begged the manager's attention to these things the only answer they got was: 'Strike and be damned. If there had been a

conference we should have been ready to meet the company more than half way in concession for peace. From the first the managers of the Burlington seemed earnestly determined that the men should strike. * * * Not an engineer has weakened or applied for work on other roads, or gone to begging, or fallen into want, or caused any disturbance. We are satisfied with the way things are going; we don't want any other road tied up for our sakes, and we don't want the strike to extend. If we are beaten by the Burlington, and it can run as well as ever without us, all right. We have done what we could to vindicate ourselves, and there will be nothing more to do."

The Late Charles Latimer.

CHARLES LATIMER died Sunday, March 25th, at his home in Cleveland, O., from the effects of a stroke of apoplexy. Few railroad men in America have been so well known and so universally respected and beloved. He was born in Washington, D. C., September 7th, 1827, entered the navy at the age of 14, and remained in that service for about 13 years. Afterwards he was for a time engaged in steamboating on the Mississippi. In 1854 he took a subordinate position on the engineering corps of the Mobile and Ohio Railroad, and was afterward assistant engineer of the Mississippi and Tennessee and assistant engineer of the Mobile and Ohio. He was connected with the United States military railroad service and went with Sherman's army to the sea, and during the war conducted the survey of the railroad line between Columbus and Cairo. After the war he was connected for a short time with the St. Louis, Vandalia and Terre Haute and with the Dixon, Peoria and Hannibal, now part of the Chicago, Burlington and Quincy system. In 1871 Mr. Latimer became assistant engineer of the Chicago and Michigan Lake Shore (now Chicago and West Michigan), and was later made chief engineer of that road. Subsequently he was for about six months principal assistant engineer on the extension of the Hannibal and St. Joseph, after which he took a position on the Atlantic and Great Western, where his work has since been. In 1874 he was chosen chief engineer of that road, now known as the New York, Pennsylvania and Ohio, which position he held until quite recently. Latterly his title has been consulting engineer.

Continuous Rails.

IF the invention of a Baltimore electrician for welding steel rails by means of electricity is the success that is claimed for it it will mean a revolution in the existing methods of track maintenance. By this device the ends of the rails after they are placed in the track are welded together through the application of a transformed electric current, and are afterward tempered so as to make the joint as hard as the rest of the rail. The welding apparatus is carried on the pilot of an engine or on a construction car, and it is claimed that a joint can be made in less than half a minute. The inventor proposes to thus make

continuous rails a quarter of a mile in length, having expansion joints only at intervals of that distance, the rails being fastened at the centre so as to expand in both directions. Of course if it were found practically possible to dispense with the joints which now occur every thirty feet there would be a vast saving of wear and tear to rails, wheels and cars, but it would also be a serious setback to the manufacturers of splice bars. How the plan would work when rails have to be renewed is a question. Cutting a steel rail in two is not a very easy job under the most favorable conditions, and the renewal of worn portions of rails a quarter of a mile long while a heavy traffic was being carried on would apparently be a difficult matter. *Railway Age.*

Railway Non-Intercourse.

THE *Daily Empire* of this city editorially says: The Chicago, Detroit and other western and north western United States journals are very indignant over General J. C. Wilson's persistent efforts "to induce congress to amend the Inter-State Commerce Law as to close the Canadian routes as outlets for American commerce." They do not hesitate to intimate that General Wilson is working congress in the interests of the United States trans continental railway companies, who are resolved to confine United States traffic to United States lines. The *Detroit Free Press* remarks that:

"The American trunk line railroad interests are known to be in few hands and close control. A removal from their path of the competition of the great commercial highways across the territory of Canada would pave the way for a gigantic railroad trust in this country which would practically nullify the Inter State Law, and reduce to abject servitude the business interests of the States along our northern, western and north-western boundaries."

The Chicago Board of Trade protested at an early date against General Wilson's lobbying and demonstrated the serious consequences to the trade of the West and North-West if his proposed amendment to the Inter-State Commerce Act were adopted. This amendment reads as follows:

"That all of the second paragraph of section 6 of the Inter-State Commerce Acts be repealed and that the following be substituted therefor: 'And nothing in this act shall be construed to allow any common carrier to receive or transport any goods, wares or merchandise in sealed cars, or in bond by railroad or other land carriage through any foreign country to any place in the United States free of duty, and all laws and regulations thereunder which have been construed to permit this practice are hereby repealed. As Mr. J. F. Joy points out in the *Detroit Free Press*, the import of this proposition for Michigan and the United States North West is tremendous: All goods shipped from New York or Boston by rail through Canada to this state and the North-West must pay duties as if they came from Europe. All of the products of this state shipped by rail through Canada to New York or Boston must pay duties exactly as if they were sent from Canada. The consequence of this would be that no commodity from the West or East could go through Canada, from one part of the United States to another, without paying the same duty, as if it were imported from foreign

countries and were subject to all the duties under the tariff laws on such importations. The result would be that there could be no shipment of commodities from one part of the United States to another through Canada by railroad. That would become impossible. The next result would be that the Detroit merchant, the Saginaw merchant and every merchant in the interior of the state who purchased in New York or Boston, must ship his goods by the south shore railroads, to enter Michigan mainly by way of Toledo, and from that point north and north-west, to the various towns and cities of the state, and the increase of the distance by rail to many sections of the state from 100 to 500 miles, for which additional distance the merchant and the farmer who buys goods of him will have to pay the expense of transportation and suffer for the longer time taken in the transit. Every product of the farm, beef, pork, grain, butter, eggs and everything of that kind in winter and much in summer must go south of Lake Erie to the seaboard by that longer route and at larger expense."

Mr. Joy puts the case very strongly from Michigan's point of view, holding that the incorporation of this amendment into the law would practically remove Michigan from 100 to 500 miles further than it is now from the seaboard cities, would totally ruin most of the state's railways, and would close four great east and west railroads connecting the United States North West with the seaboard, because they happen to run through Canada in part, and turn all its business over the three lines running south of Lake Erie to Boston and New York, thus creating a practical monopoly south of Lake Erie. There can be no doubt that this is the intention of those for whom General Wilson is working.

The general and the *New York Sun* are co-operating in their labors in behalf of railway monopoly. Both have attacked the construction of the Canadian Pacific Railway through the state of Maine, and both have done their best to cut off the trade of the Grand Trunk and the Canadian Pacific with the U. S. North West. It is to be noted that this raid on Canadian railway interests comes at a time when the Northern Pacific is building into the Canadian North-West, with the expectation of diverting trade to United States centres, and when a movement is on foot to build a railway from Montana to Alaska through Canadian territory. It may also be well to remember that General Wilson's proposition, if adopted, will prevent the Grand Trunk from entering the Canadian North-West, except through Canadian territory.

An Excellent Move.

THE Canadian Pacific is making an excellent move in preparing to lay out flower and vegetable gardens at numerous stations along its line. At Medicine Hat, says the *Times* of that city, it is the intention of the company "to inclose right of way directly in front of the depot, with a four wire fence with posts rounded and painted green on top, 16 feet apart. This inclosure will be 510 feet long by 100 wide. In the centre there will be a flower bed 15 feet in width and filled with geraniums and other hot-house plants. The rest of the garden will be sown with all kind of vegetables and samples of cereals. Gates

will be put in at the sides and at either end, and a gravel walk will lead to and around the flower bed from the side gates. At the west end of the depot the company will put in trees and flowers. The space here will be enlarged to 100 x 33 feet, and a fountain put in the centre. Similar arrangements are being made at a score or more points along the line."—*Railway Review.*

A Startling Accident.

AN engineer running a locomotive on a passenger train on the Great Western Railway of Canada, was lately attending with his usual care, zeal and intelligence, to getting his train over the road on time. He was not running as if he was trying to go round the world in ten days, he was not slipping his engine, and he had not just finished keying up his side-rods, with the result of making one rod one-sixteenth longer than the other. He was just sitting quietly on his seat-box, thinking it was about time to ask his fireman for another chew, when he suddenly found himself ascending with fearful rapidity towards the roof of the cab. He reached the highest altitude of the cab in the minutest period of time, but his velocity must have increased much faster than that due to falling bodies, for his leg struck the whistle lever with so much force that the latter was broken off. After abrading the top of the cab with divers parts of his person, the engineer descended to the deck head foremost and into the bosom of his fireman, who was greatly concerned about the involuntary activity of his companion. With the promptitude begotten of long training, the engineer shut off steam and applied the air brakes, bringing the train to a stop with the least possible delay. The running board on his side of the cab, the side of the cab, and the seat-box, were all gone, and he felt called upon to make a full and careful investigation before proceeding farther on the journey.

By the process of inductive reasoning that finds the whole cause of a phenomenon from examining a fragment of its parts, our engineer concluded that a side-rod had broken, and that its parts had played for a turn or two on his seat. This conclusion was hardly reached when the train stopped and the engineer, ignoring certain bruises, slipped down to re-arrange the fragments of rods and crank pins. But when he got down he found the side rod in one piece, and the crank pins looking as if they were good for running several million of miles without straightening or truing. All other parts of the motion were intact, but the hole was in the cab and the bruises were fresh on his person, or he would have believed that the thing was a dream. The conductor came forward and guessed that the weather had been a little stormy in the cab, and the butcher offered the engineer a segment of an ancient pie to poultice his wounded leg, but none of them were able to explain the origin of the force which tore away part of the cab and gave the engineer some involuntary calisthenics. A professor of engineering who was on the train explained that it was probably caused by the generation

of a gas that failed to find spontaneous diffusion, and a trackman ventured the opinion that they had struck a mighty big bull, but neither hypothesis was entirely satisfactory. When the fragments of the cab and box were picked up, the traces of six torpedos that happened to be in the box were found, and an order was issued from headquarters, cautioning engineers against carrying torpedos in their seat-boxes.—*National Car and Locomotive Builder.*

Rules for Reading's Employees.

FOLLOWING is a copy of the rules posted by the general storekeeper of the Reading Company.

All the employees are expected to be at their posts before the whistle is blown.

Any workman caught talking during working hours will be discharged.

Any person incompetent to fill an order will be dismissed.

When orders are given to the men by bosses they must be brief in their conversation.

Any person making a mistake in filling an order will be discharged.

Any workman who leaves the shop without reporting off will be discharged.

When employed outside and cannot be given work inside, during rough weather, must report off duty.

It is the duty of the foreman to see that every man does a full day's work.

Any person caught eating during working hours will be discharged.

It is not much wonder the New York papers ask if slavery has been abolished in Pennsylvania.—*National Labor Tribune.*

All Rail to Siberia.

HERE is something more about the strange scheme to connect America and Asia practically by rail. The *Junea (Alaska) Free Press* is responsible for the following:—The great project of building a railway across Siberia, now being pushed to completion by the Russian Government, strongly holds out the idea that in the very near future a great iron belt from this side of the world will meet it half way, and travel by land from the New World to the Old will have been accomplished. Great railway corporations are now seriously looking into this, as it seems, stupendous project, but in reality not as great an undertaking as eastern people believe. The country that will necessarily have to be crossed in western British Columbia and central Alaska is far from being the frigid zone that many believe it to be. The line would undoubtedly, in its course north, strike the headwaters of the Yukon river, then keep down that mighty stream to within perhaps a hundred miles of the coast, at or near Nulato, where it would leave the river, and, running nearly west, would terminate at Cape Prince of Wales, within about fifty statute miles of the Siberian coast. Very little difficulty, except, perhaps, in crossing the ranges at the head waters of

the Yukon, would be apprehended from the deep snows in winter. The climate along the Yukon is dry and but very little snow falls there from eighteen inches to two feet in depth. Extreme cold, from 70 to 80 degrees below zero, only prevails during about two months of midwinter, and this would be the greatest drawback to winter travel. Immense forests skirt the route nearly to the coast, about midway down the Yukon are perhaps the greatest coal banks in the world. Branch lines would tap the coast settlements and the rich mineral section of the interior. With such a fair country before them it would be wonderful, indeed, in this enlightened and progressive age, if work is not commenced on such a line within a very short time.

Postal Telegraphy.

If the government takes control of the telegraph lines of the country it must, if it wishes to prevent the growth of monstrous abuses, manage them on strictly business principles. Politics must have nothing whatever to do with appointments of officials of the department. Character and ability must be the only qualifications considered in their selection. What is called "influence" must be powerless in procuring the employment and promotion of telegraph employees. If the public is to be served efficiently and faithfully, if business and other secrets are to be kept, the postal telegraph must be kept completely clear of party politics. This question is likely soon to become a burning one in Canada as well as in the United States. It is therefore wise in Canadians to look upon it in all its aspects. If the change is to come it is necessary to be prepared for it. Anyone who gives the matter serious thought must see that a complete reform of the civil service is an indispensable preliminary to the establishment of the postal telegraph in the Dominion. Such a reform under present circumstances is greatly needed and would be most beneficial in its results; but if the sphere of government is to be so enlarged as to include the whole telegraph business of the country it is absolutely imperative.—*Montreal Star.*

A Palace on Wheels.

A NEW private car for the use of William K. Vanderbilt has just been completed at the East Buffalo shops of the Wagner Palace Car Company. At the rear is the observation room, about eight feet square, with two large plate glass windows. The apartment is furnished in antique oak, richly carved, and the upholstery is in dark blue embossed plush. The ceilings are painted in dark rich colors and the transom lights are of clouded glass. The sofa in this room can be converted into a berth. Beyond this are two staterooms with folding upper and lower berths. The wood work of one is oak, the other mahogany, and the washstands, etc., are of Tennessee marble with silver fittings. Beyond these again are two larger state-rooms, each containing a stationary bed, with washstand, etc. One of

these rooms is furnished in oak and the other in mahogany. Between the two pairs of rooms is a Baker heater. Beyond is the saloon, furnished in mahogany and blue embossed plush. The curtains of the windows are of silk and satin. At one end is a sofa which can be converted into a berth, at the other a carved cabinet at the side of which a door leads to a wash and bath-room. Adjoining this on the other side beyond the saloon are the porter's berth and closets for linen, etc. In the next compartment is the commissary, with lockers and refrigerators and cupboards for all sorts of supplies. A large window opens through a partition into the kitchen, furnished with a range on which "you" can cook anything from an egg to an elephant, the latter roasted whole, being the favorite dish of the owner of the car. The series of transoms through the car can be lowered, to permit a draught the whole length. The car is lighted throughout by handsome brass lamps, the glass in the doorways is all of heavy bevelled plate, and the woodwork is carved without regard to cost. The length of the car over all is 75 feet, and it cost \$25,000.

Making Old Steel Rails New.

MR. W. B. MIDDLETON, manager of the Penn Iron Works, Lancaster, Pa., has discovered a method of welding steel which promises to confer very great benefit upon those engaged in steel working. According to the specification of the invention, which has been patented in the United States and leading foreign countries, pieces of steel may, at a proper welding heat, be perfectly, cheaply and easily welded together after the pieces to be welded have been coated with a solution of silicate of soda or other solution in which silica is contained. In the practice of the invention the most satisfactory results have been obtained by applying a solution of silicate of soda to the pieces of steel to be welded, by dipping the pieces in the solution, or by pouring it upon them, bunching together the pieces to be welded and heating them to an ordinary welding heat and then passing them through rolls. This is the process followed by large pieces, but smaller articles can be welded under the hammer when treated previously with the solution. The inventor finds that the process is applicable for re-working old steel rails and other heavy pieces; and it renders certain kinds of steel scrap highly valuable which formerly were almost worthless.

Experiments under the process have been made on an extensive scale at the Penn Works, and the results indicate that something like a revolution in the manner of handling old steel is pending. Arrangements are making to treat masses of steel with the silicate solution on a large scale, place them in the heating furnace, and then pass them through the rolls, thereby turning old rails into new ones that will be as good as the first product of the steel ingot. The inventor of this valuable process is a brother of Mr. Harvey Middleton, superintendent of motive power of the Louisville and Nashville Railroad.—*National Car and Locomotive Builder.*

Put the Wires Under Ground

The *Railway Age* of a recent date says: A very powerful argument in favor of carrying electric wires under ground in cities was presented by the great eastern storm. Miles and miles of wires in New York and other cities were prostrated and rendered useless, besides forming a barrier to travel and a source of terrible danger in case of the crossing of telephone and electric light wires. So imminent was the danger from this cause known to be that the electric lights were not permitted to be used in New York for several nights, as their wires crossed the telephone wires in numerous places so that an attempt to light the city would doubtless have been followed by many conflagrations. As the fire department was rendered helpless by the blockade it is easy to see that tremendous destruction might have been caused in this way. Besides this there was great danger to life from the possibility of people touching these crossed and broken wires. With the importance of placing wires out of sight and reach, so impressively shown by these events, the movement in that direction which has progressed steadily of late must receive a very great impulse.

An Engineer's Epitaph.

I found a few days since a queer inscription upon a tombstone in Maury Cemetery, Manchester. It was over the grave of Engineer Mike O'Donnell, who was killed in a collision on the Richmond & Danville Road a few years ago while at his post of duty. A similar inscription, I am told, is upon a tombstone in Hollywood. It reads as follows:

Until the brakes are turned on time,
Life's throttle valve shut down,
He works to pilot in the crew
That wear the martyr's crown.
On schedule time, ascending grade,
Along the homeward section,
He lands his train in God's round house
The morn of resurrection.
His time is full, no wages docked,
His name on God's pay roll,
And transportation through to heaven,
A free pass for his soul.

Richmond, Va., State.

A TRACTOR increaser, the Craven Automatic Traction Drawbar, is undergoing trial on the New York, Lake Erie and Western. It is claimed that it is automatic and not under the control of the engineer, and is only brought into use in proportion to the pull of the locomotive. As the engine increases in speed, or completes the ascent of a grade, it is gradually rendered inoperative, and when the engine is running fast or on the more level portions of the road, very little weight is transferred from the tender to the engine. The device is being tried on engine No. 604, one of consolidation locomotives that are somewhat deficient of adhesion on the hind drivers.

Railway Life.

Life is like a crooked railroad,
And the engineer is brave
Who can make a trip successful
From the cradle to the grave
There are stations all along it,
Where, at almost any breath,
You'll be flagged to stop your engine
By the signal man of death.
You may run the grades of trouble
Many days and years with ease
But Time he will have you side tracked
By the switchman of disease.
You may cross the bridge of manhood,
Run the tunnel long of strife,
Having God for your conductor
In the lightning train of life.
Always mindful of instructions,
Watchful duty never lack,
Keep your hand upon the throttle
And your eye upon the track.
Name your engine true religion,
When you're running, day or night;
Use the coal of faith for fuel
And she'll always run you right
You need never fear of ditching
On the up-grades, long the roads;
If you've got hope for a fireman
You can always pull the loads.
But you'll often find obstructions,
By the cunning devil lain,
On a hill, a curve, or some place,
Where he'll try and ditch your train.
But you needn't fear disaster;
Jerk her open ' let her go ' !
For the King who ruleth all things
All his plans will overthrow.
You can make your trip successful:
Keep a-going ' don't look back ' !
Keep your hand upon the throttle
And your eye upon the track.
And when you've made your trip successful
And you're at your journey's end,
You will find the angels waiting
To receive you as a friend.
You'll approach the superintendent,
Who is waiting for you now,
With a blessed smile of welcome
And a crown to deck your brow.
Never falter in your duty,
Put your faith and trust in him,
And you'll always find your engine
In the best of running trim.

The C. P. R. Settlement Terms.

SINCE our editorial reference to the Canadian Pacific terms was written, Sir Charles Tupper, Finance Minister, has laid the official document before the House. It is given here in full as it stands now before the House of Commons for approval:

Resolved, That in view of the Canadian Pacific Railway Company having agreed with

the Government of Canada to relinquish, for the consideration and upon the conditions herein set forth, the exclusive privilege possessed by it in virtue of Article fifteen of the agreement between Her Majesty and the Company, contained in the Schedule to the Act 44th Victoria, Chapter 1, it is expedient to provide that:

(a) The Government of Canada will guarantee the payment of interest, until maturity, at three and a half per cent. on bonds of the Company to an amount not exceeding fifteen millions of dollars; the principal of such bonds to be payable not later than fifty years from their date, and the principal and interest to be secured as hereinafter set forth.

(b) Such bonds shall be secured by deed of bargain and sale to Trustees of all the Company's title to the unsold lands forming part of the Company's land grant under the said Act, and such deed shall be subject to the approval of the Governor in Council.

(c) The proceeds of the sales of the lands hereinbefore mentioned shall be paid over to the Government of Canada, together with any other sums which the Company pays over, for the purpose, to the Government, and the whole shall constitute a fund which shall be held by the Government for the exclusive purpose of satisfying the principal of the said bonds.

(d) On the amount so set apart, not exceeding the amount necessary to redeem the bonds hereinbefore mentioned, the Government shall pay to the Company interest at the rate of three and a half per cent., such interest to be applied in satisfaction of interest of the bonds as the same accrues; but if the Company makes default in the payment of any interest falling due on any of the bonds aforesaid, the Company shall, if required by the Government, pay over all interest collected under uncompleted sales, upon the price of lands sold as well as principal realised from sales thereof, and the Government shall allow on the amount of such payments, interest at the rate hereinbefore mentioned, and shall apply the same and all interest accrued on the principal fund toward the payment of the interest on the said bonds.

(e) So soon as the aggregate amount of the said fund, in the hands of the Government, equals the principal of all the bonds of the said issue then outstanding, the Company may pay in a further sum to cover any interest up to date, and thereupon the mortgage shall be discharged, and thereafter all interest on such bonds shall be paid by the Government, as also the principal at maturity, but the Government shall be in no way liable for the payment of any part of the principal except so far as the Company have provided it with a fund for the purpose.

(f) Such Minister as is designated by the Government shall be one of the Trustees under the said mortgage deed, and the appointment of the other Trustees shall be subject to the approval of the Government.

(g) All land grant bonds which form part of the former issue by the Company and are now held by it shall be cancelled, and the mortgage hereinbefore mentioned shall be subject to the payment of such of the said land grant bonds as are outstanding, but all sums due or to become due for unpaid purchase money to the Company on account of lands heretofore sold shall be applied to the payment of such land grant bonds according to the terms of the mortgage securing the same.

(h) If the Company, under any powers granted to it, sells or leases the branch of its railway East of Red River, between St. Boniface and the Boundary of the United States, any incorporated Company to whom such sale or lease is made, may operate such branch as if it had been incorporated for the purpose, but the moneys resulting from such sale or lease shall be applied either towards the payment of the bonds secured by the railway or towards increasing the security for such bonds by expenditure on the railway, or partly in one way or partly in the other.

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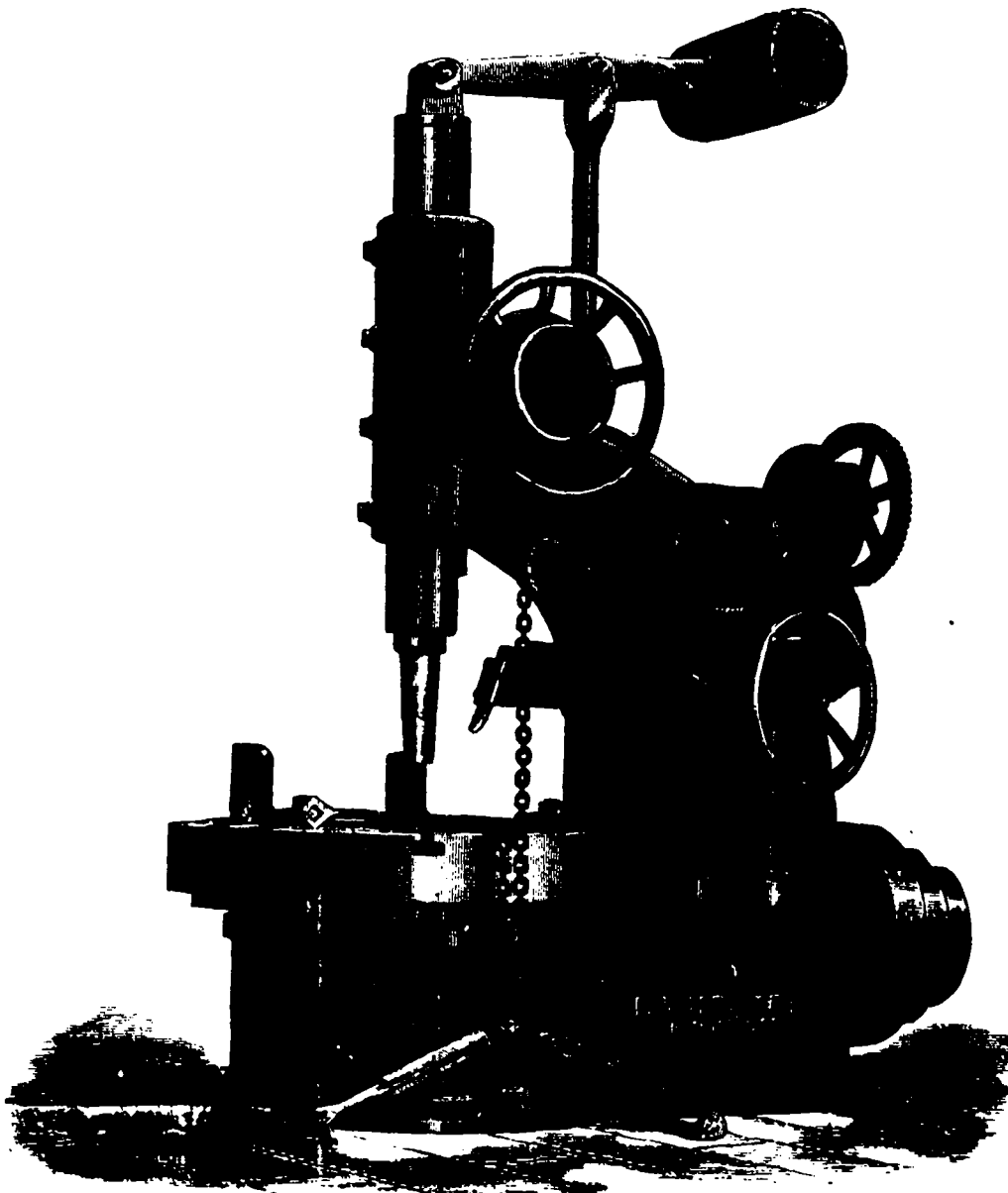
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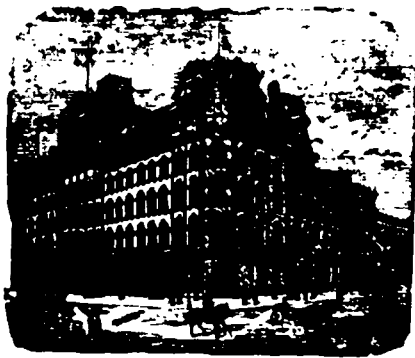
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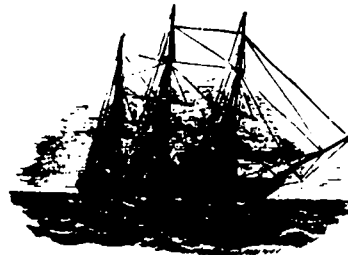
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