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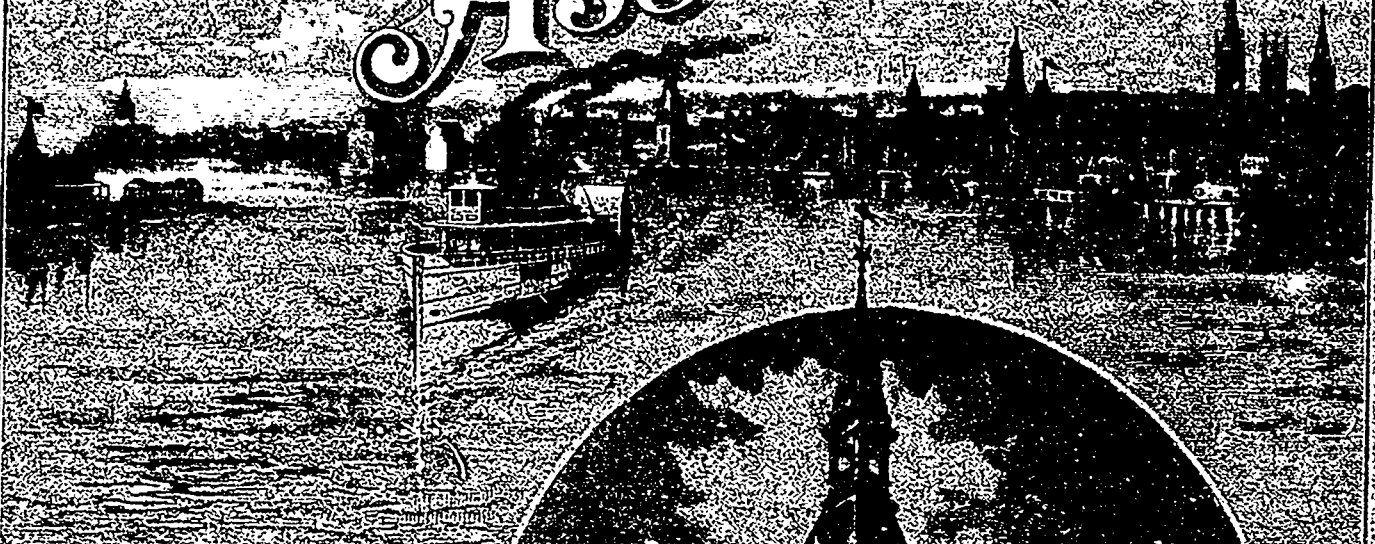
JANUARY, 1887.

VOL. II. No. 1.

*Railway*  
TORONTO,  
ONTARIO.



# WESTERN ASSURANCE CO.



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CAPITAL	\$1,000,000 00
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ANNUAL INCOME over	\$1,300,000 00
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AGENCIES IN ALL PRINCIPAL CITIES AND TOWNS IN CANADA  
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## Personal.

MR. N. A. DANE has been appointed city passenger agent of the New York, Lake Erie & Western Railroad Company, at Buffalo, to succeed Mr. G. E. Allen, resigned. The appointment took effect with the beginning of the year.

MR. D. O. PEASE, travelling passenger agent of the Chicago, Milwaukee & St. Paul Railway has distributed copies of an exceedingly pretty calendar for 1887, which has been published by this railway company. It consists of four cards tied together with ribbon, on each of which is a calendar for three months and a finely executed colored picture representing the four seasons.

MR. A. B. MACKLIN, formerly of the General Passenger and Ticket Department of the Chicago & Alton Railway, has been appointed Canadian Passenger Agent of that system, with head office in Toronto. Mr. Macklin is a Canadian by birth and education, though the greater part of his railway experience has been gained in the United States. He has the Canadian characteristics of perseverance and belief in honest hard work, and his reports to headquarters will doubtless be of the most satisfactory character to the management which has had the judgment to choose him for its representative on this side of the line.

A RECENT issue of the London *Free Press* says:—"A letter was received a day or two ago by one of our citizens from Mrs. F. Faunt, who left this city last May for Periperi, Brazil, where she had formerly lived. Her husband, Mr. F. Faunt, lived here ten or twelve years ago, and was employed in the G. T. R. car-shops. He left here and went to England, and while working there was given a position, by an English company, as foreman in their car-shops in Periperi, Brazil, where he has resided for the last ten or eleven years. Quite a large number of Englishmen and their families went there with him and are doing well. The railroad business is assuming large proportions in Dom Pedro's dominions, and large numbers of cars are turned out at these works."

THE following from the *Way Bill* is a just tribute to one of the best of the younger railway men:—"There is a popular saying that 'success denotes merit,' and when a young man attains a position of prominence in the railroad world the fact should be taken as proof of merit of no ordinary kind in the make-up of one winning such distinction. Such an elevation as that of Mr. Van't Woud to the responsible position of Eastern Representative of the great Canadian Transcontinental Trunk Line argues that his past career has been spent to good purpose. He was born in Wisconsin in 1857, and received a liberal education at Notre Dame, Ind. He became identified with the Indianapolis, Delphi & Chicago Railroad, and for four years acted as foreman of the Bridge Company. In 1881 he was appointed Assistant General Agent of the Royal Netherland Steamship Company for the United States and Canada, and for over three years creditably discharged the duties of that posi-

tion. May 31, 1884, Mr. Van't Woud was appointed Emigration Agent of the Canadian Pacific, and served the company in that capacity until Aug. 1, 1886, when he was appointed Eastern Freight and Passenger Agent."

ONE of the most important business institutions in New York connected with transportation is the World Travel Company, which owes its success, in great measure, to the energy and ability of its secretary and treasurer, of whom we find the following in a biographical sketch in the *Way Bill*, of New York: "To the railroad and steamship companies Mr. Saul is best identified with the American Exchange in Europe (Limited), with which institution he has been connected almost from its first inception in this country, having had entire charge of the transportation and commercial interests of that famous institution here. In the spring of the current year he was unanimously elected treasurer and manager of the World Travel Company, his present position. Mr. Saul has been interested solely with the legitimate ticket and transportation business, and since his connection with the World Travel Co., the tourist element has been considered secondary, it being his ambition to establish for the travelling public a general railroad and steamship representation, where all their wants can be fully and conscientiously supplied, and to the companies an intermediary whereby the respective facilities they offer can be given the public in the manner intended by them, and on a basis fully in accord with the interests of each. Mr. Saul's combination draft and ticket system for the protection and comfort of our immigrants is too well known to need particular comment here. Rumor has it, however, certain of our trunk lines, alive to its peculiar merits, are in negotiation with our young friend, and perhaps the coming year we may be called upon to chronicle a new departure in announcing Mr. Saul's change of base. Mr. Saul is remarkable for his practicability and tenacity of purpose, and an enviable talent for making and retaining friends, a keen eye to business, a magnetism and frankness, two important faculties which make us bespeak a prosperous future for any enterprise he may be identified with."

## Construction.

IT is understood that the C. P. R. have abandoned the idea of building a spur line across the Spray River at the Falls to reach Banff. They intend putting up a magnificent hotel at Banff, one of the finest of that class in America, and they will offer all possible convenience for the conveyance of passengers to the hot springs at Banff, and also extra inducements in the shape of low passenger rates, but they will not build the spur line in the meantime. The hotel they will erect next summer, and it will be offered for sale as soon as the resort warrants that it will do a good business. This is in deference to the fears of other parties at Banff, who were afraid that the C. P. R. intended to create a monopoly at that place.

A MONTREAL exchange says:—"At the request of the City Council the Grand Trunk authorities have agreed to erect an elevated railway from Point St. Charles to their new station in the city. This improvement, so much required, will do away with the level crossing upon which so many fatal accidents have happened in the past.

AN incorporator of the Chicago, Santa Fe & California Railway is reported as saying that it is the purpose of the company to begin at once the construction of a road from Chicago to Kansas City, Mo. He declared that, while the stock was not held by Atchison, Topeka & Santa Fe stockholders exclusively, the road would fall into the control of that company, forming a through line from Chicago to California. He would not state whether the Chicago & St. Louis Road had fallen under the control of the new company.

## Give "The Boys" a Chance.

THE following timely and telling article is from the *Railway Register*. It refers to the United States but the reforms it contends are wanted in Canada:—"More than one-half of the employees in the operating departments of the railroads of this country are from 20 years to 30 years of age. Physically they are the flower of the land.

It should also be remembered that this army of strong-limbed, athletic, active young men is very large. The duties demanded by our modern system of transportation are onerous, and only the vigor of young manhood can successfully perform the tasks.

The strength of the middle aged man will not avail. Both muscle and agility are required. Hence it is that operating departments are full of young men.

Under the most favorable circumstances, injuries and fatalities seem inevitable. Courts of law hold that every man, upon entering the employ of a railway company, voluntarily assumes certain risks of injuries, for which there is no redress.

An article, written by Dr. W. B. Outten, and printed in the *Weekly Medical Review* of this city, is surprising in its revelations. It appears that of all the accidents to employees upon the St. Louis, Iron Mountain & Southern Railway, for six years ending December 31, 1884, 28 per cent. were caused in coupling and uncoupling cars.

Nearly 20 per cent. of all the accidents to employees upon the Missouri Pacific system in 1885, were coupling accidents.

By far the larger part of their injuries occurred in the handling of freight cars.

Now the practical question is, cannot this maiming of the young men upon the railroads be lessened? It certainly is worthy of careful, conscientious thought. It is deserving of agitation.

Some device must be adopted to save the fingers, hands, arms, legs and lives of the stalwart young railroad men."

### The Grand Chief Conductor.

A SHORT biography of Mr. Calvin S. Wheaton, appears in the *Railway Conductor's Monthly* for January. From that article the following facts are gleaned:

Mr. Wheaton was born in Seneca, N. Y., Dec. 4th, 1846. When sixteen years of age he commenced his apprenticeship under a master builder, and at nineteen was in full possession of his trade, which occupied his time until Nov. 30, 1871, when he entered the service of the Northern Central Railway Company, as brakeman; August 23, 1872, he was promoted to conductor, and served in that capacity, and that of yardmaster, until he left the service of the company in September, 1883. The only break in this period of service was in 1882, when he was offered a good position on the Missouri Pacific Railway, at St. Louis, Mo., whither he went, but in about a month, under a change of officers, he returned to active service with the old company.

Mr. Wheaton left the service of his company to accept the position and salary of Grand Chief Conductor of the Order of Railway Conductors, with a leave of absence, longer, we believe, than had ever before been granted any employee of the Pennsylvania Railroad Company; granted on account of his long and faithful service, and he to-day enjoys the confidence and respect of every member of the official staff of the company.

Mr. Wheaton was elected Grand Chief Conductor of the Order of Railway Conductors, at St. Louis, Mo., in October, 1880, and was re-elected at Buffalo, in October, 1881; again re-elected at St. Paul, in October, 1882, and at Kansas City, in October, 1883, was elected for a term of three years. When first elected to this important and honorable position, the Order numbered about 1,000 members, with forty Divisions, while to-day the membership is over 10,000, with 206 Divisions in good working condition. The unprecedented growth of the organization proves conclusively that he has been the "right man in the right place," and his several re-elections show that his labors are fully appreciated, and he to-day stands at the head of one of the most powerful organizations of railway people in existence, honored and respected by all. During his incumbency, the Insurance Department has grown from less than 200 members to its present magnitude, and has paid during the past fifteen months the sum of \$90,000. The *Railway Conductor's Monthly*, which is in a flourishing condition, and is proving itself a necessity, as well as a source of profit, financially, to the Order, was established in 1884, with Mr. Wheaton as editor.

Bro. Wheaton is popular with his membership, the high or low, the old or young being each to him as "Brothers," and his gentlemanly demeanor and loyalty to principle has won the Order that he represents the confidence of the railway managers of the country.

Bro. Wheaton in speaking of the success of the Order, says harmony and confidence, together with will and hard work, have won the fight.

Mr. Wheaton is a thorough, practical railway man, an eloquent speaker, and an able debater, and the Order is to be congratulated that it may count him as one among us.

### A New Automatic Electric Signal.

THE *Electrical Review* says:—"The Boston & Lowell Railroad is experimenting, between the West Somerville and Arlington stations, with an ingenious and novel signal and danger alarm for use previous to its general adoption, provided its operation is satisfactory. The invention consists of a generator of electricity, placed on the engine, and connected with the rails by a suitable device to convey the electric current from the generator. In the cab of the engine is a gong or target, which will ring a safety signal, if the tracks are all clear, the rails in place and not broken at any place, the switches and draw-bridges all closed and locked, when a train is entering upon a section of the road. Should there be any displacement or obstruction upon the track, the gong will sound a danger signal, and a target will appear before the engineer, showing the words "danger slip," and the target will remain at danger until the trouble is removed, or until the entrance is made on the next section, when it returns to safety. At no time can an engineer approach danger except at a distance in which he can stop his train or bring it under perfect control. Another new and important feature in the invention is that all switches and draw-bridges are locked by the train immediately upon entering the section where they exist, and they cannot be opened until the train has passed.

### The Severn Tunnel.

THE great Severn Tunnel in Great Britain which has been under construction for the last fourteen years, was formally opened for passenger traffic on Wednesday, December 1st. In September of last year the work was so far completed as to admit of the passage through-out of a train conveying Sir Daniel Gooch and a number of the officials of the railway. On January 9, a coal train of 200 tons also passed through, but the opening for passenger traffic was delayed, until some necessary works had been carried out in the approaches, until the 1st inst. At present traffic is confined to local business between Bristol and Cardiff. The fast through service will not be started till the early part of next year, probably about February or March, owing to the difficulties met with by the contractor in the construction of the new tunnel at Patchway. Until this is completed the doubling of the line, without which the fast through service is impossible, cannot be accomplished. The pumping machinery for keeping the enormous water influx down is of remarkable capacity, capable, it is said, of raising over 25,000,000 of gallons per day. The tunnel has been lined with vitrified bricks set in cement, about 75,000,000 bricks having been used for this work alone; but with a head of 170 feet some good work is necessary to keep water out."

### The Telegraph.

ON Sunday, 19th ult., a wonderful demonstration of the practicability of long distance telegraphing was made over the wires of the C. P. R. system and the Bennett-Mackay cable line. New Westminster, on the shores of the Pacific, was united with Old Westminster, of England, by a continuous telegraphic and cable circuit of over six thousand miles. It is stated that this is by far the longest circuit that has been worked. The operator at New Westminster ticked off the message, which was next moment in London, six thousand miles away. The message was repeated at various points by automatic repeaters, and was transferred from telegraphic to cable signals, and back again by automatic instruments; but the message only passed through the hands of two operators, the sender at New Westminster, and the receiver in London. When the circuit was completed New Westminster sent the following complimentary message to London:

New Westminster, B. C., sends greetings to Old Westminster—12.20 p. m. Weather cloudy, light rain; thermometer 44 above. What is the weather with you and time of day?

To this the following reply was made:

Old Westminster sends kindly greetings to its younger namesake. Weather here is heavy fog; temperature above 32 Fahrenheit. The city is enveloped, but about three miles outside weather is clear. We all send you the compliments of the season, and hope this year which has seen such tremendous strides made by you and your friends, will be long remembered, and that years to come will prove the value and importance of your great undertaking.

When the line was clear, Winnipeg called London. The following communications were exchanged:

To London—

Winnipeg, the centre of Canada and metropolis of the greatest cereal producing region of the North American continent, sends greeting. Weather clear and bright. Thermometer 30 above. We are a happy and contented people, and there is room for millions more. Come and join us in building a grand Canadian nationality under the aegis of "the flag that braved a thousand years the battle and the breeze."

WINNIPEG.

To Winnipeg—

8.22 o'clock.—We have heard a great deal about your wonderful city, and cannot but admire its marvellous progress. It is bound to be the centre of a vast population. Let us hope that the many thousands who will leave these shores to find homes in your country will grow up in the path marked by you.

LONDON.

Another circuit was arranged with the Baltimore & Ohio Telegraph—the C. P. R. Co's United States connection—and New Orleans was put in indirect connection with New Westminster. Greetings were exchanged, and the test was highly satisfactory.—*Electric Age*.



#### PUBLISHER'S NOTICE.

RAILWAY LIFE will be mailed to any address in Canada, United States or Great Britain, at \$1.00 per year in advance. Single copies, ten cents.

Contract advertising rates furnished on application. Casual advertisements inserted at rate of ten cents per line nonpariel.

Subscriptions discontinued on expiration only when so ordered by subscriber.

Discontinuance, or errors, or changes in address, should be reported to RAILWAY LIFE, and not to the post office. Repeat order if necessary. Subscribers and others who may take this journal from the post office or carrier are legally responsible, notice of discontinuance of subscription notwithstanding.

Post office boxes or street and number should be added to address to secure a safe delivery.

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

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

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

W. B. CAMPBELL, *Publisher.*

Offices—64 Bay Street, Toronto.

TORONTO, JANUARY, 1887.

1887.

WITH the present issue we enter upon Volume II.

We take this opportunity to thank our many friends for material and moral support, more cordial and more general than ever our brightest forecasts had led us to expect. But there are thousands of Canadian railway men to whom RAILWAY LIFE would be of interest and benefit, whom we do not reach, and we would ask the continued support of our friends in our endeavor to reach them.

Without desiring to attempt repayment in dollars and cents for the many voluntary acts of kindness, of which the LIFE is the recipient, we wish to show that we reciprocate our friends' good will. We have arranged with well known Toronto houses, in various lines, for special articles of greater or less value that we may present them to those who exert themselves on our behalf.

In asking your friend to subscribe for RAILWAY LIFE, you are calling to his attention the handsomest class journal ever published in Canada, and one equal to the best in the United States. The paper is thoroughly Canadian, and gives information found nowhere else than in its columns.

If you wish to help us, write to the LIFE for a list of the useful and handsome articles we present to our friends. There is something for everybody, whether the assistance given be much or little, and we ask the friendship and co-operation of all.

#### NEXT SESSION OF PARLIAMENT.

HITHERTO we have had in Canada far too much merely political railway chartering. The legitimate of results of the admixture of the politician with the railway man are the building of roads prematurely, the blocking of important and necessary schemes of construction, trickery, doubt and discredit, where we feel it most—in the money markets of the world. When British investors find that they have not merely a railway problem but a "political situation" to consider, they naturally prefer to go into something with fewer complications. Important charters have been secured by politicians and played with and used by them for their own purposes regardless of the people's interests or of the interests of genuine railway men who, however able in their own line, could not hope to match the politicians on their own field as well.

In another column will be found a long list of bills which it is proposed to ask Parliament to pass. Many of these we know to be necessary and just in the interest of the country. Others are not so clearly so. It is to be hoped that next session Parliament will do what it has often threatened to do before—examine very carefully the details of every scheme, and demand that those who ask for privileges give good evidence that the public, as well as the promoters, are to get a fair share of the profit. It has been too long assumed, that, as a railway is a benefit to a country, any man who proposes to build a line must be a public benefactor. This does not follow, as Canadians have often found to their

cost. If a scheme is good and well backed, the promoters need not fear the closest investigation and, in nine cases out of ten, they will be glad to have it; if a scheme is without a good bottom, the sooner the bottom is knocked out of it the better. And the best chance of giving the quietus to proposals that are not worthy of continued life is while they are before the Railway Committee of the House of Commons.

#### A GOOD CHARACTERISTIC.

WITHOUT pretending to know anything of the rules or policy which guides the management of the Canadian Pacific in its appointments, one can hardly fail to notice the class of men in active service for that company. It seems to be the rule to employ young men, or, at any rate, that youth should be no barrier to appointment. The result is that the actual work of the company, wherever it comes in contact with the public, is carried on by active, keen-sighted, quick-witted young fellows, with whom it is always a pleasure to deal. The general verdict seems to be that accuracy and promptitude characterize the service of the Canadian Pacific in every department, not merely in the railway itself, but in the express and telegraph departments as well.

Further than this, it would seem that the management have learned that hardest of all lessons for a management to learn—to devote itself to the work of direction and leave the carrying out of details to those charged with that duty. Not only has this been done, but every person in a superior position to others seems to have been imbued with the same idea. Consequently, there is an air about Canadian Pacific officials as if every man was proprietor of that part of the business which he was detailed to "run," and recognized that he could not hope to make a success of his business except by keeping constantly wide awake, anxious to seize every opportunity to be of service.

In what is said above there is no desire, it need hardly be said, to disparage the management of other roads, for we do not feel competent to instruct managers in their business, and we are not ashamed to confess it. But, looking at the matter from a public point of view, the Canadian Pacific seemed to

have in a marked degree the good characteristic referred to.

The point is an important one, for the public judge of a railway quite as much by the conduct of the officials as by the shipping facilities or accommodation provided for travellers. It is not enough that employees should simply obey the rules, for in this as in every other important matter, if the spirit with which a thing is done is right, the letter of rules is not of so much consequence.

## Editorial Notes.

THE superintendent of two consistent roads have been fined for blacklisting a man. This is carrying out the principle established by fining the working men who undertook to boycott an offending manufacturer. The question is still a very serious one as to how far individual liberty may be interfered with in such cases, but, certainly, if the boycott is to be put down the blacklist should not be allowed to stand.

THE *Railway Age* estimates that 8,000 miles of railway have been built during 1886. This is an enormous figure, and gives a better idea than almost any other single fact could of the great and rapidly increasing importance of the railway interests of America.

WE would direct special attention to the advertisement of the Rathbun Company on another page. This great business enterprise, unequalled in its line in Canada, offers special lines of manufactures for the use of railways in construction and operating. The business of the company, under the management of Mr. E. W. Rathbun, is carried on in thoroughly modern style, characterized by promptitude, accuracy and thorough organization. There is no larger firm in Canada and there is none better anywhere.

FOLLOWING the lead of its more wide-awake Canadian rival, the Union Pacific Railway has decided to adopt the 24 o'clock system. In fact the American railway journals state that the new system is "in successful operation" on this line. The 24 o'clock system being the idea of a Canadian, Mr. Sanford Fleming, it was to have been expected that Canadians would be the first to use it. Even had it been proposed in the United

States, it would probably have had its first trial on this side of the line. Some day the idea in its entirety will be accepted, the sun, which has kept time for us so long, will be retired from duty, a central meridian will be accepted and absolute time established.

THE Montreal Carnival is resumed this year, having quite recovered from the smallpox scare. Some people are making comparisons with the St. Paul carnival, which now seems to bloom every year, although it had become quite acclimated. Comparisons are odious at all times, except, as in this case, when they are impossible. The St. Paul carnival is doubtless a very fine affair, but it is not Montreal's carnival, and that's all there is about it. In St. Paul they have no race of young men brought up on snow-shoes and skates as they have in Montreal, they have no Mount Royal, they have no French-Canadians—to speak of. The Montreal carnival is unique and unapproachable. The visitors it draws to the Canadian metropolis yield large revenues to the railway companies, and this would be a reason even if we had not every desire to see, of the wish of Montreal's heart granted, why we should express a cordial hope that the carnival of this year of grace 1887 may outshine all its predecessors.

THE Railway Commission is now sitting at Montreal. Judging from the despatches, the evidence in that city does not favor the appointment of a permanent commission. Montreal is centre of Canadian railway experience. The results of all the railway work are known to the managers and heads of departments, and the duty of comparing and drawing wise conclusions devolves upon them. In the head offices of the two great railway corporations there must be accumulated knowledge of the most important character, and when so grave a subject as that of the regulation by the State of our railway interests is up for discussion, the public advantage would be served by opening the store houses for those who are the public's servants in this matter. It is to be hoped the leading members of the profession in Montreal will give their opinions upon the subjects in dispute. Whatever report the present commission makes, it should be based upon the fullest information available.

## Contributed.

### CANADIAN SOCIETY OF CIVIL ENGINEERS.

THE following is from a well-known member of the profession:—

Civil engineers have not received such recognition in Canada as the standing of their profession demands. It has always been a moot question, what constitutes a civil engineer. The institution of Civil Engineers in England, the highest professional authority, has accepted Telford definition that civil engineering is "the acquisition of that species of knowledge . . . . . being the art of directing the great sources of power in Nature for the use and convenience of man, as the means of production and of traffic in states both for external and internal trade, as applied in the construction of roads, bridges, canals &c. &c." We are glad to see the Canadian Society has adopted the same definition, and in their constitution have done wisely in making eligible for membership all persons who are engaged in designing or constructing railways, canals, harbors, bridges, roads, river improvements, or other hydraulic work, sanitary, electrical, mechanical or military work, and navigation by water or air. This ought to cover the whole field in Canada for many years.

The present professional *status* is an anomalous one. As a profession civil engineering has no legal recognition. The question of what constitutes a civil engineer is almost daily asked in the courts. We congratulate the profession on the step they have taken in forming a society, and bid them not to be discouraged by any opposition they may meet with. And we will venture a piece of advice, "hasten slowly." Let the Society be well established before seeking an act of incorporation. It would be impracticable, however, to hold the Society together long without incorporation which would mean later on making a "close" profession. We bid the Society be warned by the laughable failure of a few years ago. The high standing of the engineers composing the provisional committee is a guarantee of success. It rests with the members to complete the work so bravely inaugurated by a few who have the best interests of the profession dearly at heart. It is not yet twelve months since the movement was



inaugurated. Circulars have been sent out to over 400 engineers since Christmas Day, and already over one hundred have signified their acquiescence. No better proof than this could be given of the need for such a society.

The Provisional Committee comprise: Mr. T. C. Keefer, C. M. G., of Ottawa, chairman; Messrs. H. F. Perley, W. C. Anderson, R. Surtees of Ottawa; Prof. Bovey, Messrs. John Kennedy, P. Alex. Peterson, P. W. St. George, of Montreal; Col. Gzowski, A. D. C., Messrs. Kivas Tully, W. T. Jennings, of Toronto, and Alan Macdougall, Toronto, secretary.

### RAILWAY LEGISLATION "IN SIGHT."

THE statement made in a recent issue of RAILWAY LIFE, that there was every prospect of the Parliament of Canada having a great deal of railway legislation to deal with next session, is still further justified by the appearance of the *Canada Gazette* of late. The statutory notices comprised within the last issue relating to railways take up several pages. The majority are for incorporation of new companies, though a number of changes in charters are to be called for also. The following is the list of applications in the last *Gazette*. Some of them have been previously noted, but as a complete list will be of interest, no omissions are made:

John P. Noyes, secretary of the Stanstead, Shefford & Chambly Road, gives notice of application for an Act authorizing it to sell the whole or any part of its railway to any company authorized to construct a railway on the same line, and to make all needful arrangements incidental to such sale.

Messrs. Caron, Pentland & Stuart, Quebec, give notice of application for an Act to revive the charter of the Quebec and James' Bay Railway Company, and to amend the same by extending the delay for the commencement and completion of its works, and in other respects.

Mr. A. M. Moore, secretary of the Waterloo & Magog, announces that an Act will be applied for authorizing that Company to revise and alter the location of its railway or any part thereof, to take up such portions thereof, as shall not form part of the re-adjusted line, to sell the same or any portion thereof to any company authorized to construct a railway on the same line, and to make all needful arrangements incidental thereto.

The following notice is given by Messrs. Davidson & Bedard, of Montreal, solicitors for the applicants:—Application will be made to the Parliament of Canada, at its next session, to incorporate the People's Electric Railway Company, for the construction of railways from points in or near the City of Montreal to points elsewhere on the Island of Montreal, and to distribute and supply electric light and water power.

Mr. A. R. Boswell, solicitor for the applicants, announces application for a charter for the "St. Mary's Bridge Company," with power to construct a railway bridge over the river Ste. Marie, with approaches, to lease the same or the use thereof, and to make all financial arrangements necessary therefor.

Another new proposed charter, of which notice is given by Mr. H. J. Scott, is that of the Niagara & Woodstock Railway Company, with power to construct a railway from the town of Woodstock to the Niagara River with branches to important traffic points along its route, and to cross that river by means of a ferry or bridge.

A notice by Messrs. Longhead & McCarthy, Calgary, covers a charter for "The Chinook Belt & Peace River Railway Company," authorizing and empowering the said company to construct a railway from a point on the St. Mary River to a point at or near Fort McLeod, thence to, at or near the town of Calgary, thence to, at or near the town plot of Edmonton, and thence to the Peace River.

Messrs. Caron, Pentland & Stuart give further notice of an application to revive the charter of the Quebec Railway Bridge Company, and to amend the same by extending the delay for the commencement and completion of its works, and in other respects.

The Saskatchewan & Western Railway Company desires, under notice by Messrs. Macdonald, Tupper & Phippen, its road to be declared a work for the general advantage of Canada, and to be authorized to extend the line from Rapid City, beyond the western boundary of Manitoba, and also to confirm a lease of the said railway to the Manitoba and North-Western Railway Company, of Canada, and also to make some financial re-arrangements. The same firm give notice of application to the Manitoba & North-Western Railway for a confirmation of the lease mentioned above.

W. D. Swayze, Dunnville, notifies the public that Parliament will be asked to incorporate the Medicine Hat or Dunmore & Benton Railway Company, to construct a railway from the main line of the Canadian Pacific Railway at or near Medicine Hat or Dunmore, to the boundary line in the most direct or possible line for Benton, Montana.

Mr. T. P. Pearce, for himself and associates, will apply for the right to hold and operate the Cobourg, Peterboro' & Marmora Railway & Mining Company property, purchased under a decree in Chancery.

The South Saskatchewan Valley Railway Company, through their solicitors, Messrs. Kilvert & Biggar, Hamilton, give notice of application to change the route and construction from Regina to Battleford, and to acquire power to amalgamate with the Qu'Appelle, Long Lake & Saskatchewan Railroad & Steamboat Company and others, extension of time, etc.

Messrs. O'Connor & Hogg, Ottawa, give notice of application for a charter to build a line from Rapid City to Bird Tail Creek, thence to Yorkton.

A charter to be applied for is announced by Messrs. McArthur, Dexter & Durwar, Winnipeg, to build a line from Portage la Prairie to

the International Boundary at or near the Lake of the Woods, and to construct a branch of the line to a point on the International Boundary Line within the 4th and 5th ranges west of the first principal meridian in the Province of Manitoba; and to build bridges over the Assiniboine and Red Rivers at the points of crossing of the said line; and to operate vessels on the Lake of the Woods.

A notice, unsigned, calls for a charter to construct a line between Edmondston, New Brunswick, and Beau Lake, in the Province of Quebec.

The name of Mr. W. G. Shaw appears appended to the following notice: "Application will be made to the Parliament of Canada, at its next session, for an Act to consolidate the Acts relating to the Rocky Mountain & Souris Railway Company and the North-West Central Railway Company, to provide for the re-arranging of the bond-issue, to define the route of the said railway, and to grant such further or other powers or make such other enactments in the interest of said company as may be deemed necessary or expedient and meet the approval of said Parliament."

Mr. David Blain, for himself and associates, announces application for a charter for a line from a point on the C.P.R. west of Brandon to Battleford.

Under notice given by Messrs. Eberts & Taylor, Victoria, a charter will be asked for to construct and work a line of railway from Golden City, British Columbia, the Columbia River to the head of Upper Columbia Lake, thence down Kootenay River to St. Mary's River, thence to Cranburgh.

Notice is given that the trustees of the bondholders of the South Eastern Railway, appointed under Act of the Legislature of Quebec, will make application to the Parliament of Canada for an Act to abolish the trust, and to constitute the bondholders a corporation.

Mr. G. D'Arcy Boulton gives notice that the Northern, the Hamilton & North-Western, the North Simcoe, and the Northern & Pacific Junction will apply for consolidation and for power to re-arrange and consolidate their respective securities and stock and share capitals.

Notice is given by Mr. Charles Macdonald of application for a charter for a line to be called the South Ontario Pacific, from a point on Lake Erie via Ridgeway to a point on Lake Huron, with a branch to Oil Springs or Wyoming.

Alexander T. Galt—presumably Sir Alexander—gives notice of application of time for extension of time for the St. Gabriel, Levee & Railway Company, for power to extend the levee and railway to a point on the Lachine Canal.

Messrs. Martin, Kitchin & Martin, are solicitors for the applicants for an amendment of the Hamilton, Guelph & Buffalo charter, authorizing the company to build from Hamilton via Brantford and Woodstock to or near Ingersoll, and also from Hamilton eastward to Toronto.

The Kincardine & Teeswater Railway Company, under notice given by Mr. W. Clifton Locombe, will apply for a charter covering

power to connect with the Canadian Pacific at Teeswater.

The following notice, signed by Mr. John Bell as solicitor for applicants, is one of the most important given:—Notice is hereby given that the Ontario Sault Ste. Marie Railway Company will apply to the Parliament of Canada, at its next sittings, for an Act, to enable it to enter into arrangements with railway companies in the United States of America for working traffic between Canada and the United States of America, and to enable the company to work its traffic across the St. Mary's River, at Sault Ste. Marie, and to connect with lines of railway in the United States of America, and to own lands on either side of the boundary for its purposes.

Messrs. Myer & Dickinson give notice of application for a charter to build from Teeswater to Port Elgin with power under consent of the crown, to take over Port Elgin harbor.

A charter will be applied for a road from a point on the Canada Atlantic, in Glengary County, to a point on the Ottawa River, in Prescott County, with branches to L'Original, Caledonia Springs and Vankleek Hill, if necessary. The notice is signed by Messrs. Pinhey, Christie and Christie..

A line from Bow River from a point on the Canadian Pacific Railway by way of Kananaskis Pass to Kotenay Lake, B. C., is proposed and notice of application is given by Messrs Eberts & Taylor, Victoria.

The Teeswater & Inverhuron Road, under the proposed charter, will run from Teeswater to Inverhuron, and with the charter power will be asked to take over Inverhuron Harbor.

Mr. J. A. Gemmill, Ottawa, announces another Hudson's Bay Road from Winnipeg to some point near the mouth of Albany River.

The following notice is signed by Mr. R. T. Heneker, solicitor for the applicant:—Notice,—Application will be made by the Atlantic & North-West Railway Company to the Parliament of the Dominion, at its next session, for an Act confirming the contract, purchases and lease to the Canadian Pacific Railway Company, made in connection with the establishment of the line of railway between Montreal and the Atlantic seaboard, commonly called the Short Line Railway; and providing for the regulation of all matters incidental thereto.

The Ontario & Quebec will apply for power to acquire the West Ontario Pacific.

The Ontario Pacific will apply for power to build a spur from Ottawa to Manotick.

The following important notice is signed by Mr. R. T. Heneker, solicitor for applicant: Application will be made by the Canadian Pacific Railway Company to the Parliament of the Dominion, at its next session, for an Act granting power to acquire by lease or otherwise, the remainder of the line constructed or acquired or to be constructed or acquired by the Ontario & Quebec Railway Company; confirming the terms and conditions of the lease to the Canadian Pacific Railway Company of the consolidated line of the Atlantic & North-West Railway Company; making provisions respecting the construction of a

bridge over the St. Mary's River, forming the continuation of the Algoma branch, either by the company or by an independent organization; approving the location of the branches constructed or in course of construction by the company; granting power to issue bonds upon any new branch line to be constructed under the powers already possessed by the company; and making all necessary provisions incidental thereto.

Last of all is the scheme to build from New Westminster, B. C., to the International Boundary between Semiahmoo Bay and Township 10 of New Westminster district, notice of application for charter being given by Mr. W. Norman Bole.

### ONTARIO & RAINY RIVER RAILWAY.

A RAILWAY which is expected to open up an immense stretch of country rich in minerals and timber and richer still in its fertile soil, to compete with the Canadian Pacific from Winnipeg to the Lakes, and to take through the older provinces a large part of the traffic which it is proposed to draw off to the Hudson's Bay, is necessarily one of very great importance. Such is the Ontario & Rainy River Railway, which is projected from Port Arthur, the head of lake navigation and the most promising place, except Winnipeg, touched by the western portion of the Canadian Pacific, to Pembina, on the boundary, thence northward to Winnipeg, thus reaching from the head of navigation to the capital of the North-West, tapping, on its way, northern Dakota and Minnesota, and southern Manitoba, the best settled and richest portions of the new North-West. The company was organized in 1885, and applied for a charter both to the Dominion and Ontario Legislatures, as, owing to the unsettled state of affairs in relation to the boundary, it was not known where the authority rested. But the Ontario Legislature could not charter a line beyond the boundaries of the Province, and the Dominion Government would not countenance the proposed charter owing to the clause of the Canadian Pacific charter prohibiting the building of lines of railway southerly or south-easterly between the Canadian Pacific line and the international boundary. The company accepted the charter under a Provincial statute, to the western boundary of Ontario, and arrangements have since been made under which the line can reach Pembina through American territory. The only question still unsettled is whether the company has power to build across the boundary without the special authority of the Parliament of the Dominion. The promoters are confident that this difficulty can be overcome.

The line, as projected, will run from Port Arthur through the village of Fort William, and up the valley of the White Fish River, in the vicinity of the famous Rabbit Mountain and Silver Mountain Mines, and will pass westward along the southern boundary of the province, including a considerable mileage along the Rainy River. The vast mineral resources of the region west of Port Arthur are becoming more and more widely known, and

are attracting perhaps more attention among English capitalists to-day than any other mineral region in the world. The Rainy River region has lately been the subject of a series of letters in the *Globe*, of this city, making it clear, if there were any who doubted it, that that region is one of the most promising for the agriculturist in this whole Garden Province of Ontario. There is a large tract also offering special advantages to the lumberman. In this connection the advent of the railway will be specially noteworthy for this reason: The divide of the waters between the Atlantic and Pacific, west of Arrow Lake, is the section where some of the best timber is found. There is a large pine-covered area in which the trend of the rivers is generally northward. As these natural carriers, which flow to the market in the older parts of the Province, would bear the logs off to unknown Arctic regions, the railway is absolutely necessary to lumbering operations. Settlement, and the active prosecution of the agricultural, mining and lumbering industries, would very rapidly follow the building of the road.

The proposed line is of special interest to Port Arthur, but in every way in which that rapidly advancing town hopes to benefit the eastern portion of the Province and the Atlantic sea ports of the Dominion would receive advantage also. Port Arthur is the head of the inland navigation of the continent, and in order to develop the possibilities of her situation competition with the Canadian Pacific to and from the great prairie region of the West is deemed necessary. While this is not regarded as a rival scheme to the Hudson's Bay Road, it is believed that Port Arthur is for the present the natural outlet for the grain producing region. And, should the rapid development expected in the future make the Hudson's Bay Road necessary, this line will furnish an advantageous eastern connection and free the Hudson's Bay Road proprietors from the danger of being at the mercy of the Canadian Pacific. Wheat shipped by Port Arthur will reach a market within the season it is gathered, whereas under the Hudson's Bay scheme as at present outlined until the following season, storing will be necessary. Taking Brandon as the centre of the grain growing region the Port Arthur route has the advantage of that by Hudson's Bay in a hundred miles of rail carriage. As there are well established lines of vessels, now plying between Port Arthur and Montreal, as large vessels will soon be available in the improved and water-ways and as the ocean trade canals is already established it is expected by the promoters that the shorter ocean voyage of the Hudson's Bay Road will at least be neutralized. Moreover produce shipped by the eastern route passes in its way to the Atlantic, the chief markets of America, and in view of the immense quantities of all kinds of natural produce we ship to the United States, this is an important point. The scheme appeals to those in the east, as it develops trade between east and west instead of sending the goods through a channel yet to be opened and of benefit to comparatively few. The scheme is a practical and feasible one and there are no problems yet to be solved in connection with

it such as that of the navigation of Hudson's Bay, which, however many may believe in it, has never yet been accomplished in a way to suit the requirements of modern trade. The country is an easy one to build through and construction can be carried on both well and rapidly. The promoters expect to be assisted by both the Dominion and Provincial Governments. The Dominion Government has already given aid to the Colonization Railway Co., a line projected from near Port Arthur westward over the same territory, in part, as is covered by this scheme. Arrangements will probably be made for the amalgamation of the two companies. Application will be made to the Dominion Government for power to bridge the Rainy River to the American side. A branch is projected to connect with the Canadian Pacific Railway at Rat Portage. The scheme is backed by great capital, influence and experience, numbering its promoters some of the best known Canadian and American capitalists and railway builders.

#### GRAND TRUNK G. W. DIV. SHOPS.

THE following account of the Great Western Division shops at Hamilton is condensed from the *Railroad Gazette*:—

The shops at both places are well built and lofty, the walls being of stone and white brick respectively. The shops at Hamilton are well equipped with tools, cranes, etc. In one erecting shop two overhead travelling cranes are used, one for each end of the engine being lifted. The crabs, etc., were made by Messrs. Wren & Hopkinson, of Manchester, England, while the girders were made in the railroad shops.

The Great Western bought some 200 new engines at the time it changed gauge, and while these engines have hitherto cost little to keep in repair, they are now all simultaneously in want of heavy repairs, new boilers and fire-boxes, etc.

The Darby crown sheet is used on many of these rebuilt engines, and is found to give excellent results. It is said that engines with this form of crown carry their water very steadily, and that it does not rise and fall in the glass as in engines fitted with either direct stays or ordinary crown bars.

This division has for many years made all its new engines at the Hamilton shops. The regular standard boiler has direct stays, and the top of the box is rounded with curves of large radius, so that the direct stays enter both the casing-plate and the crown-sheet nearly at right angles.

The locomotive driving axles are made slightly larger in the wheel-seat than the journal, and slightly larger in the eccentric and collar-seat than in the wheel-seat, the different diameters being united with a fillet. The centre of the axle is left rough from the hammer, and is somewhat smaller than the journal. This method of proportioning an axle is slightly more expensive than the usual plan of shouldering down the axle where it enters the wheel, but makes a stronger axle, as it avoids the wheel shoulder at the back of the wheel-seat.

Some four-wheel coupled switching engines are nearly completed. The front end of the engine is carried on a four-wheeled truck, and the hind end on a Jewell two-wheeled or pony truck. This truck has been much used by the Rhode Island Locomotive Works. The centre bearing is formed of a plate with ridged corrugations. Two tapered corrugated rollers are interposed between this plate and a corrugated plate placed on the truck bolster. The latter plate is V-shaped, the sides sloping toward the centre. The truck works with little friction, and is kept central in a manner similar to the Bissell truck, but the interposition of rollers between the surfaces lessens the friction, while the corrugations oblige the rollers to revolve when any movement takes place, and retains them always in their proper position. Were plain rollers used, they might get flat by wear and pressure, and would then work with considerable friction.

These engines carry their water (1,800 American gallons), partly in the saddle tank over the boiler and partly in a tank under the coal space and over the hind truck. They would appear to be a useful engine for working local trains, especially on such a local line as the Great Western. The worst grade, Copetown, rises directly west from Hamilton at from 45 ft. to 54 ft. per mile for 11 miles. With the exception of another grade near Niagara Falls, of 33 ft. to the mile, the rest of the line is practically level, and therefore only four-coupled engines are used.

The Grand Trunk proper and the numerous lines now part of the system have, however, very heavy grades, and therefore Mr. Wallis, the Superintendent of Motive Power, has adapted a Mogul with 18 by 24 cylinders and 62-in. wheels for a standard freight engine, and a plain six-coupled engine with 56-in. wheels for switching. Fire-brick arches and a large deflector in the fire-door are used on the Grand Trunk, and the fire-door is generally kept open while running, but neither brick arch nor deflector is used on the Great Western Division.

Mr. C. R. Donville, the Superintendent of Machinery, finds, contrary to the general opinion, that the brick arch does not materially lessen smoke, or diminish the number of leaky flues. With the brick arch, the dust collects round the leakage and adheres to the flue sheet, forming a deposit which would in time choke up the flue orifice. It must then be scraped off, and this cannot easily be done with the brick arch in the way.

A new spark-arrester will shortly be tried on this line. The deflector plate, and base of the smoke-box and inside of the smoke-box door will be formed of cast-iron plates with chilled ridges with sharp edges. It is anticipated that the sparks will strike the saw-like teeth or ridges and will be pulverized until they are fine enough to escape through the netting.

The usefulness of the car works at London are much crippled by three of the main shops having been burned down nearly two years ago. Though the walls of two shops are still standing, no effort has been made to roof them and replace the machinery and shafting, and the work is carried on partly in temporary

shops and partly in the open air, while a little new machinery has been placed in the smith's shop.

The car wheels are made in the locomotive shops at Hamilton, a careful record being kept of the mixtures used for each day's work, with specimens of the drills, generally about  $\frac{3}{4}$  in. deep. As the date of casting is placed on each wheel, the exact mixture used in any wheel which fails can be readily ascertained from the record. Wrought-iron spoke wheels 42 in. diameter with steel tires and Mansel fastenings are used under parlor and dining cars.

Mr. McIlwaine, the Master Car-Builder, has been experimenting with a view to obtain a better light in cars than that given by the ordinary style of lamp. It was not considered desirable to go to the expense of electric light or gas, and the Rochester style of lamp, which answers well for household purposes, is unsuitable for the draughts in passenger cars. He, however, has now obtained some lamps from Adams, Westlake & Co., of Chicago, which gives 63 candle power on a consumption of three pints of oil.

The Baker heater is generally used on all first-class cars throughout the Grand Trunk system, but the addition of salt has been found so troublesome that the Baker system is now used with fresh water only. The fires are kept alight from the time the cars leave the shop until they return to it, and wherever the cars stand for some hours arrangements are made whereby a watchman or some other appointed person visits the car at intervals and keeps the fire alight.

#### THE PRINCE EDWARD ISLAND RAILWAY.

IN the *Railway Age* is a long and exceedingly interesting account of the Prince Edward Island Railway. Its tone is rather patronizing, but, on the whole, good natured, and so far as our information goes, the statements made in it are accurate. The tone is that usually adopted by Americans in speaking of affairs on this side of the line, but little by little they are learning better, as little by little they find out that in almost everything worth mentioning, except numbers and some classes of public luxuries, such as great public libraries &c., we have the advantage of them. The following is clipped from the article referred to:

To the credit of the Dominion Government be it said that it has not for a moment permitted, nor does it intend to permit, this little road to degenerate in the least degree. In fact, the policy which seems to prevail is based on the true foundation idea that "what is worth doing at all is worth doing well." Now that the road has been built and equipped it would be most unwise, even wicked, to neglect its physical welfare. Little by little its road bed has been improved, its rolling stock perfected and increased, its bridges renewed and strengthened, until its condition can best be described by saying that it is in keeping with the magnificent island it has rendered habitable.

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

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

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

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

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

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

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

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

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

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

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

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

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

**A WIDE-AWAKE RAILWAY MAN.**

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

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

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

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

**THE SAULT STE. MARIE LINES.**

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

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

route as the distance from Duluth to Montreal is 250 or 300 miles shorter than by way of Chicago and New York."

Since the above was in type, the following despatch from Montreal has been published, apparently on good authority:—The Canadian Pacific Railway Company has issued tenders for the construction of the Algoma Branch extension, a distance of eighty-six miles, from Algoma Mills to Sault Ste. Marie. The clearing of the road has already commenced, and will be completed by the 1st of March. By the terms of the contract, the rails are to be laid about by the middle of next August. The contract for the bridge across the Sault has not yet been let.

### "THE MAIN LINE."

"THE MAIN LINE OR RAWSON'S Y.," is the first play ever presented in America having railway events as its principal scenes, and railway people as its principal characters. The play was presented in the Grand Opera House here on January 3rd, 4th and 5th, and the following account of it has been written specially for RAILWAY LIFE by the critic of a leading city newspaper:—

In "The Main Line" Mr. Henry C. DeMille and Mr. Charles Barnard have employed very simple and much worn material to construct an ingenious and thoroughly enjoyable play. The scene is laid at Rawson's Y, a railway station nestling amongst the mountain peaks of Colorado. The central figure is "Posy" Burroughs, daughter of the station-master. She is telegraph operator at the Y., a wild, ignorant, pretty Western girl, whose ignorance of the conventionalities of civilization, and whose natural charms gives her character a picturesqueness almost sufficient of itself to make the play a popular one. Her troubles are caused principally by Jim Blakely, brakeman, who loves Posy with true western ardor, but who is not acceptable to her, more especially as her affections have been fixed on Lawrence Hatton, an artist, who has fled to Rawson's Y to forget Miss Dora Van Tyne, his betrothed, who is interested in the stock of the Branch Road. Then there are worked in Little Prairie Flower, the house-keeper at Rawson's Y., whose avoirdupois belie her name; Col. Joel Hatton, 2nd vice-president of the road; Zerubbabel Puddychump, assistant passenger agent; Addleto Bollingbooth Spliver, 6th assistant general solicitor; and Sam Burroughs, Posy's father.

In each of the four acts of the play these people meet at Rawson's Y., and here the mutual love of Posy and Lawrence Hatton is born and grows; here the other New Yorkers follow Lawrence to buy up the depreciated stock of the Main Line below its value; here Posy and Jim Blakely, and Jim Blakely and Lawrence Hatton, and Lawrence Hatton and Dora Van Tyne, and Dora Van Tyne and Posy and her father quarrel; here Zerubbabel Puddychump makes friends with everybody, and preaches and lays stock; here are laid plot and counterplot; here there is a mystery about a murder, through which Jim Blakely has a hold on Sam Burroughs; here Lawrence Hatton, who hates gambling and gamblers, by

whom his father was ruined, finds that Posy has won \$25, at poker, from Addleto Bollingbooth Spliver to help him to buy a much coveted studio; here Posy learns that she has done wrong; here Dora Van Tyne endeavors to discredit Posy through her mistake; here Col. Joel Hatton falls in love with Dora Van Tyne; here Zerubbabel Puddychump falls in love with Little Prairie Flower; and here everybody at the close of the second act becomes inextricably mixed in the most natural manner.

Up to this time the movement in the play is easy and natural. In the next two acts, however, when the joint authors have to straighten out this confusion, the movement is unnatural, and the conclusion an unworthy one. The climax occurs in the third act, when, after Posy sends for Lawrence Hatton, a message to Dora Van Tyne, that he would marry her, and then leaves with Jim Blakely (when heart is full of enmity against Hatton, although, after sending the message to Dora, she has consented to marry Jim and save her father) on the back of a car. One man goes forward on the train and the train breaks loose and thunders down the incline, while the express is thundering in the opposite direction. Posy, who is at the switch, has to decide on the instant whether to save the man whom she believes to be the lover or the express by giving the right of way, and decides right by doing her duty, and the express is saved, and Jim Blakely, who it is, was on the train, passes out of the play and her life forever.

After this, by one of the dramatic inventions, which cares neither for truth or probability, all the other persons in the play meet in a snow storm two years later, and everybody is made happy by mutual agreements to marry the right people. The parts are well taken by Mrs. Etta Hawkins, as Posy; Miss Eloise Willis, as Dora; Miss Dora Stuart, as Prairie; Mr. J. B. Mason, as Lawrence Hatton; Mr. T. B. Conway, as Col. Joel Hatton; Mr. Harry Allen, as Addleto, etc.; Mr. J. V. Hague, as Sam Burroughs; and Mr. H. C. DeMille, as Jim Blakely.

The scenic effects were wonderfully realistic. The great snow topped mountains, shrouded in mist, the canyon, the serpentine track of the railroad, the thump and thunder of the incoming and outgoing trains as they grew louder or died away in the distance, the blast of the steam, the crash of the accident, the click of the telegraph instruments, the humming of the wires disturbed by the wind, all made a series of realistic pictures which form one of the most notable examples of the wonderful fidelity to nature made possible by constant study.

A NEW machine to make railroad car coupling pins is in successful operation at the Pittsburg Forge & Iron Works, by which thirty-five pins can be made in a minute. One thousand pins made in the old way was considered a big day's work. In a day's work of ten hours the machine can turn at least 15,000 pins. A machine for making car-links is soon to be put up; this is to turn out about twenty-five links to the minute. The process is precisely the same.

### INTER-STATE COMMERCE.

In the United States they are having no little trouble over the Inter-State Commerce Bill, intended to regulate the traffic of railways which cross the boundary lines of States. A bill on the subject has been prepared for the consideration of Congress, and the discussion upon it is very lively. Among the most important contributions to the literature of the question is an exhaustive review from the pen of Mr. F. Broughton, general manager of the Chicago & Atlantic Railway, well known in Canada as the manager of the Great Western before its amalgamation with the Grand Trunk. Canadians, generally, are not deeply interested in the question, but the discussion of it and the settlement arrived at, if it ever is settled, will have important points for us to consider, as we also have a federal constitution, though different in important points from that of the United States. Mr. Broughton finds some vital defects in the bill, and, without going into a discussion of these, we may refer to Mr. Broughton's well-known qualifications as an authority on the question. As showing the light he possesses for the examination of the subject, Mr. Broughton's own statement in the *Age* may be taken as a modest yet manly statement. He says:

"Without laying myself open to the charge of egotism, I respectfully claim the right to offer my humble criticisms and honest convictions on the subject for the following reasons:

1. I have been engaged in the carrying trade in England and on this continent for more than thirty-five years.
2. I gave evidence before the joint committee of both houses of parliament in England, whose report eventuated in the appointment of the railway commission in that country.
3. A prominent member of that joint committee assured me that my evidence more than any other convinced the committee of the necessity of legislation, but without making any such claim I may say:
4. That Mr. Cardwell, the chairman of the joint committee, selected me to consult with him on every amendment proposed to the bill during its passage through the house of commons, and that while it was under consideration I was in daily communication with him or his secretaries.
5. I had subsequently cases before the commissioners, and am familiar with their proceedings, so that I can judge of the practicality of carrying out the provisions of an act so much more ponderous than the English act; and so much more difficult and complicated, owing to the much greater extent and ramifications of the railroad system on this continent than in England. And
6. I was a member of various committees of the English clearing house for more than twenty years."

The following, from the *Railway News*, suggests the relation of the question to the great Canadian roads:—

"President Chauncey M. Depeu, talking of the Inter-State Commerce Bill, expressed his opinion that the operation of the law must inevitably be detrimental to the roads for a time

and how long that time would be no one can say. There would be confusion until by the actual test of experience ways were found to make it operate smoothly. Nearly all the work which had been done in the past year or eighteen months to build up the railroads by improving the pooling system would, he thought, be undone by this law; and as people had bought railroad stocks on the building up of the pools they were selling them now when the pools were all to be broken down again. This opinion of the President of the New York Central is known to be shared by the Western railroad men. In any form the bill becomes a law, it must make great changes in the relations of the roads to the Government and to each other; and while it is comparatively easy for powerful corporations to evade and sometimes defy State authority, the case is quite different when Uncle Sam is the individual who is bucked against. In a matter of such magnitude and gravity as the regulation of the railroad system of the country, there is no room for trifling. The railroads, therefore, have a period of transition before them, and all times of transition are disagreeable, and occasionally painful. Only two great railroads will escape the operation of the law. These are the Grand Trunk and Canadian Pacific, which being foreign corporations are beyond its reach, but not beyond serious interference with the business of the trunk lines on this side of the line. That is one of the problems which will have to be worked out under the new law."

## The Railway Service.

THE Christmas number of the *Way Bill* was an exceedingly fine production. One of the most remarkable of its many excellent features was the profusion of fine illustrations.

THE *Railway Section Foreman*, formerly published in Mt. Auburn, Ia., has been re-organized and is now the official organ of the Brotherhood of Railway Section Foremen of North America. The journal will hereafter be published in La Porte City, Ia., in the first week of each month. We wish the journal the success it deserves, as the journalistic representative of a large and important class in the railway service. We hope the *Railway Section Foreman* will have a large circulation on this side of the international boundary line.

"Did you ever notice how queer men are in their ideas about railroad management? A man who lives at Brunswick, N.J., on the Pennsylvania Railroad, grows because every express train does not stop at his station. Now mark how his views about stopping change when he is once on board the train! When it gets to Rahway and pulls up, he raises a shrill howl because the train stops at every cornfield, as he says. If he wants to go from Philadelphia to New York he complains that the trains stop at Trenton. If he goes by the 7:30 a.m. from Philadelphia he discovers that he would like to stop off at Trenton, and then abuses the management because the train does not pull up there. At the best he is never satisfied."

## Benevolent Societies.

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

### Brotherhood of Locomotive Engineers.

68. London, Ont., meets 1st and 3rd Wednesday evenings in K. of P. Hall, Carling's Block, Richmond St., at 7.30 p.m. S. Mason, C.E., 202 Clarence St.; H. E. Crouch, F. A. E., 408 York St.; Thos. Purdon, Sec. of Ins., 33 Cartwright St. J. W. Kean, Journal Agt.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

243. Kamistiquia, at Fort William, Ont., meets 1st and 3rd Sundays at 2.30 p.m. in Smith's Block. Robert Armstrong, C.E., box 243. H. C. Cooper, F.A.E., box 243. Thos. McKee, Jour. Agt.

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

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

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

### Order of Railway Conductors.

Div. 13. St. Thomas, Chief Conductor, A. W. Martin. Sec. and Treas. W. H. Ingram.

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

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

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

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

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##### Subordinate Divisions in Canada.

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

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

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

60. Challenge; Belleville, Ont., meets 2nd and 4th Sundays at 2.30 p.m. J. Muir, G. T. R'y, master. C. Spry, G. T. R'y, secretary. J. Logue, G. T. R'y, financier.

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

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

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

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

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

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

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

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

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

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

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

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

221. Huron; Point Edward, Ont., meets 2nd and 4th Tuesdays at 8 p.m. S. Allwards, box 69, master. H. J. Carruthers, L. box 87, secretary. G. Wilke, financier.

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

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

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

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

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## Notice to Contractors.

TENDERS will be invited in a few days for the construction of the Section of the Cape Breton Railway extending from the Grand Narrows to Sydney, a distance of about 45 miles. This preliminary notice is given in order that Contractors desiring to tender for the work may have an opportunity to examine the location before the winter sets in.

By order,

A. P. BRADLEY,

Secretary.

Dept. of Railways and Canals,  
Ottawa, 26th Nov., 1886.



## CAPE BRETON RAILWAY.

SECTION--GRAND NARROWS TO SYDNEY

### TENDER FOR THE WORKS OF CONSTRUCTION

SEALED TENDERS, addressed to the undersigned and endorsed "Tenders for Cape Breton Railway," will be received at this office up to noon on Wednesday, the 12th day of January, 1887, for certain works of construction.

Plans and profiles will be open for inspection at the office of the Chief Engineer and General Manager of Government Railways at Ottawa, and also at the Office of the Cape Breton Railway at Port Hawkesbury, C. B., on and after the 27th day of December, 1886, when the general specifications and form of tender may be obtained upon application.

No tender will be entertained unless on one of the printed forms and all the conditions are complied with.

By order,

A. P. BRADLEY,

Secretary.

Department of Railways and Canals,  
Ottawa, 15th December, 1886.

## RAILWAY MEN—ATTENTION.

AGENTS and correspondents for RAILWAY LIFE are wanted in all parts of the Dominion. The subscription price of the journal is so small—*one dollar per annum*—that all subscribe for it when its merits are properly presented. Write for terms, which will be given on application. To any one sending us the names of FOUR (4) yearly subscribers and four dollars, we will send a copy of the journal regularly for one year free.

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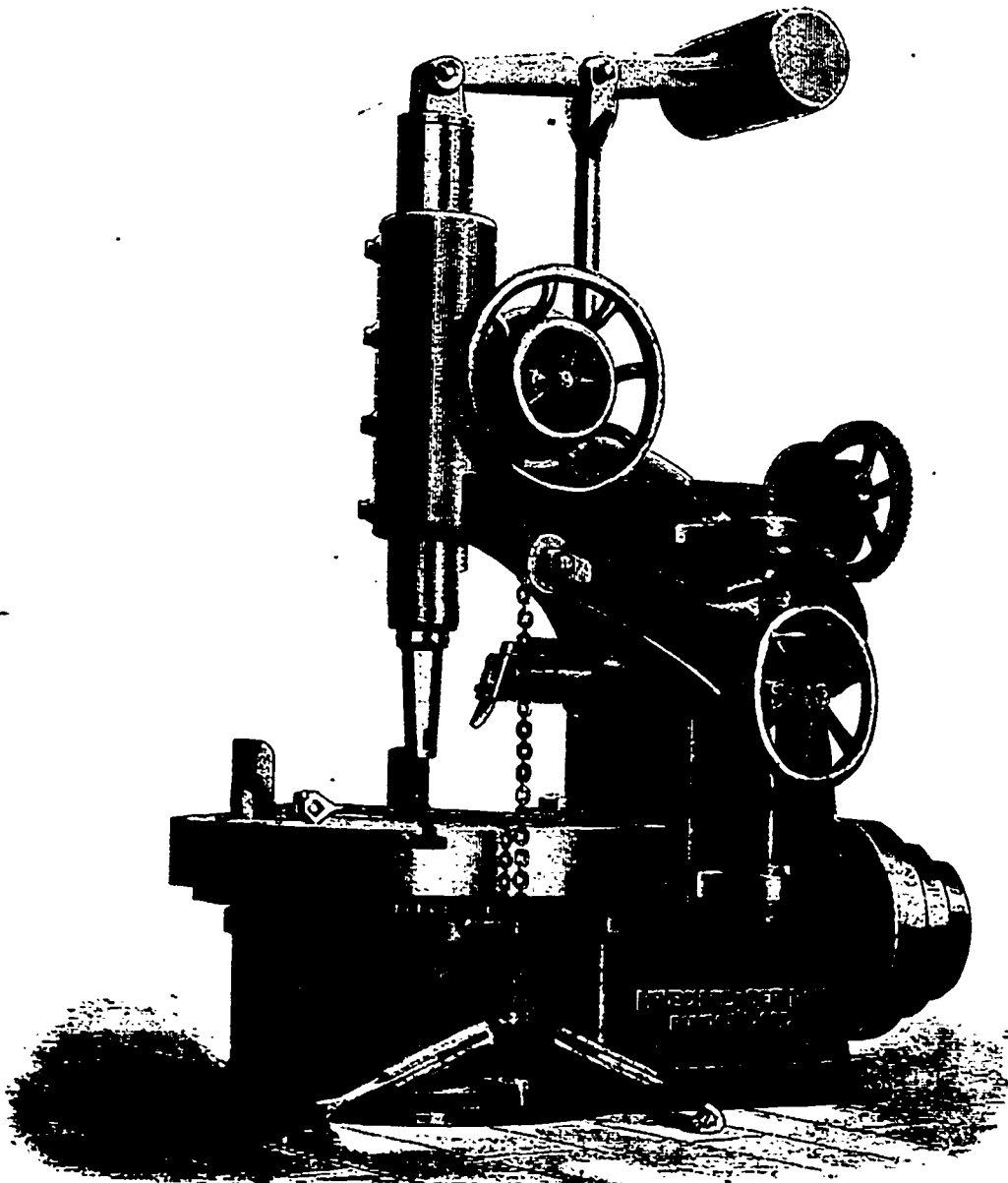
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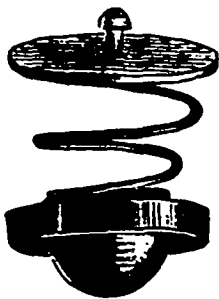
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**4:50 P.M.** FAST EXPRESS with Buffet Dining Car, arriving in Montreal at 8:30 P.M., connecting with Central Vermont and Grand Trunk trains for the East.

Trains will arrive in Ottawa at 12:30 P.M. and 4 P.M. from the East, connecting at Bonaventure Station, Montreal with trains from the East and South. Pullman Parlor Cars on Montreal trains

A train leaves Richmond Road Station at 7:45 A.M. and 4:35 P.M., connecting with Montreal Express Trains.

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**2:30 P.M.** Leave Ottawa, Elgin St. Station, reaching Rouse's Point at 6:00 P.M., connecting with the trains of Central Vermont and Delaware and Hudson for the East and South, arriving in Boston at 7:45 and New York at 8:00 next morning.

Through Pullman Sleepers will be run between Ottawa and Boston. New York passengers from Ottawa will take Pullman's at St. Albans or Rouse's Point.

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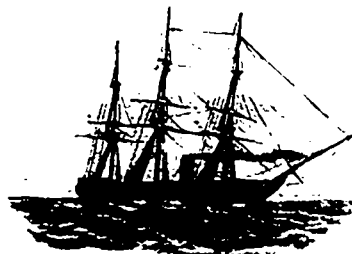
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