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American Railroad Journal.

New York Saturday, May 13, 1871.

Trial of "The Wharton Safety Railroad Switch."

On Friday of last week, some twenty-five or more gentlemen, actively engaged in railroad operation and management, witnessed an experimental trial of "THE WHARTON SAFETY RAILROAD SWITCH" on the track of the Boston and Providence Railroad, through the courtesy of Mr. A. A. Folsom, the Superintendent. The trial took place in the yard near the passenger station, and Mr. WHARTON, who was present, explained the operation of the device. The Switch is by no means unknown in other sections of the country, through comparatively unknown in New England. Prominent railroads of the largest traffic in Pennsylvania, like the Pennsylvania Central, the Philadelphia and Reading, and others, after giving this Switch an exhaustive and practical trial in the track, have now adopted it for their entire lines, in preference to all other devices, and long experience has convinced the managers of these roads that it meets all the requirements of a safety switch.

The arrangement of this Switch is such that both rails of the main track are left entirely undisturbed at all times, and trains can come off from or pass into the sidings without in any way interfering with the line as a through route; and even

should the Switch be left wrong, no accident can happen to the trains by it. In fact, on double track roads there is no need for target signals to indicate the position of the Switch, and on single track roads the Switch will not remain set for the sidings, even should the switchman neglect his duty. One objection to the Tyler Switch has been the distance which the wheels fall in passing through it, and the consequent hard pounding given to the wheel and rail; and while we have passed through these switches, set wrong, on a locomotive going at pretty sharp speed with entire safety, yet we have always felt that these blows were hazardous, to say the least, and impaired the value of that well known device. With "THE WHARTON SWITCH" there is no pounding of the wheels and rail, and, in fact, the movement is hardly perceptible. At the trial in question, the trains were run through this Switch set at different angles, and the result was uniformly the same—great ease and freedom of movement, no pounding or blows of any kind. We think this freedom from hammering of the wheel and rail will be thought a quite important matter with those who are responsible for the rolling stock; and the absolute protection which the Switch gives the trains on the main tracks, under all circumstances, weigh very strongly in favor of its general adoption. The wearing parts of the Switch are made of solid steel, and therefore will last for a long term of years without repair; and its general simplicity of character will recommend it to all who have an opportunity of witnessing its operation. Any one desirous of fully understanding the details of this Switch can address the WHARTON R. R. SWITCH Co., No. 28 South Third street, Philadelphia, Penn.—*Am. (Boston) Railway Times*, May 6.

Pennsylvania Railroad.

The Pennsylvania Railroad Company gives notice to shareholders that they will have the privilege of subscribing for new stock at par, in the proportion of one share for every six as registered in their name, April 30, 1871. Holders of less than six shares will be entitled to subscribe for a full share, and those holding more than a multiple of six shares will be entitled to an additional share. Subscriptions will be received and first

instalment of fifty per centum will be payable between the 22d day of May and 22d day of June, 1871. Second instalment of fifty per centum will be payable between the 22d day of November and 22d day of December, 1871. If stockholders prefer, the whole amount can be paid at the time of subscription. No subscription will be received after June 22d, 1871.

Canada Southern Railroad.

TO THE EDITOR OF THE RAILROAD JOURNAL:

The prospectus of this railroad, which has appeared in the public prints, is an interesting document; but as there are some very important points connected with that scheme not referred to in the prospectus I propose to supply them.

The prospectus refers to an entire line from Buffalo to Chicago, but contains the financial scheme only for the portion in Canada. If the Canada portion is laid and the Michigan portion collapses, the line in Canada having no connection would necessarily be a local line only—out in the cold.

But let us take it for granted, for argument's sake, that the entire scheme from Buffalo to Chicago will be completed. It will then simply mean a new railway which will run alongside the new Air Line of the Great Western, in Canada, and the old line of the Michigan Southern, in Michigan, and therefore have to compete for every pound of not only its through traffic but its local traffic also.

It would, if completed, be 50 miles longer from Chicago to New York than the Pennsylvania Central, and would be only 7 miles difference in distance from the Michigan Central and Great Western. But in addition to the Pennsylvania Central and the North Shore routes, it would have a most formidable competitor in the Lake Shore and its New York Central connection, besides the outside lines, such as the Baltimore and Ohio and the Grand Trunk, which, being long lines, always cut the rates on the shorter lines, as, not being able to make the time, they have to give an advantage by charging less money.

The claim, therefore, that the Canada Southern will be 28 miles shorter than the North Shore (the Michigan Central and Great Western) is an entire mistake. In Canada the new Air Line which the Great Western is constructing will be close alongside the proposed Canada Southern, and will be