

time of it in keeping the House engaged, as it is apparent enough that they will have to find the material for legislation, if anything more than mere private bill legislation is to come up. We shall soon see how matters really stand.

### THE GREAT WESTERN RAILWAY

#### THE LOCOMOTIVE DEPARTMENT.

Small wonder that so few Hamiltonians, excepting those connected with the railway know anything about the operations performed in the extensive workshops of the Great Western Railway Company. It is only by dint of the greatest perseverance that these workshops are to be reached, for there are positively no roads, worthy of the name, leading to them. We are not aware whether it is the duty of the Railway Company or of the city to attend to the condition of the streets and sidewalks in that quarter. We should, however, imagine that although the company did perform some work on them some time since, the care thereof properly belongs to the city. If so, we trust the Councillors for St. Mary's Ward will insist on the construction of proper sidewalks, so that the mechanics and others employed on the railway works, and all others whose business leads them thither, may have something better to walk on than the quagmire at present to be found.

The number of engines belonging to the Great Western Railway Company is eighty-six. About half of these are made at Philadelphia and other American cities, while the remaining half have been imported from England. The American engines are lighter than, and their framework not so solid as, that of the English ones. Probably no American locomotives would be used were it not that an engine, manufactured—say at Philadelphia—can be put on the rails and come up to Hamilton with a train of cars, at the rate of 25 or 30 miles per hour or more—whereas the others have to be shipped in England and transhipped in Canada, both which operations involve expense, and, even with the greatest care, some parts of the machinery will occasionally receive damage. Again, as many as four months are sometimes taken up in their transportation, and on arriving here, further expense and delay arise, from the fact that the various parts of the engine, which come in separate packages, must of course be carefully put together.

A locomotive engine, every one knows, though its ribs may be of iron and its lungs of brass, is nevertheless of a very delicate constitution. It cannot endure without injury either an excess of heat or cold, and probably the latter is the more prolific cause of destruction, as neither cast or wrought-iron nor brass can withstand its influence, but will sometimes snap during intense frost, without hard usage and with apparent reason.

Small defects are sometimes remedied without laying up the engine, but there are constantly from 20 to 30 locomotives in the workshop, undergoing repair.

These shops are large stone buildings, situated at the west end of the depot, and in them every description of work is constantly being performed. The first room we entered seemed to be the general hospital, in which the sick giants were disposed in long rows, and supported, at a considerable height, on huge wooden blocks and beams. Passing in we came to two long ranges of ponderous machines. There were drilling machines, boring holes of various sizes through any thickness of metal. There were planing machines which dealt with

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Locomotives