

Left for Boston at 2.15 p.m. and arrived at our destination at 11.15 p.m., having lost an hour through the breaking of a crank-pin on the engine which was hauling our train.

A visit was made to the North Union Station, where a large amount of business is done. Average number of passengers per day, 80,000; maximum for one day, 200,000; number of passenger-trains daily (summer schedule), 610.

After inspection of the station, we proceeded by special train to view the Boston and Maine freight-terminals; after which we boarded a steamer and were taken for a trip to East Boston, South Boston, and a run down the harbour. *En route* many wharves were passed, also coal-loading appliances and large grain-elevators.

Returning to Boston, a visit was made to the Boston terminal station, where a force of 2,500 persons are employed, including office forces of the several railways being the station and express companies, trainmen, &c. About 27,000,000 passengers use the station annually, 2,000,000 pieces of baggage are handled, 150 tons of United States mail daily, 530,000 parcels annually, 20 tons papers outwards daily, 20 tons papers inwards daily, 100 tons papers outwards Sundays. The various buildings cover about 13 acres. Seating capacity of passenger-cars that can be placed alongside platform of station, 28,104. This station is said to be one of the finest and best-arranged in America; unfortunately the time allowed for the visit was too short, and the inspection was a hurried one. One thing which struck me particularly was the absence of raised platforms; platforms between carriages were level with the rail tops; stools were used to step on to the bottom step on car.

Left for New York at 4 p.m., travelling by train as far as Falls River, where we took the steamer "Priscilla," which is a splendid boat, capable of berthing one thousand five hundred passengers, arriving at New York early on the 23rd May.

This concluded a most instructive and interesting tour. The arrangements made for the delegates were excellent, and the various reception committees did their utmost to make the tour successful. No trouble and no expense was spared. Personally, I feel greatly in their debt.

I remained in New York until the 26th May, and during my stay I saw various firms and others on railway matters.

From the 26th May to the 29th May inclusive I was at Philadelphia, and spent much time at the Baldwin Works, where about 13,500 hands were then employed. Piecework is the rule, ten hours being a day's work. The men work very hard. About five engines were being turned out daily. Electric motors are largely used for driving the machines. The lifting appliances are numerous, and all electric. I do not consider the Baldwin shops an ideal to be copied. The great drawback is the want of room.

Visits were also made to the Sellaes and Niles Bement machine shops, where I saw good modern tools suitable for railway-works.

A visit to the extensive carriage-works of the Brill Company was most interesting. The company are chiefly engaged on tramway-cars, and were just completing a number of cars for England. The daily output of the works was thirteen cars.

Left for Baltimore on the 29th May, arriving there early on the same day. Major Pangborne, who paid a visit to New Zealand some years ago, met me at the station, and was most attentive during my brief stay at Baltimore.

Under his guidance I visited the power plant which operates the electric locomotives. The locomotives weigh 80 tons, and they can be worked in series, one gang (two men) operating several motors. The engines do their work well. Steam traction is preferred, but the company had to abate the smoke nuisance. Two locomotives have hauled a 2,000-ton train through the tunnels over a grade of 1 in 100. The system has been at work since 1896. I had a run on the locomotives; they were easily controlled.

I also visited the workshops of the Baltimore and Ohio Railway, where I spent several hours. The Superintendent for Motor-power went round the shops with me. The shops are well arranged and well equipped with modern tools, electric driving being a special feature. The company own a very powerful articulated locomotive, with a tractive power of 74,000 lb. when working compound and 84,000 lb. when working single. This is the most powerful steam locomotive in existence. It has given great satisfaction on the heavy grades for which it was designed. The articulated engine now being built at Petone and nearly finished is of similar design, and I have no doubt will do equally good work proportionate to its size. I took a good many notes of the way the work was carried on in the shops, which will be of value to the Locomotive Branch.

30th May.—General Hood, the President of the tramway system, ran me over the tramways for some two hours in his special car. There are about four hundred miles of tramway in the city and suburbs. The company pays the city 9 per cent. of its gross earnings for the right to use the streets. The gauge is 5 ft. 4 in., and the track is designed to be used by carts as well as tramcars. The 9 per cent. referred to is used for the maintenance of the parks. The company maintain the streets 1 ft. 6 in. outside the rails.

Through the courtesy of the Baltimore and Ohio Railway Company, a tug was placed at my disposal, and a trip was made down the harbour to visit the Maryland Steel-rail Mills. The President of the company took me through the works, and I saw the whole process of rail-making. On the way back I inspected the coal-staiths of the Baltimore and Ohio Company. They are very similar to those at Westport, but much higher, and the coal is badly smashed up. I was some time on the staiths, and had a long chat with the foreman in charge.

1st June.—Arrived at New York. During the balance of the time at my disposal up to the 3rd June I visited several firms and obtained much valuable information.

On the 3rd June I sailed for Liverpool on board the s.s. "Campania." My visit to Canada and the States had been a busy one, but also pleasant, due very largely to the great courtesy and hospitable treatment which I received at the hands of both Canadians and Americans.