other paragraph: 24 first-class coaches, 6 combination dining cars, 2 dining cars, 12 sleeping cars, 2 parlor cars, 5 baggage cars, 1 observation car, 268 stock cars, 50 arggage cars, 1 observation car, 268 stock cars, 50 refriger-ator cars, 300 coal cars, 50 ore cars, 55 vans, 1,854 box cars, 40 tons; 3 pile drivers. All of these will be built at the Co.'s shops except 1,000 box cars ordered from Rhodes, Curry & Co., Amherst, N.S

J. S. Lovell, W. Bain, E. W. McNeill, R. Richardson, and R. Gowans, of Toronto, all of whom are in the employ of Blake, Lash and Cassells, solicitors, Toronto, have been incorporated under the Ontario Companies' Act under the title of the Imperial Rolling Stock Co., (Ltd.), with a capital of \$1,000, 000, to manufacture locomotives, cars and rolling stock for railways, street railways or tramways, to own rolling stock, and to sell or hease the same to railway companies as may be expedient either for cash stock or bonds. The Co. is formed in connection with Mackenzie, Mann & Co.'s undertakings, and for the present will be operated as a company owning locomotives, cars and other rolling stock.

The G.T.R. is reported to have decided to build at its Montreal shops five simple 10wheel locomotives and 35 compound moguls. The simple locomotives will have a weight of 178,000 lbs. The moguls will weigh 163,704 lbs.; weight on drivers, 140,744 lbs.; cylinders, 22 ½ by 26 in. and 35 by 26 in.; drivers, 63 in. The 10-wheel engines will weigh 177,772 lbs.; weight on drivers, 132,608 lbs.; cylinders, 20 by 26 in.; drivers, 73 in. Both classes of engines will have extended wagontop boilers, with a working steam pressure of 200 lbs. The 10-wheel engines will have a heating surface of 2,460 sq. ft.; the moguls, 1,991 sq. ft. The tubes of the 10-wheel engines will be 15 ft. long ; of the moguls, 11 ft. It in. They will be of charcoal iron in both classes of engines, with outside diam-eter of 2 in. Dimensions of fire-box, both classes, 120 by 40 1-8 in., inside measure-ment; grate area, 33.43 sq. ft.; tank capa-city, 6,000 gal. of water, and 20,000 lbs. of coal.

The Quebec Central Railway recently re-ceived two 8-wheel passenger locomotives from the American Locomotive Co.'s Manchester Works. Following are the general dimensions :-

Weight on drivers
" on truck
" total
Wheel base, driving
" total, engine
" total, engine and tender45 ft, 81 in.
Cylinders, dia. and stroke
Driving wheels, diam
centres diam
fi contros motil
" centres mat'lCast iron
Driving journals
Engine truck wheels 30 in.
" journals
Frames, width
Boiler, type
" diam. o.d. 1st ring
" pressure
Fire box, length x width $\dots \dots \dots$
Tubes, number of and diam245
" thickness

We Carry a

Large Stock

Tubes, length
The C.P.R.'s to wheel passenger locomo-
tives being built at its Montreal shops are of
the following general dimensions :
Cylinders, compound
26
System
" " base
Total engine wheel base
Tender wheel base
" weight of engine in working order 165.475 lbs.
<ul> <li>weight of engine in working order</li></ul>
" " tender loaded
" " engine and tender
Boiler, working steam pressure
Tubes
" number
" length
Firebox, length
"width
" "
" " " , back 3 in.
waterspace at foundation ring
Boiler shell plates 12.16 in \$ in \$ in o.16 in 5-16 in
Heating surface, tubes
" " firebox 152.6 sq. ft.
firebox
Tender " " " " " "
Bright ruck "
Cabsteel,
Tender tank
water capacity
" coal capacity to tons framesteel.
"trucksmetal
" wheels 40 in. dia, W. I, disc steel tyred

At the meeting of the St. Louis Railway Club, on April 11, a letter was read from the Secretary of the Canadian Railway Club announcing its organization and extending a hearty welcome to its meetings to the mem-bers of the St. Louis Ry. Club. The President of the latter club, in referring to the letter, said :- "I am sure I voice the sentiment of our members in thanking our new sister club for their hearty welcome, and extend the same cordial greeting to their officers and members. The birth of new clubs are straws indicating the good work done by such organizations, and it is only proper that we extend the glad hand to our Canadian friends and wish them success.

The Nova Scotia Legislature has passed an act providing that in addition to subsidies of \$3,200 a mile provided for under the Railway Act of 1886, the Government may grant further aid in the form of a loan secured on a first mortgage on the line proposed to be constructed. Contracts granting this additional aid are not to be valid until ratified by the Legislature.

= W. H. C. MUSSEN & CO., MONTREAL. =

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