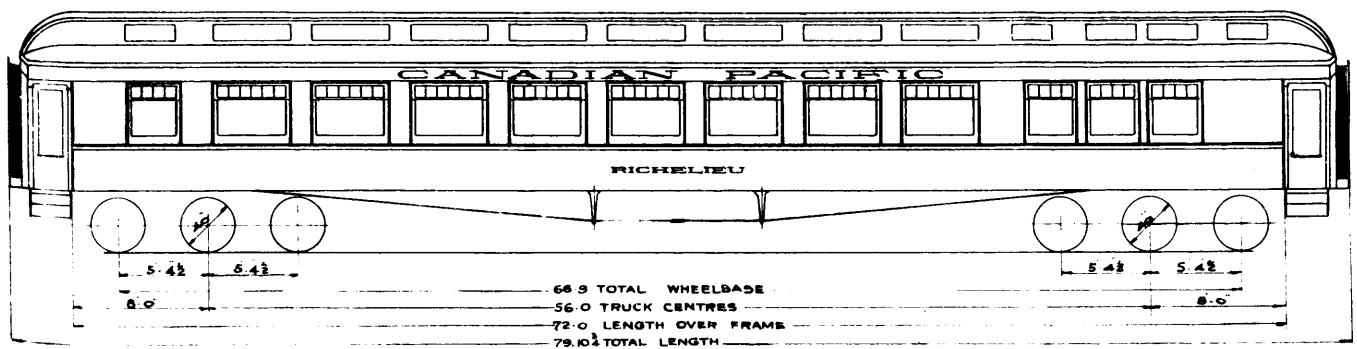




OUTSIDE ELEVATION C.P.R. PARLOR CARS, RICHELIEU AND ST. MAURICE.

south against the expected heavier traffic, and the maximum curve is 6° , or a radius of 955.4 ft. One feature of the construction is the absence of any large river crossing, except in the one case of the Montreal river, near mileage 90. For nearly the entire distance south of this point the line runs along the height of land between the Ottawa river and Lake Nipissing waters, crossing in some cases streams running one way, and in others streams running to the other waters, near their sources where they are small, requiring only a short span to take the road across them.

The members of the commission are: A. E. Ames, chairman; B. W. Folger, E. Gurney, M. J. O'Brien and F. E. Leonard, who each receive an honorarium of \$1,000 a year; P. E. Ryan is Secretary-Treasurer, his salary being \$125 a month, and W. B. Russell is Chief Engineer at \$250 a month. The other principal employees of the commission are: C. R. Boucher, Divisional Engineer, \$150 a month; E. E. Perreault, engineer and draughtsman, \$100 a month; R. A. Galbraith, engineer in charge of construction, section 1, \$100 a month; C. L. Russell, engineer in charge of construction, section 2, \$100 a month; A. McGougan, engineer in charge of construction, section 3, \$100 a month; C. W. Doherty, engineer in charge of construction, section 4, \$100 a month; F. C. Jackson, engineer in charge of construction, section 5, \$100 a month; R. Laird, engineer in charge of location survey southward from New Liskeard, \$150 a month; T. S. Hay, engineer in charge of location survey northward from end of 60 miles, \$125 a month.

Railway Equipment Notes.

⁶ The St. John Ry. is adding to its equipment motor cars built in Montreal.

The Intercolonial Ry. recently received 11 stock cars, completing an order for 21.

The G.T.R. will build 25 standard switching locomotives in its Montreal shops this year.

The Sherbrooke Street Ry. has received a new open car, and has placed an order for a closed car.

The Intercolonial Ry. is building at its Moncton shops an air-brake instruction car and two conductors' vans.

The St. Thomas, Ont., Electric Ry., which is now operated by the city, is to have five motor cars added to its equipment.

The Canadian Northern Ry. has ordered 100 flat cars, 60,000 lbs. capacity, 36 ft. long, to be built in the U.S., and to be delivered in June.

The G.T.R. has placed orders in the U.S. for 500 double hopper bottom coal cars, 50 tons capacity, and 500 box cars, 30 tons capacity.

The C.P.R. is reported by the Railway Age as being about to build 400 coal cars in its shops. We are officially informed that this is incorrect.

The C.P.R. has placed orders to build at its Hochelaga shops, Montreal, 10 fruit express cars, and at its Perth shops 400 30-ton flat cars, 84 30-ton box cars and 50 ore cars.

The C.P.R. has placed an order for 10 consolidation freight locomotives to be built in Canada, which will practically be duplicates of those recently built for the company by the Canadian Locomotive Co.

The Brockville, Westport and Sault Ste. Marie Ry. has added to its rolling stock a 1st class passenger car, a combination 1st class passenger and baggage car, a combination baggage and mail car, and eight 50,000 lb. box cars.

The G.T.R., during the first three months of this year, added the following rolling stock: 3 Richmond compound locomotives; 729 flat cars, 94 box cars, completing an order for 1,000 placed in U.S. last year; 5 first-class passenger cars and 27 cabooses.

The Canadian Copper Co., of Copper Cliff, Ont., has ordered from the Baldwin Locomotive Works two switching locomotives, cylinders 21 by 26 in., driving-wheels, 50 in. in diameter and weighing about 154,000 lbs. Delivery is to be made in 1904.

The Dominion Atlantic Ry. has ordered from the Baldwin Locomotive Works one American type passenger locomotive, which is to be the duplicate of one of the company's locomotives, cylinders 18 by 24 in., driving-wheels 66 in. in diameter, weighing about 107,000 lbs., with 66,000 lbs. on drivers. Delivery is to be made in May, 1904.

The Alberta Ry. and Coal Co. has added to its equipment, 3 locomotives, 3 passenger cars, 6 box cars and 10 flat cars, standard gauge. These are being used between Lethbridge and Coutts, Alta., and in addition Great Northern Ry., U.S.A., equipment is being used for through business between Great Falls, Mont., and Lethbridge.

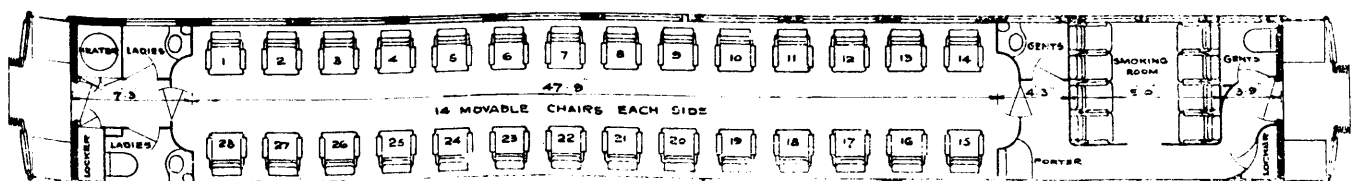
The Central Ry. of New Brunswick is reported to have put a new locomotive in service and to have bought three locomotives from the Intercolonial Ry., which are to be rebuilt. It is also reported to have placed an order for three combination passenger and baggage cars and to be negotiating with Rhodes, Curry & Co., of Amherst, N.S., for box, coal and flat cars.

The C.P.R.'s 400 flat cars, which are being built at the Company's Perth shops, will have the following general dimensions, etc.:—Capacity, 60,000 lbs.; weight, 26,000 lbs.; length, 36 ft. 8 in.; width, 8 ft. 10 in.; height, 4 ft. 2 in.; material, wood; under-frame, wood; bolsters and brake beams, Simplex; brake-shoes, M.C.B., cast iron; brakes, Westinghouse; brasses, St. Thomas Brass Co.; springs, Canada Switch Co.; wheels, 33 in. cast iron, C.P.R. standard and make.

The C.P.R.'s 84 box cars, which are being built at its Perth shops, will have the following general dimensions, etc.:—Capacity, 60,000 lbs.; weight, 37,000 lbs.; length, 36 ft. 8 in. outside, 36 ft. inside; width, 9 ft. 1½ in. outside, 8 ft. 6 in. inside; height, 8 ft. inside; material, wood; under-frame, wood; bolsters and brake beams, Simplex; brake-shoes, M.C.B. cast iron; brakes, Westinghouse; brasses, St. Thomas Brass Co.; springs, Canada Switch Co.; wheels, 33 in. cast iron, C.P.R. standard and make.

The C.P.R. received the following new equipment between April 1 and May 11:—6 sleeping cars and 10 1st-class cars, built in the U.S.; 18 40-ton box cars, 6 30-ton refrigerator cars, and 276 30-ton flat cars, built by Rhodes, Curry & Co., Amherst, N.S.; 120 30-ton flat cars, built by the Algoma Central and Hudson Bay Ry., Sault Ste. Marie, Ont.; 7 30-ton box cars, 10 30-ton refrigerator cars, 56 40-ton coal cars and 50 30-ton ore cars, built at the Company's Perth shops, and 3 conductors' vans, built at the Company's Farnham shops.

The Canadian Northern Ry.'s 30 cabooses, which are being built at its Winnipeg shops, have the following general dimensions:—Length over end sills, 30 ft.; length inside, 29 ft. 2 3-8; length over bunter beams, 35 ft. 1 5-8 in.; length between truck centres, 20 ft. 4 in.; width over side sills, 9 ft. 1 1/2 in.; width inside, 8 ft. 6 in.; top of sill to bottom of plate, 6 ft. 6 in; six sills, 5x9; plates, 7x3 1/4 x34 ft. 3 5-8 in.; carlins, 1 3/4 x9 1/2; end plates, 3 1/2 x13 in.; side posts and braces, 2 1/2 x4; corner posts, 4x3 1/2; door posts, 4x4; cupola, 3 ft. 4 in. above roof, 5 ft. long and 6 ft. 1 in. wide inside.



FLOOR PLAN C.P.R. PARLOR CARS, RICHELIEU AND ST. MAURICE.