

**Sydney & Louisburg Equipment.**

This Co. has recently placed an order for 3 freight locomotives, 2 moguls & 1 consolidation, the principal dimensions being as follows:

|                                       | Consolidation.                          | Mogul.                            |
|---------------------------------------|-----------------------------------------|-----------------------------------|
| Gauge.....                            | 4 ft. 8½ in.                            | 4 ft. 8½ in.                      |
| Fuel.....                             | Bituminous coal.                        | Bituminous coal.                  |
| Cylinders.....                        | 22 in. x 28 in.                         | 19 in. x 26 in.                   |
| Drivers.....                          | 55 in. diam.                            |                                   |
| Rigid wheel base.....                 | 36 ft. 3 in.                            | 13 ft. 2 in.                      |
| Total wheel base.....                 |                                         | 33 ft. 6 in.                      |
| Weight in working order, 243,000 lbs. |                                         | 172,000 lbs.                      |
| " on drivers.....                     | 172,000 "                               | 122,000 "                         |
| Tubes.....                            | 348, 2 in. diam.,<br>13 ft. 6 in. long. | 236, 2 in. diam.,<br>12 ft. long. |
| Firebox.....                          | 114 in. x 41½ in.                       | 90 in. x 41½ in.                  |

The Co. has ordered 3 passenger cars & 12 flat cars from Rhodes, Curry & Co., Amherst, N.S., & has also placed an order for 50 steel coal cars of 100,000 lbs. capacity.

**Equipment Notes.**

The Esquimalt & Nanaimo Ry. has ordered a 10-wheel locomotive from the Baldwin Works.

The Bay of Quinte Ry. recently placed an order for 5 box cars.

The Quebec Central Ry. is having built two 8-wheel passenger engines with 18 in. x 24 in. cylinders.

repair no more jimmies." The General Superintendent of the Lehigh Valley informs us that this is not correct. The 4-wheel coal cars were not sold to a Canadian road, but to a Detroit car company which proposes cutting them down & utilizing the scrap material. He understands the New Jersey Central has also disposed of its similar cars to car-builders, & not to a Canadian line.

The C.P.R. Co.'s saw-mill at Fernie, B.C., has been swept away by a freshet on Elk River.

**Canadian Freight Association.**—At a meeting of the Tariff Committee at Toronto, June 1, special rates & arrangements 1,605 to 1,625 were agreed to.

**R. Marpole**, General Superintendent C.P.R., Vancouver, writes:—"THE RAILWAY & SHIPPING WORLD proves very interesting indeed & contains much useful information pertaining to railway matters. If there is anything I can do to encourage or further the interests of your paper please command me."

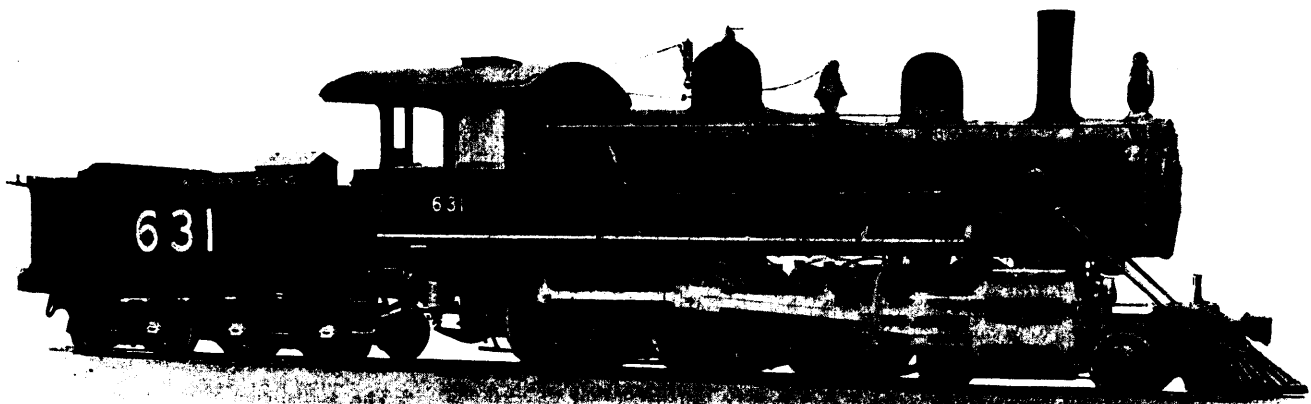
**The Transportation Question.**—At the recent annual meeting of the Bank of Commerce, General Manager Walker, in referring to what he termed the ever-pressing question of transportation, said: "It would be well for all of us to consider that we have ahead of us responsibilities in transportation not only

|                                       |              |
|---------------------------------------|--------------|
| TUBES.—Number.....                    | 321          |
| " Diameter.....                       | 2 in.        |
| " Length.....                         | 13 ft. 6 in. |
| DRIVING WHEELS.—Diameter Outside..... | 56 in.       |
| " of Centre.....                      | 50 in.       |
| " Journals.....                       | 8½ x 11 in.  |
| ENGINE TRUCK WHEELS.—Diameter.....    | 30 in.       |
| " Journals.....                       | 6 x 10 in.   |
| WHEEL BASE.—Driving.....              | 15 ft. 1 in. |
| " Total Engine.....                   | 23 ft. 9 in. |
| WEIGHT.—On Drivers.....               | 164,585 lbs. |
| " On Truck.....                       | 19,325 lbs.  |
| " Total Engine.....                   | 183,910 lbs. |
| TENDER.—Diameter of Wheels.....       | 33 ft.       |
| " Journals.....                       | 5 x 9 in.    |
| " Tank Capacity.....                  | 4,500 gals.  |

A large amount of work is being done at the Canada Atlantic shops in Ottawa. Twenty-five stock cars have recently been completed, 25 refrigerator cars are being built & 500 box cars have been commenced at.

Entirely new trains, with thoroughly up-to-date cars, have been put on between Ottawa & Montreal, both ways.

We are officially informed that the report recently published in some daily papers to the effect that this Co. had built car shops in Ottawa was unfounded, as a start has not yet been made at the permanent shops. The report probably arose from the erection of some temporary buildings, put up for the construction of a lot of freight cars pending the construction of the permanent shops. The first temporary building is to be used as an erecting shop and is 450 x 80 ft. The second one, which contains the machinery, is 225 x 90 ft.



BALDWIN LOCOMOTIVE FOR OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY.

**Canadian Pacific Equipment.**

There are being built at the Montreal shops six 10-wheel passenger engines, of which the following are the principal dimensions:—Weight in working order about 140,000 lbs.; cylinders 19 by 24 ins.; boiler of Belpaire type, with working pressure of 200 lbs.; fire-box, 9 ft. 1½ ins. long, 3 ft. 6½ ins. wide, 5 ft. 6½ ins. deep at front, & 4 ft. 3 ins. at back; heating surface, tubes, 1,717 sq. ft.; fire-box, 155 sq. ft.; total, 1,872 sq. ft.; steel tender frame, cast-steel driving wheel centres. Two simple consolidation engines are being built with cylinders 20 x 26 ins., & 57 in. driving wheels, also 8 compound consolidation engines, cylinders 21 & 33 x 26 ins.; weight about 150 lbs. An order has also been placed outside for 6 large engines.

At the Montreal shops are being built 4 1st class cars, 1 smoking car, 1 2nd class car, 5 mail & express cars, & 5 baggage & smoking cars, all 57 ft. 2 ins. long, also 2 parlor cars 70½ ft. long.

At the Perth shops there are being built 10 ventilated fruit cars, 50 ft. long, 40 stock cars of 80,000 lbs. capacity, & 500 box cars of 60,000 lbs. capacity.

Under the title of "Locomotive Data," Burnham, Williams & Co., Baldwin Locomotive Works, Philadelphia, have issued a handy little book for the pocket which contains a lot of valuable information & tables compressed into a small compass.

The Canadian Northern Ry. has recently bought 3 consolidated engines, cylinders 20 x 24 ins., with 50 in. driving wheels, for freight traffic, & 4 1st class coaches, standard size, finished inside in cherry, with plush seats; orders have also been placed for a number of box & platform cars.

The Minister of Railways recently stated in the House of Commons that no private car had been purchased or constructed by the Department of Railways since July 1, 1896, but the official car Montreal had been purchased for the use of the Traffic Manager at a cost of \$4,500.

The Railway World, Philadelphia, recently published the following item: "To avoid the expense of putting patent couplers on their six-ton jimmy cars, the Lehigh Valley & Jersey Central have sold their thousands of these cars to a Canadian road & as soon as possible will use only gondolas, equipped as the law requires. Shops have instructions to

pressing, but requiring us to hold wider views of our national destiny than we are in the habit of holding. Russia, according to a recent report, had in 1897 about 25,000 miles of railroad in operation, against our 16,000 miles, & there were in 1898, according to the Journal de St. Petersburg, in course of construction & authorized to be commenced shortly, over 8,000 miles. Of this total, additions to over 20 existing lines of over 3,700 miles are actually under construction. In Canada we are not building more than 200 or 300 miles of new railway per annum. Russia, therefore, with only 50% more railway in 1897, is building at more than 10 times the rate of Canada. There is, perhaps, not much value in comparing two countries, one with 5,000,000 people, & the other with over 100,000,000, but territorially there is certainly some room for comparisons. Clearly we need more railways, more inland ships, & on entirely new models, quicker transportation at sea, deeper canals, better terminal facilities at our seaports. If we were carrying our own products to the European countries where they are consumed, these needs would still exist, but they would not be so pressing, their absence would not be so much in the nature of a national shame."