

### Canadian Pacific Equipment.

Following are the general dimensions of the consolidation locomotives being built for the C.P.R. by the Baldwin Locomotive Works, Philadelphia :

CYLINDERS.—Diameter.....	20 in.
" Stroke.....	26 in.
" Valve.....	Balanced.
BOILER.—Diameter.....	62 in.
" Thickness of sheets.....	$\frac{3}{8}$ in. and 11-16 in.
" Working Pressure.....	180 lbs.
" Fuel.....	Soft Coal.
FIRE-BOX.—Material.....	Steel.
" Length.....	109 $\frac{1}{2}$ in.
" Width.....	42 $\frac{1}{2}$ in.
" Depth, front.....	64 in.
" Depth, back.....	57 in.
" Thickness of sheets, sides.....	5-16 in.
" Thickness of sheets, back.....	$\frac{3}{8}$ in.
" Thickness of sheets, crown.....	$\frac{7}{8}$ in.
" Thickness of sheets, tube.....	$\frac{1}{2}$ in.
TUBES.—Number.....	255
" Diameter.....	2 in.
" Length.....	12 in. and 11-16 in.
DRIVING WHEELS.—Diameter, outside.....	51 in.
" Diameter of centre.....	45 in.
" Journals.....	8 $\frac{1}{2}$ x 10 in.
ENGINE TRUCK WHEELS.—Diameter.....	39 in.
" Journals.....	5 x 8 in.
WHEEL BASE.—Driving.....	14 ft. 10 $\frac{1}{2}$ in.
" Total engine.....	42 ft. 6 $\frac{1}{2}$ in.
" Total engine and tender.....	50 ft. 7 $\frac{1}{2}$ in.
WEIGHT.—On drivers.....	about 133,000 lbs.
" On truck.....	about 17,000 "
" Total engine.....	about 150,000 "
TENDER.—Diameter of wheels.....	33 in.
" Journals.....	5 in. x 9 in.
" Tank capacity.....	4,000 gals.
SERVICE.—Freight.....	

As a sample of the railway news published by the daily press, we may quote a Toronto dispatch, recently published, stating that the C.P.R. authorities have decided that they could build freight cars more cheaply than they could repair old cars, & for that reason

85 men had been discharged from the car repairing shops at Toronto Junction. This is enough to make the old cars' sides sore with laughing. As a matter of fact, the men were simply laid off on account of slackness of work.

The Canmore, a combined sleeper & 1st class car, has been put on the Crow's Nest line between Dunmore Jct. & Kootenay Landing. It has 6 double berths, the remaining space being seated.

An item is going the rounds of the press to the effect that when the Co. recently imported 15 locomotives from the U.S., the officials omitted to present the invoice detailing the royalties on them, which are assessable for customs duties, to the Customs Department, & that the Department is endeavoring to collect from the Co. not only the regular amount of duty on the royalty but, in addition, a similar amount for the failure to comply with the laws.

Superintendent Leonard denies a rumor that the shops are to be moved from Toronto Jct. to North Toronto.

### Intercolonial Railway Equipment.

Mechanical Superintendent Joughins recently issued a circular to locomotive foremen, showing the miles run by 10-wheel express engine no. 125 on the Northern Division, from May to Nov., 1898, in order to illustrate what may be done in the way of getting a large mileage out of engines. The mileage was as follows : May, 5416 ; June, 6172 ; July, 6711 ; August, 7365 ; Sept., 6900 ; Oct., 7316 ; Nov., 6998.

Most of the 20 heavy freight locomotives ordered from the Baldwin Locomotive Works have arrived, & are giving great satisfaction.

Rhodes, Curry & Co., Amherst, N.S., recently delivered 100 platform cars equipped with air brakes.

### Equipment Notes.

The Kent Northern Ry. recently purchased a locomotive from the I.C.R.

The report that the Ottawa & New York Ry. is in the market for 500 freight cars, is, we are officially informed, erroneous.

E. & J. Stehelin, proprietors of the Weymouth & New France pole railway in Digby County, N.S., have ordered another locomotive.

It is said the Sydney & Louisburg Ry. is about to add to its equipment 2 freight & 1 passenger locomotives, 3 passenger cars & fifty 50-ton steel freight cars.

The Master Car Builders' Association will convene at Old Point Comfort, Va., June 14. The American Railway Master Mechanics' Association will meet at the same place June 19.

The General Manager of the Canada Atlantic Ry. recently informed us that the Co. was contemplating building 1,000 box cars, & was getting up plans for same, but that details had not been settled.

It was recently reported that the establishment of locomotive works in Ottawa, Ont., had been decided on, & that the money would be furnished from Ottawa & Toronto. So far the rumor lacks confirmation.

## C. P. R. LANDS.

The Canadian Pacific Railway lands consist of the odd-numbered sections along the Main Line and Branches, and in Northern Alberta and the Lake Dauphin District. The Railway Lands are for sale at the various agencies of the company in Manitoba and the North-West Territories at the following prices :

Lands in the Province of Manitoba average \$3 to \$6 an acre.

Lands in Assiniboia, east of the 3rd meridian, average \$3 to \$4 an acre.

Lands west of the 3rd meridian, including the Calgary District, generally \$3 per acre.

Lands in Northern Alberta and the Lake Dauphin District, \$3 per acre.

### TERMS OF PAYMENT.

The aggregate amount of purchase money and interest is divided into ten instalments, as shown in the table below ; the first to be paid at the time of purchase, the second two years from the date of purchase, the third in three years, and so on.

Interest on the outstanding purchase money is payable in one year, except in case of an actual settler who breaks up at least one-sixteenth of the land within that time. No rebate of interest is allowed on hay or grazing lands.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices under the new conditions :

160 acres at \$3.00 per acre, 1st instalment \$71.90, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st instalment \$107.85, and nine equal instalments of \$90.
160 acres at \$5.00 per acre, 1st instalment \$119.85, and nine equal instalments of \$100.
160 acres at \$5.50 per acre, 1st instalment \$131.80, and nine equal instalments of \$110.
160 acres at \$6.00 per acre, 1st instalment \$143.80, and nine equal instalments of \$120.

DISCOUNT FOR CASH. If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. of the amount paid in excess of the usual cash instalment.

Purchasers paying any instalment, or more, one full year before the date of maturity, will be allowed a discount on the amount of the instalment or instalments so paid at the rate of six per cent. per annum.

Interest at six per cent. will be charged on overdue instalments.

Write for maps and full particulars.

**L. A. HAMILTON,** Land Commissioner,  
**F. T. CRIFFIN,** - Asst. Land Commissioner.

WINNIPEG.

# ENAMELED IRON SIGNS

For Railway, Street Car, Steamship, Express, Telegraph, Telephone and Advertising purposes.

Railway Station Names, Street Car Route Signs, Express, Telegraph and Telephone Office Signs, Semaphore Arms, Switch Targets and Advertising Signs of every description of size and color made to order.

## Railway, Steamship and Ferry Signs

For doors, etc., 23 x 3 $\frac{1}{2}$  inches, blue letters and border on white ground, carried in stock with following lettering.

Waiting Room	Ladies' Toilet	Private Office	Dining Room
General Waiting Room	Men's Toilet	Freight Office	Lunch Room
Ladies' Waiting Room	Baggage Room	Ticket Office	Smoking Room
Men's Waiting Room	Agent's Office	Telegraph Office	No Admittance

The following are carried in stock, size 10 x 2 $\frac{1}{2}$  :—

**Men Women Exit Fire Escape**

Railway numbers for bridges, mile posts, signal houses, etc. ; single figures on plates 8 $\frac{1}{2}$  in. high.

These signs last practically for ever, they never fade or tarnish, they are ever bright and attractive, they are absolutely impervious to heat or cold, they are the only signs that will withstand the effects of weather in all climates.

For Prices, Illustrated Catalogues, etc., address

## THE ACTON BURROWS COMPANY,

Agents for the Imperial Enamel Co. of Birmingham,  
29 Melinda Street, Toronto, Canada.

BRANCH OFFICES—197 Lombard Street, Winnipeg S. A. Erskine, Resident Agent ;  
28 Broad Street, Victoria, B.C. D. H. Macdowall, Resident Agent.