

### The Canadian Northern Ry. in B.C.

The contract entered into between the British Columbia Government and Mackenzie, Mann & Co. for the construction of a railway from Yellowhead pass, on the boundary between B.C. and Alberta, and Seymour's Narrows, B.C., was actually entered into with the Edmonton, Yukon and Pacific Ry. Co. The charter of this Co. is owned by Mackenzie, Mann & Co., and a piece of line  $4\frac{1}{2}$  miles in length, from a junction with the Calgary and Edmonton Ry. at Strathcona across the Saskatchewan river into the town of Edmonton, has been completed. It is proposed to amalgamate the E.Y. and P. Ry. Co. with the Canadian Northern Ry. Co., for which powers were obtained in 1901. The negotiations prior to the signing of the contract were made the subject of considerable debate in the B.C. Legislature and Smith Curtis made a number of charges against various members of the Cabinet, and more particularly against Premier Dunsmuir so far as the proposed sale of the Esquimalt and Nanaimo Ry., and the charter of the projected Comox and Cape Scott Ry. were concerned. Mr. Curtis asked that a committee of the House be appointed to investigate the charges, but it was decided to ask for the appointment of a Royal Commission. The Lieut.-Governor appointed Justice Walkem, of the B.C. Supreme Court, to hold an investigation, and the sittings were commenced on Mar. 27. J. N. Greenshields, K.C., Montreal, denied having acted in any way as between the B.C. Government and Mackenzie, Mann & Co.; in those negotiations he represented the contractors; in the negotiations with the Dominion Government, with a view of obtaining increased subsidies, he was acting for the B.C. Government. He also represented Mackenzie, Mann & Co. in the negotiations with the Dunsmuir for the purchase of the Esquimalt and Nanaimo Ry. These negotiations were terminated because the U.S. shareholders have refused to sell. A great deal of evidence has been given, one feature being the refusal of the officials of the C.P.R. Telegraphs, and of the G.N.W. Telegraph Co. to produce copies of the telegrams that passed between the various persons interested. The investigation has not concluded.

The proposal to purchase the Esquimalt and Nanaimo Ry. not having been agreeable to the U.S. shareholders, an application has been made by J. N. Greenshields, T. G. Holt, H. B. Robertson and J. Mitchell, to the B.C. Legislature for the incorporation of a company under the title of the Victoria and Seymour Narrows Ry. Co., to construct a railway from Victoria to Seymour Narrows, on Vancouver Island, B.C. In addition to all the powers conferred by the B.C. Railways' Act, the Co. asks power to construct telegraph and telephone line, develop electric power and transmit the same, and operate steamships.

The Ontario Court of Appeal has given its opinion on the case submitted to it by the Attorney-General respecting the act passed in 1897 for preventing the profanation of the Lord's day. Of the four judges constituting the Court three have given their opinion that the act is constitutional, and that its provisions can be enforced as against running Sunday excursions by railways or steamships, and the operation of cars by street railway or tramway companies, except such as were in operation prior to April 1, 1897. The opinion of the majority of judges is further that the act cannot be made to apply to corporations operating exclusively under the legislative authority of the Dominion Government, nor to the individual employees of corporations. Chief Justice Armour is of opinion that the Ontario Legislature had no jurisdiction to pass the act in question.

### Railway Equipment Notes.

The Reid Newfoundland Co. has ordered 100 flat cars in the U.S.

The C.P.R. is paying the I.C.R. \$8 a day for the locomotives recently hired.

The C.P.R. has placed an outside order in Montreal for building 6 tenders for passenger locomotives.

The Kingston and Pembroke Ry. is not, we are officially informed, in the market for additional locomotives.

The Intercolonial Ry. has recently received the fourth switching locomotive on the order placed with the Canadian Locomotive Co.

The Cape Breton Ry. is reported to have ordered in the U.S. 100 refrigerator cars, to be used in transporting fish from Cape Breton to U.S. markets.

Jas. Cooper, Montreal, has recently sold to the C.P.R. 9 large improved steam shovels to be used in the heavy work about to be undertaken by the company.

The Montreal St. Ry. is placing a number of new cars on the Montreal Park and Island Ry. They are 54 ft. long and 8 ft. wide, seating 60 people in chairs.

The I.C.R. has ordered from the Canadian Locomotive Co. 20 consolidation locomotives with Richmond compound cylinders; delivery to commence in Oct.

The Canada Southern division of the Michigan Central Rd. recently received from the American Locomotive Co.'s Schenectady works two mogul locomotives.

The G.T.R. has recently contracted with the Safety Car Heating & Lighting Co. for the equipping of 50 additional cars on its line with the Pintsch system of lighting.

The G.T.R. is reported to be building at its London shops 300 flat cars of 60,000 lbs. capacity, 36 ft.  $9\frac{3}{4}$  in. long, 9 ft.  $\frac{3}{4}$  in. wide, and 4 ft. high, for July and Aug. delivery.

The Pintsch gasworks at Moncton, N.B., which has been in the course of construction for the past two months, is now completed, and gas is being made there for use in the I.C.R. cars.

The Nova Scotia Steel and Coal Co. has ordered from Rhodes, Curry & Co., Amherst, N.S., 100 16-ton coal cars for use on the line between its colliery at Sydney Mines and North Sydney.

The Canada Atlantic Ry.'s car repair shops in Ottawa were damaged by fire recently, 2 passenger cars, a combination passenger and baggage car, 2 freight cars, and a wrecking derrick being destroyed.

The Metropolitan Ry., Toronto, Ont., has been notified by York County Council that improved cars must be provided by June 6, with cushioned seats running crosswise, and with provision for carrying baggage.

The G.T.R. is reported to have placed an order for 100 coal cars of 80,000 lbs. capacity; weight, 36,200 lbs., length, 38 ft.; width, 9 ft. 1 in.; height of sides, 4 ft.  $2\frac{1}{2}$  in., to be built of wood for Aug. delivery.

The Government railways have, according to a statement made in the House of Commons recently by the Minister of Railways, ordered 121 locomotives since July 1, 1896, of which 84 had been delivered up to March 1 last.

The Alberta Ry. and Coal Co. has not placed any orders for equipment in connection with the widening of its gauge except for the three locomotives previously mentioned. It is the intention, as far as possible, to utilize the present narrow gauge equipment.

The Dominion Iron and Steel Co. Sydney, N.S., has not recently received a switching locomotive from the U.S., as stated in the daily papers. The Co. is having two 50-ton

switching locomotives built by the Canadian Locomotive Co., as stated in our April issue.

The equipment of the Inverness and Richmond Ry., as reported to the Nova Scotia Legislature at the recent session, consisted of 4 locomotives, two 1st class coaches, 2 composite cars, 75 flat cars, 25 30-ton coal hopper cars, 10 box cars, 1 conductor's van, and 1 snow plough.

The C.P.R. now has on order and undelivered, including orders placed to April 30, the following locomotives:—16 passenger at Co.'s Montreal shops, 54 freight, 3 switching, and 3 passenger at American Locomotive Co.'s Schenectady works, 10 freight at Canadian Locomotive Co.'s works.

The Intercolonial Ry. has received from Rhodes, Curry & Co., Amherst, N.S., 1,000 box cars, 60,000 lbs., completing contract, and 202 box cars on the contract given for 500. It has also received from other works 50 box cars of 60,000 lbs. capacity, completing a contract for that number.

The American Locomotive Co. is reported to have obtained an extension of time on an option on 200 acres of land adjoining the site of the new shops for the C.P.R. in Montreal. Another report credits the Co. with being in treaty for 25 acres of land at Cornwall, Ont., to establish a locomotive works.

The 1,000 box cars which Rhodes, Curry & Co., Amherst, N.S., are building for the C.P.R. have the following specifications: Capacity, 80,000 lbs.; length, 36 ft. inside; width, 8 ft. 6 in. inside; height, 7 ft. 6 in. at carline; 7 ft. 8 in. at center; Westinghouse air-brakes, St. Thomas Brass Co., brasses.

The Lake Erie and Detroit River Ry. has ordered in the U.S. three 55-ton 8-wheel locomotives; cylinders, 18 by 26 in., for immediate delivery. The L.E. and D.R.R. is in the market for gondola cars, and expects to place an order for 100 of 35 ft. or 36 ft., 60,000 lb. capacity, fitted with automatic couplers and air brakes.

During the year ended Sept., 1901, the Sydney and Louisburg Ry. added to its equipment: 1 1st class car, 1 tool car, 229 coal cars and 1 conductor's van, giving it a total equipment of 20 locomotives, 3 1st class cars, 3 2nd class cars, 2 tool cars, 1 box car, 71 platform cars, 988 coal cars, 1 flanger, 7 conductor's vans, and 1 snow plough.

A bill is before the Dominion Parliament at the current session to provide for the further protection of railway employees, by requiring that all cars be equipped with air brakes and engines and cars with automatic couplers; all box freight cars to have an end and side ladder, with a step at the bottom and an angle iron on top of the car, so as to assist the employee to reach the top.

The I.C.R. is building four 10-wheel passenger locomotives in its Moncton shops. Following are the general dimensions:—

Cylinders	20 in. diam. by 26 in. stroke.
Driving wheels	72 in. in diam.
Boiler pressure	180 lbs.
Wheel centers	66 in. diam.
Tank capacity	3,000 Imperial gallons.
Weight on drivers	113,904 lbs.
Weight of engine	145,040 lbs.
Total weight of engine and tender	249,040 lbs.

The C.P.R. has constructed at its Hochelaga shops, Montreal, an observation car for service in the Rocky and Selkirk mountains. It will be 56 ft. in length over frame, with seating capacity in the body of the car for 14 passengers, and with a cupola at each end that will seat six passengers each. It will be provided with revolving chairs, and the windows will be made as large as possible. If it proves satisfactory the Co. will probably build additional cars like it.

The C.P.R. has on order and undelivered the following rolling stock in addition to locomotives, particulars of which are given in an-