

Refrigerator cars, length 36 ft. inside; capacity 70,000 lbs. or over; gross weight not to exceed 112,000 lbs.; quick action air brake.

Grand Trunk Equipment.

The Co. recently placed an order for 500 box cars, not 2,000, as stated in the daily press, to be built at its Montreal shops.

Five more first-class passenger cars of the 800 series, as described in our Jan. issue, pg. 11, have recently been turned out from the Montreal shops.

The Co. will build at its Montreal shops this year 24 simple mogul locomotives, similar to those built last year. They will have cylinders 20 in. by 26 in.; drivers 62 in. in diam., & a total weight of 159,068 lbs., of which 135,480 lbs. will be on the drivers. The boilers will be of the extended wagon top type, with a working steam pressure of 200 lbs. There will be 283 charcoal iron lap-welded tubes, 2 in. in diam. & 143 in. long. The fireboxes will be of steel, 120 ins. long & 40½ in. wide. The tank capacity for water will be 4,500 gals, and the coal capacity 20,000 lbs.

During the past year the Co.'s shops at Montreal were very busy. Full time has been the rule, a large number of engines & cars have been turned out, & hundreds of cars have been repaired. The following rolling stock was built in the car shops & put in operation during 1899. Two composite cafe-parlor cars, composed of drawing room, seating 12 persons, a dining room to accommodate the same number, buffet & smoking rooms, with large & commodious separate toilet rooms for women & men. These cars run on the day expresses between Montreal & Toronto. Luncheon is served in the dining

room compartment any time during the day, thus obviating the necessity of passengers leaving the train for refreshments while en route between the two cities, & saving a considerable amount of time in the run, the 333 miles now being made in a little over 8 hours. Seven 1st class modern coaches of the 800 series & 2 composite 2nd class & baggage cars were built & added to the rolling stock. Other cars turned out of the Montreal shops were 230 box, 200 flat, 153 coal (all of a capacity of 30,000 tons), & 50 cinder cars. On the Middle Division two of the latest & most approved dining cars replaced those of a more ancient pattern. They are beautifully fitted throughout, & the interior decorations are of handsome design without any gaudy effect. Meals are served on these cars a la carte.

Ten cabooses have been built at the Montreal shops. They are very comfortably fitted up, having seats on each side with heavy plush cushions, which can be utilized as lounges when needed. A stove with oven attached is provided in each van for the convenience of the men in providing their meals. Each van also contains an ice box, a commodious writing desk & a roomy wardrobe the whole height of the van.

The repairs in the Montreal shops included 916 passenger cars & 4,573 freight cars, & 3,240 freight cars were equipped with M.C.B. automatic couplers & Westinghouse air brakes. All the new passenger equipment is fitted with wide vestibule, the Co.'s standard platform & buffing arrangements. They have also all other latest conveniences & safety appliances.

In the motive power shops the following engines were built & placed in service: Six 10-wheel large passenger locomotives, 6

8-wheel large mogul locomotives for hauling freight, & 10 locomotives of smaller type. In addition to these the Co. purchased from the Baldwin Locomotive Works 10 compound consolidation freight engines, which are now in operation on the different divisions of the system. At present the motive power shops are in the throes of a busy season, & hundreds of men are to be seen working on 24 large mogul locomotives now in course of construction.

Railway Equipment Notes.

The Bay of Quinte is having 10 flat cars built with 60,000 lbs. capacity.

The Central Vermont is building a few cinder & some flat cars at its shops at St. Albans, Vt.

The Algoma Central has recently placed an order for 50 steel cars of 100,000 lbs. capacity.

It is likely the Kingston & Pembroke will order a 75 ton mogul locomotive & 30 flat cars.

The Quebec Central is said to want 7 or 8 passenger cars & about 150 box & some platform cars.

The South Shore is said to be in the market for 2 locomotives, & will probably want 50 box cars soon.

The Dominion Atlantic has recently built 25 large coal cars & 2 cattle cars at its shops at Kentville, N.S.

The Minneapolis, St. Paul & Sault Ste. Marie management states it is not in the market for passenger cars.

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.

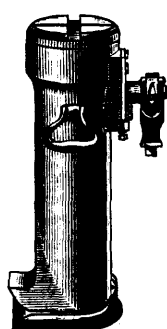
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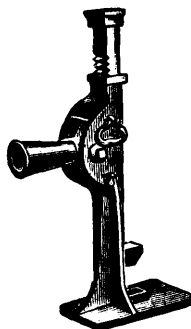
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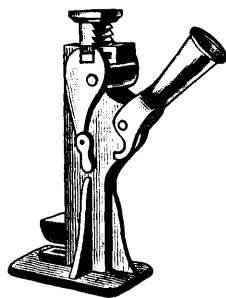
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Guaranteed in every Respect.

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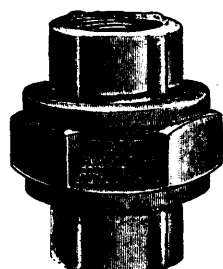
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