

100 flat cars 40,000 lbs. capacity, 4 flat cars 60,000 lbs. capacity, two 60-ton steam shovels. The Co. has built at Sault Ste. Marie 1 snow-plow and 4 cabooses. The car shops there have just been completed and work has been started on 300 flat cars 40 tons, and 50 box cars 40 tons.

The Dominion Customs Department recently released 1,000 box cars on the Canada Atlantic Ry., which were seized two years ago for duty, the customs authorities contending that they were being used for the C.A. Ry.'s traffic between Depot harbor, Ont., and Co-teau, Quebec., and not for through international traffic. Only three of the cars were held, the others being allowed to be used pending the decision. The value of the cars was placed at \$750,000.

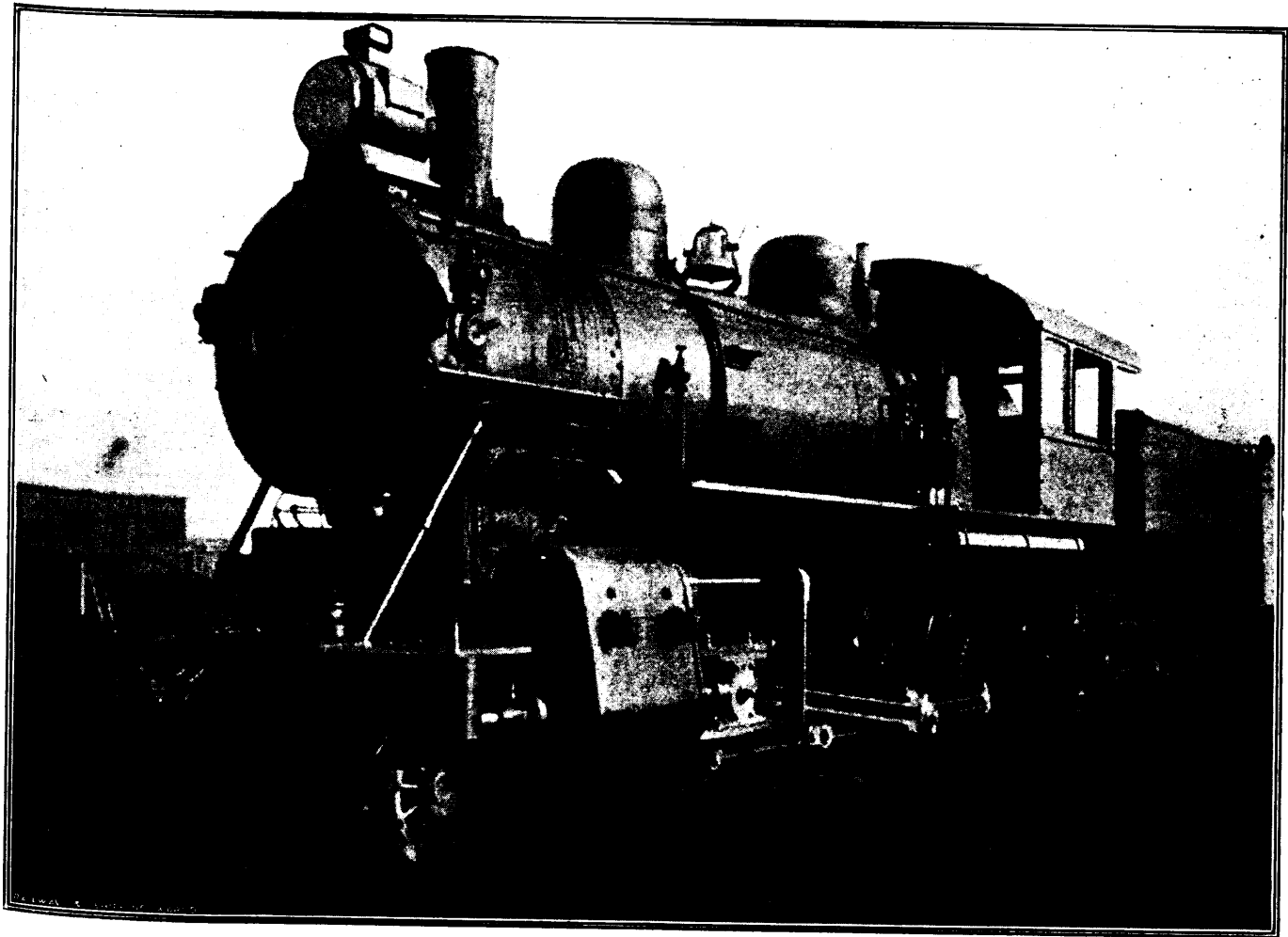
will remove its works to another location and it seems probable that this will be done, and that a much larger plant will be put in operation.

The Midland Ry. of Nova Scotia, which has recently been opened for traffic, has started out with the following equipment:—1 locomotive, 2 first class passenger coaches, 1 combined 1st class passenger and smoking coach, 1 baggage and express car, 2 box cars, 60,000 lbs. capacity, 30 flat cars, 60,000 lbs. capacity. The equipment is provided with automatic couplers and air-brakes. It has not been definitely decided what additional equipment will be provided during the winter, but 2 locomotives will be added and more passenger coaches.

The Michigan Central Rd. has built two

met Hon. Mr. Harty, M. J. Haney, and C. Bermingham, of the Canadian Locomotive Co. It is reported that he made an offer of \$500,000 for the works and the contracts in hand for locomotives; that this offer was declined, and that a price of \$1,000,000 was put on the property, etc. Mr. Arkell is reported to have stated in Montreal that, failing to secure the Kingston works, the American Locomotive Co. will start works in Montreal, but that if the Kingston works are secured 3,000 men will be employed. We have been unable to obtain any definite information in regard to the matter further than that an officer of the American Locomotive Co. informs us that that Co. does not contemplate the establishment of works in Canada.

The Lake Erie and Detroit River Ry. has



CANADIAN PACIFIC RAILWAY COMPOUND CONSOLIDATION FREIGHT LOCOMOTIVE.

The Central Ontario Ry. has ordered a 10-wheel passenger locomotive, with 3 pairs of coupled wheels, from the Canadian Locomotive Co., to be delivered in May. Gauge, 4 ft. 8½ ins.; fuel, bituminous coal; cylinders, 18 x 24 ins.; driving wheels, 57 ins. diameter; weight of engine in working order, about 115,000 lbs.; brakes, automatic (Westinghouse) for tender and train, and equalizing brakes on drivers; bell, automatic bell ringer; tank capacity, 4,000 gallons; steel frame.

The Canadian Locomotive Co. has had a very satisfactory year's business. It was about the middle of April, 1901, before the Co. began turning out locomotives under the new management, and since that time it has delivered 20 consolidations, 4 compounds, 4 moguls and 2 narrow gauges. It is expected that the output will be considerably increased this year. It has been rumored that the Co.

transfer freight engines at its St. Thomas, Ont., shops, and two more will probably be built there in the near future. Following are the general dimensions:—

Style	6 wheel coupled switch
Total weight of engine alone	131,000 lbs.
Cylinders	19x26 in.
Driving wheel centre	44 in.
Style of boiler	Radial stay, straight
Inside diameter of boiler	65 in.
Pressure carried	180 lbs.
Flues, 2 in	280
Heating surface	1771.4 ft.
Grate area	31.5 ft.

In a recent test of one of the locomotives 45 loaded cars were hauled from Montrose yards to the cantilever bridge at Niagara Falls.

W. J. Arkell, of New York, who is said to be associated with the American Locomotive Co., has been in Kingston, Ont., where he

recently purchased 17 passenger coaches in Chicago. Three of them are palace cars 50 ft. long, three wheel trucks, moderately equipped, with smoking compartment, chandeliers, and patent heaters—seating capacity 48. One is a palace car 60 ft. long, same description—seating capacity 60. Two are 1st class day coaches, 60 ft. long, patent heaters, chandeliers, finished in fine quarter-oak—seating capacity 70. One is a palace car 60 ft. long, solid vestibule, three-wheel trucks—will seat about 70—has not been finished up yet. The Co. has also purchased a combination official and pay car, built by the Pennsylvania Co., 50 ft. long, containing observation end, two upper and two lower sleeping berths, one state room, closet, kitchen, and pay car end, fitted with lighting system and patent heaters.

The unconfirmed report that the C.P.R. was contemplating using electricity as motive