

work of painting and varnishing being done at the same time.

The new C.P.R. dining cars Chambord and Louvre recently placed in service are 72 ft. long over frame, and 79 ft. 8 in. long over wide vestibules, and were built in the U.S. The exterior finish is polished mahogany decorated in gold. The interior finish throughout being selected mahogany, panelled; the deck is Empire style, with deck sashes, and transoms glazed with cathedral glass. The five single and five double mahogany tables in the dining-room have a capacity for 30 passengers, the seating arrangement being leather upholstered chairs. The kitchen is entered by a door from the vestibule, and is separated from the remainder of car by a partition which forms part of the passengers' corridor. The kitchen refrigerator, wine and fruit lockers are also equipped with a system of refrigeration, and all the other equipment is equally up to date. For safety of passengers entering the car by the kitchen corridor, no platform trap door or steps are provided at that end of car, but passengers may either leave the train by the adjoining car or by the steps at the dining-room end.

Shay locomotive no. 1903 recently delivered to the C.P.R. is designed on practically the same lines as the former one, no. 111, an illustration of which appeared in our issue of Jan., 1901. This locomotive has a slightly increased co-efficient of adhesion and is designed, as was the other one, to pull heavy trains on steep grades and sharp curves. The engine is so built that the entire weight, including tender, is on the driving wheels. The trucks are centre-bearing-swivelling. The power from the vertical engines is transmitted to the driving wheels through a shaft with bevel gears; these engines, which are three in number, are fastened to the boiler on the right hand side of the locomotive, the cranks being set at an angle of 120 degrees, which renders it impossible for more than one pin to be on the centre. Following are the general dimensions:

Gauge	4 ft. 8½ in.
Fuel used	Bituminous coal
Aver. total weight in working order (about)	117,500 lbs.
Length of engine and tender over pilots	66 ft. 9 in. 16 in.
Extreme height above rail	14 ft. 3 in.
Total wheel base of engine and tender	43 ft. 10 in.
Driving wheel, base	43 ft. 10 in.
Driving wheel, (12)	40 in. in diam.
Journals	7 in. diam. x 8 in. long
Cylinders (3 in number)	15 in. x 17 in. stroke
Boiler, type of	Wagon top
Working pressure	190 lbs. per sq. in.
Material in barrel	Steel
Total heating surface	1,554 sq. ft.
Tube heating surface	1,407 sq. ft.
Fire-box heating surface	147 sq. ft.
Grate area	28.8 sq. ft.
Wheels, steel tyrod and steel gear rims attached having 41 teeth, 2½ pitch; pinions on shafts are steel, and have 20 teeth.	
Tender capacity, coal, 7 tons; water, about 3,300 imperial gallons.	

F. H. McGuigan, Manager, G.T.R., says that the press report that he stated that with the completion of the double-tracking along the line, a new fast service will be inaugurated between Montreal and Chicago, has no foundation, as he has not made any such statement.

The Montreal Street Ry. Co. operates its service along a number of the streets in Westmount, an adjoining municipality. Owing to the operations of a by-law restricting the speed of vehicles to eight miles an hour, and to four miles an hour at crossings, the company recently only ran the number of cars its franchise called for, and at a speed of about five miles an hour, stopping all other cars, which were marked "extras," at the boundary. A few days of this service led the council to call a special meeting to rescind the by-law, and to enact another one, fixing the maximum speed for vehicles in Westmount at 12½ miles an hour.

### C.P.R. Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases or decreases over 1902-03, from July 1, 1903:—

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July \$3,997,343.75	\$2,678,816.63	\$1,318,527.12	\$142,815.86+
Aug. 4,076,153.74	2,642,051.24	1,434,102.50	71,204.05+
Sept. 3,937,001.72	2,734,735.91	1,202,265.81	208,488.60-
Oct. 4,488,263.88	2,834,236.87	1,654,027.01	37,892.38+
Nov. 4,142,909.47	2,664,928.29	1,477,981.18	80,259.06-

\$20,641,672.56 \$13,554,768.94 \$7,086,903.62 \$36,818.46-  
Approximate earnings for Dec., \$4,221,000, against \$3,914,000 for Dec., 1902.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Nov., \$189,343.44; net earnings, \$44,676.64, against \$197,174.15 gross and \$47,181.91 net for Nov., 1902. Net earnings for five months ended Nov. 30, \$409,001.89 against \$473,797.86 for same period, 1902. Approximate earnings for Dec., \$197,383, against \$202,265 for Dec., 1902.

MINERAL RANGE RY.—Approximate earnings for Dec., \$45,964, against \$44,790 for Dec., 1902.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Nov., \$770,391.22; net earnings, \$445,723.48, against \$742,100.82 gross and \$425,376.42 net for Nov., 1902. Net earnings for five months \$1,900,738.36, against \$1,885,873.88, for same period, 1902. Approximate earnings for Dec., \$584,127, against \$478,471 for Dec., 1902.

### Canadian Pacific Railway Land Sales.

	Acres.	1902	Amount.	1903
July...	267,647.34	155,344.93	\$1,020,404.70	\$672,876.50
Aug...	263,339.45	130,723.83	1,271,529.81	473,064.85
Sept...	60,441.12	145,535.83	268,757.99	542,811.11
Oct...	15,950.07	270,616.23	236,611.59	952,645.35
Nov...	22,563.95	146,687.83	107,365.21	598,788.99
Dec...	30,146.00	577,382.61	125,676.00	1,683,289.45
	520,646.79	1,426,291.26	\$2,761,587.38	\$4,813,475.25

### Grand Trunk Ry. Earnings, Expenses, &c

The following statement of earnings, supplied from the Montreal office, includes the G. T. of Canada, the G. T. Western, and the Detroit, Grand Haven & Milwaukee Rys.

	1903.	1902.	Increase.	Decrease.
July.....	\$3,192,608	\$2,589,422	\$603,186	
Aug.....	3,201,511	2,719,303	482,208	
Sept.....	3,274,245	2,885,405	388,840	
Oct.....	3,222,750	2,956,358	266,392	
Nov.....	2,935,000	2,726,439	198,561	
Dec.....	2,956,382	2,817,995	138,387	
	\$18,772,496	\$16,694,942	\$2,077,554	

The following figures have been issued from the London, Eng., office:

GRAND TRUNK RY. CO.				
Revenue statement for Nov., 1903:				
	1903.	1902.	Increase.	Decrease.
Gross receipts	\$480,400	\$457,600	\$22,800	
Working expenses	326,200	299,000	27,200	
Net profit	\$154,200	\$158,600		\$4,400

Aggregate from July 1 to Nov. 30, 1903:				
	1903.	1902.	Increase.	Decrease.
Gross receipts	\$2,628,800	\$2,333,900	\$294,900	
Working expenses	1,772,500	1,515,600	256,900	
Net profit	\$856,300	\$818,300	\$38,000	

GRAND TRUNK WESTERN RY. CO.				
Revenue statement for Nov., 1903:				
	1903.	1902.	Increase.	Decrease.
Gross receipts	\$100,400	\$81,000	\$19,400	
Working expenses	82,400	70,800	11,600	
Net profit	\$18,000	\$10,200	\$7,800	

Aggregate from July 1 to Nov. 30, 1903:				
	1903.	1902.	Increase.	Decrease.
Gross receipts	\$500,800	\$406,000	\$94,800	
Working expenses	442,500	361,200	81,300	
Net profit	\$58,300	\$44,800	\$13,500	

### DETROIT, GRAND HAVEN & MILWAUKEE RY. CO.

Revenue statement for Nov., 1903:				
	1903.	1902.	Increase.	Decrease.
Gross receipts	\$20,200	\$21,500		\$1,300
Working expenses	17,000	17,000		
Net profit	\$3,200	\$4,500		\$1,300

Aggregate from July 1 to Nov. 30, 1903:				
	1903.	1902.	Increase.	Decrease.
Gross receipts	\$119,600	\$110,100	\$9,500	
Working expenses	87,400	78,400	9,000	
Net profit	\$32,200	\$31,700	\$500	

TRAFFIC RECEIPTS OF THE SYSTEM.				
Aggregate from July 1 to Dec. 31, 1903:				
	1903.	1902.	Increase.	Decrease.
Grand Trunk	\$3,134,988	\$2,805,937	\$329,051	
G. T. Western	579,463	493,443	86,020	
D. G. H. & M.	142,911	131,087	11,824	
Total	\$3,857,362	\$3,430,467	\$426,895	

The Intercolonial Ry. has issued its calendar for 1904. The design of the moose head, etc., is lithographed on a background of birch bark, an effective, though not as original a piece of work as the 1902 calendar.

The recent increase of wages granted to the maintenance of way men on the Intercolonial Ry. makes the minimum wage \$1.40 a day for trackmen and \$1.85 a day for foremen on ordinary sections; \$1.50 a day for men, and \$2 to \$2.25 a day for foremen in yard sections.

A contractor's train is being run three days a week from North Bay to the end of track on the Temiskaming and Northern Ontario Ry., Mondays, Wednesdays and Fridays, returning Tuesdays, Thursdays and Saturdays. The train carries passengers, mail, express and freight.

The British Columbia Legislature has passed an act providing for the taxation of the property of railway companies within the province. The C.P.R. protested against the passing of the act on the ground that the increased taxation proposed to be levied was mainly for the purpose of paying for the construction of the Fraser river bridge, built for the purpose of enabling certain U.S. lines to enter Vancouver.

The Canadian Inspection Co. (Ltd.) has been incorporated under the Dominion Companies' Act, for the purpose of inspecting railway, bridge and structural materials, and the inspection of bridges, buildings and other structures, etc. The capital is placed at \$10,000, and the offices are to be in Montreal. The incorporators are: T. S. Griffiths, inspecting engineer, Montreal; A. A. Wighton, mechanical engineer, Toronto; L. J. Street, P. C. Ryan and F. A. C. Bickerdike, Montreal.

The Court of Appeal at Montreal has affirmed the judgment giving the Chateaugay and Northern Ry. \$500 damages against the Montreal Park and Island Ry., and directing the restoration to its original condition of the road between Maisonneuve and Longue Pointe. The two companies came to an agreement some time ago respecting the areas within which they should construct lines, and the courts have decided that the M.P. and I. Ry. Co. broke this agreement by starting work on a line at the point in question.

In connection with the completion of the Chateaugay and Northern Ry. from Montreal to Joliette, R. Hampson obtained an injunction against its operation over the piece of land, near Longue Pointe, which he sold for a right of way. There was a clause in the transfer specifying that electric power was to be used, but the line had been constructed as a steam road. After argument and the Great Northern Ry., which is operating the line, depositing \$6,000 in respect of damages, etc., the injunction was dissolved, and a regular train service placed in operation Jan. 11.