

**Notes to Steam Railway Statistics.***(Continued from page 157.)*

- (22) The Montreal and Atlantic Ry. includes the Lake Champlain and St. Lawrence Jct. Ry., 60.70 miles, operated under lease, and is operated by the C.P.R. It has 5.5 miles of double track.
- (23) The Montreal and Province and Montreal and Vermont Jct. lines are leased by the Central Vermont.
- (24) The Nelson and Fort Sheppard Ry. has running powers over the C.P.R. from Five Mile Point to Nelson, B.C., 4.7 miles.
- (25) The Ottawa, Northern and Western Ry. has running powers over the Hull Electric Ry., 2.50 miles. Its mileage includes the Pontiac Pacific Jct. Ry. and the Interprovincial Bridge.
- (26) The Pontiac and Renfrew Ry., 4.25 miles, was not under traffic.
- (27) The Quebec Central Ry. has running powers over the Intercolonial Ry. from Harlakia Jct. to Levis, 5.00 miles.
- (28) The Quebec, Montmorency and Charlevoix Ry. is operated by the Quebec Ry. Light and Power Co. as a steam and electric railway. The figures given in this table are those for the operation of the line by steam. It has six miles of double track.
- (29) The Rutland and Noyan Ry. is operated by the Rutland Ry., a United States company. Details of traffic were not returned.
- (30) The earnings of the St. Clair Tunnel are from tolls on vehicles hauled through the tunnel.
- (31) The St. Lawrence and Adirondack Ry. has running powers over the G.T.R. from Valleyfield to Beauharnois, 13.30 miles, and over the C.P.R. from Adirondack Jct. to Montreal, 8.70 miles.
- (32) The Toronto, Hamilton and Buffalo Ry. has running powers over the Hamilton and Dundas Ry. from Hamilton to Dundas, 3.67 miles, and over the G.T.R. from Hamilton to G.T.R. Jct., 1.50 miles. It has 4.69 miles of double track.

**Notes to Electric Railway Statistics.**

- (1) The Berlin and Waterloo mileage includes the Berlin and Bridgeport E.S. Ry., 2.5 miles. Power is furnished by the Berlin Light Commissioners.
- (2) The B.C. Electric Ry. has 7.50 miles of double track.
- (3) The Grand Valley Ry. obtains its power from the Brantford St. Ry., which with the Woodstock, Thames Valley and Ingersoll Ry. and the G.V.R. are controlled by the same company.
- (4) The Halifax E. Tramway Co. has 1.58 miles of double track.
- (5) The Hamilton and Dundas Ry. and the Hamilton Street Ry. obtain their power from the Cataract Power Co. The H.S. Ry. has 10.50 miles of double track.
- (6) The Hull Electric Co. has 6.85 miles of double track. Locomotives ran 15,163 miles over the line.
- (7) The Levis County Ry. was operated from Dec. 6, 1902, to June 30, 1903, on three miles of track.
- (8) The London Street Ry. has 11.68 miles of double track.
- (9) The Montreal Park and Island Ry. has 12.75 miles of double track.
- (10) The Montreal Street Ry. has 45.78 miles of double track.
- (11) The locomotive mileage over the Montreal Terminal Ry. was 20,124 miles.
- (12) The Niagara Falls, Park and River Ry. has 11.43 miles of double track.
- (13) The Ottawa E.R. has 18.28 miles of double track.
- (14) There are six miles of double track on the Citadel division, and 0.50 miles of double track on the Montmorency division of the Quebec Ry., Light and Power Co.

(15) The Toronto Ry. has 46.87 miles of double track.

(16) The Wesley Park and Clifton E. R. obtains its power from the Niagara, St. Catharines and Toronto Ry.

(17) The Winnipeg Street Ry. has 5.00 miles of double track.

(18) No returns or incomplete returns received.

**Railway Equipment Notes.**

The Peterborough Radial Ry. is in the market for five new cars.

The Canadian Northern Ry. has not yet definitely decided what its rolling stock requirements for 1904 will be.

The G.T.R., between Feb. 20 and April 9, added to its equipment 63 refrigerator cars, built at its Montreal shops.

The Cumberland Ry. and Coal Co. has ordered two first-class passenger coaches, and is in the market for other equipment.

The Intercolonial Ry. has received the last of an order of 70 box cars of 60,000 lbs. capacity from Rhodes, Curry & Co., Amherst, N.S.

The New Brunswick Southern Ry. is reported to be negotiating with the I.C.R. for the purchase of a locomotive and other rolling stock.

The Halifax and Southwestern Ry. has placed an order for 40 flat cars and two conductor's vans with Rhodes, Curry & Co., Amherst, N.S.

The Montreal Street Ry. is building at its own shops 50 semi-convertible cars 40 ft. over all, and containing a number of new features in car construction.

The Inverness Coal and Ry. Co. added to its equipment during the last financial year one locomotive, 49 gondola coal cars, two conductor's vans and one flanger.

The Sydney and Glace Bay Ry. during the last fiscal year added one tool car, 157 coal cars, and one snow plough to its equipment, and broke up seven platform cars.

The B.C. Electric Ry. will build, during the current year, at its Vancouver shops 10 convertible city cars, 20 ft. long; one double truck interurban car 30 ft. long; three interurban cars 50 ft. long, and one flat car.

The Cape Breton Ry., extending from Point Tupper to St. Peter's, N.S., 31 miles, is being operated with the following equipment: three locomotives, one first-class, one second-class and two composite cars and 54 platform cars.

The Wabash Rd. has received an Atlantic type passenger engine, no. 1602, for service in Canada. During the next few months some additional locomotives will be placed in service for its Canadian traffic, but how many or what class has not been determined.

Rhodes, Curry & Co., Amherst, N.S., has received orders for 50 box cars, 60,000 lbs. capacity, from the Quebec and Lake St. John Ry.; for 15 flat cars, 40,000 lbs. capacity, from the Dominion Coal Co., and for 250 coal cars, 30,000 lbs. capacity, and seven baggage cars from the I.C.R.

The C.P.R. added to its equipment between Feb. 17 and Mar. 9 three freight locomotives from the Saxon Engine Works, Chemnitz, Germany; 10 first-class cars from its Hochelaga shops, Montreal; 10 box cars (completing an order for 500), and 165 flat cars from its Perth, Ont., shops.

The G.T.R., according to a press report, is building at its Fort Gratiot, Mich., shops a new pattern of switch locomotive, especially constructed for heavy yard work. With its tender it weighs 249,500 lbs. It carries a working steam pressure of 200 lbs. a square inch. Its cylinders are 20 by 26 ins. The drivers are 56 ins. in diameter.

The Temiskaming and Northern Ontario Ry. Commission has ordered three first-class passenger coaches, four second-class passenger coaches, and two baggage, mail and express cars, for delivery in Sept. and Oct. The 100 flat cars, 60,000 lbs. capacity, ordered from Rhodes, Curry & Co., of Amherst, N.S., were delivered by April 30.

The C.P.R.'s 216 box cars, 60,000 lbs. capacity, which are being built at its Perth, Ont., shops will be 36 ft. 8 in. long, 9 ft. 1 1/2 in. wide over frame, and 36 ft. long, 8 ft. 6 in. wide and 8 ft. high inside. They will be equipped with Westinghouse air-brake, Simplex brake beams, Simplex body and truck bolsters, with Susemihl side bearings.

We are advised that there is no truth in the report that the American Locomotive Co. has purchased the Rogers Locomotive Works at Paterson, N.J. The press reports stated that the A.L. Co. had acquired a controlling interest in the Rogers Company, and that it was intended to close the works and to maintain only the Cooke Works at that place.

The C.P.R.'s first-class car, which is being constructed at its Hochelaga shops, is 60 ft. long, 9 ft. 10 1/2 in. wide. It will be equipped with wide vestibule, double body bolsters, standard steel platforms, Westinghouse air brake, acetylene gas, steam heat, and will be carried on four-wheeled trucks with Krupp 40 in. steel-tired wheels and inside hung brakes.

The C.P.R., recently placed the following orders for equipment: 10 simple consolidation locomotives with the Canadian Locomotive Co., and 11 similar locomotives with the Locomotive and Machine Co., Montreal; six switching locomotives at its Delorimier ave. shops, Montreal; 16 baggage cars and 11 mail and express cars at its Hochelaga shops, Montreal; 25 30-ton box cars and 42 30-ton flat cars at its Perth, Ont., shops; and three vans at its Farnham, Que., shops.

The Canadian Locomotive Co., Kingston, Ont., has placed an order for the installation of a hydraulic rivetting and flanging plant in its shops. The rivetter will be a 125-ton machine complete with necessary hydraulic crane, accumulator, pumps, etc. This plant will be modern and strictly up to date, and will be the equal of anything of the kind in any other locomotive shops in Canada or the U.S. The contractors agreed to have it installed in seven weeks, and its installation will increase the capacity of the boiler shop from six to at least 15 locomotives a month.

Rhodes, Curry and Co., Ltd., of Amherst, N.S., declared a dividend of 12% at the annual meeting held recently. Following are the officers and directors for the current year: President and General Manager, N. Curry; Vice-President and Assistant General Manager, N. A. Rhodes; other directors: J. C. Robertson, Hon. T. R. Black, J. M. Townsend, C. T. Hillson; Secretary-Treasurer, J. M. Curry; Manager Sydney branch, A. S. Curry; Chief Accountant, W. H. Morse; Manager car building department, N. Curry; Assistant Manager, G. T. Douglas; Master Car Builder, J. W. McCallum.

The general dimensions of the 10 simple consolidation locomotives ordered by the C.P.R. from the Canadian Locomotive Co., and for the 11 similar locomotives ordered from the Locomotive and Machine Co. of Montreal are: diameter of cylinder, 21 in.; length of stroke, 28 in.; wheels, 57 in.; weight, about 180,000 lbs.; tender-tank, 5,000 galls. capacity, 12 tons of coal, weight about 130,000 lbs.; driving wheel trucks and engine truck tyres, Krupp crucible; tender wheels, cast iron; simplex tender truck bolsters and brake beams; Westinghouse American equalized driver brake, Westinghouse Automatic air brake, straight air brake, electric headlights, and piston balanced valves.