

passenger cars, nine refrigerator cars for passenger train service, 12 refrigerator cars for freight train service, and 17 stock cars from Rhodes, Curry & Co., Amherst, N.S.; 183 stock cars from its Perth, Ont., shops; 20 flat cars from the Algoma Central and Hudson's Bay Ry. Co.'s car shops, Sault Ste. Marie, Ont.; six vans from its Farnham, Que., shops.

A Freight Car Locating System.

There has recently been installed in the office of the Car Service Agent of the C.P.R. at Winnipeg, a system of keeping track of the cars under his control. The system is known as the graphic system, and requires for its operation a cabinet some 6 ft. in height. This cabinet is divided into compartments in which are placed tablets representing each car under the supervision of the office. The cars at present represented are stock cars, palace horse cars, furniture cars, refrigerator cars and ventilator cars. The case is set off to represent the whole of the road under the care of the Winnipeg car service agent, and

is subdivided into the divisions of superintendents. The territory covered extends from Fort William, Ont., to Laggan and Kootenay Landing, B.C. There are eight superintendents in the line covered. For each car there is a pallet into which there is inserted a card on which the movement of the car is entered. The number of the car is duplicated on the pallet, and the color of the pallet shows the class of car that is represented. By this system it can be seen at a glance just how the cars are distributed over the line, where they are located, and the condition that they are in. An empty movement is indicated by blue pencil marks, and a loaded movement by an entry in black pencil. As the car moves along the rails so do the pallets in the case. The system is regarded as a most perfect one. A large cabinet is in use in Montreal by which the whole equipment of the road is located by the officials of the car department at headquarters.

The Dominion Iron and Steel Co. is constructing a new rod and rail mill at its plant at Sydney, N.S.

The C.P.R. has been Discovered.

The following appeared in a recent issue of the Railway and Engineering Review:

"Canada.—It is stated that the Canadian Pacific will discontinue work for the time being on its Western division, owing to the fact that it has been found almost impossible to obtain material. During the last two years work on the Canadian Pacific has been almost continuous. Its object has been to become one of the great trunk lines of the continent."

This last sentence will certainly strike C.P.R. officials as very late news, as they as well as all Canadians had been under the impression that the C.P.R. had been one of the great trunk lines of the continent, and in fact was the only trunk line extending right across the continent from the Atlantic to the Pacific, operated and owned by one company.

The Hampton and St. Martin's Ry. has been re-opened for some distance from Hampton, N.B., and will be operated for its entire length, early in Oct.

Pintsch System Car and Buoy Lighting.

This Company controls in the United States and Canada the celebrated Pintsch System of Car and Buoy Lighting. It is economical, safe, efficient, and approved by the railway managers and Lighthouse Board of the United States, and has received the highest awards for excellence at the World's Expositions at Moscow, Vienna, St. Petersburg, London, Berlin, Paris, Chicago, Atlanta and Buffalo. 120,000 cars, 5,000 Locomotives and 1,700 Buoys are equipped with this light. 170 Railroads in the United States, Canada and Mexico have adopted this system of lighting, applied on over 20,000 cars.

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