

57 in. wheels, are being completed at the Montreal shops for fast freight service. It is expected that 6 passenger engines will be put in hand shortly. The type has not yet been decided on. (Official.)

The official car Champlain, used for many years by Vice-President Shaughnessy, has been sent to Winnipeg for the use of Manager Whyte, of the Western Lines, whose car no. 15, which as no. 10 was the General Manager's car when Sir Wm. Van Horne first occupied the position, has been sent to Vancouver for General Superintendent Marpole, of the Pacific Division. Mr. Shaughnessy will in future use the Metapedia, which was built for Lord Mountstephen when he was President. Sir Wm. Van Horne sticks to the Saskatchewan, of which so many railway men & others have pleasant recollections.

A Vancouver paper recently gave currency to a statement, which it attributed to a person connected with the C.P.R. Montreal shops, who, it said, was visiting Vancouver, to the effect that a large number of cars specially adapted for carrying troops were being built by the Co. in Montreal. We are officially informed that the statement, if made, had no foundation in fact. (Official.)

Intercolonial Railway Equipment.

Tenders were recently asked for 300 box cars & 100 platform cars. The box cars are to be of 60,000 lbs. capacity, the general dimensions being as follows:

	FT.	IN.
Length over end sills.....	35	0
Width over side sills.....	8	11
Height top of sills to underside of plates.....	7	3
Length inside.....	34	5½
Width inside.....	8	4½
Height inside top of floor to underside of carlin.....	7	3½
Height of Lining (to underside of top girth).....	5	0
Outside of end sill to centre of body bolster.....	5	3½
Centre to centre of cross frame tie timber.....	7	4
Height top of rail to centre of drawbar.....	2	10½
Wheel base of truck.....	5	2
Door opening.....	5	6
Distance of truck centres apart.....	24	5

The cars are to be fitted with Westinghouse automatic air brakes. Fifty trucks are to be of the 4 wheeled side bearing roller truck pattern, Barber's Patent 12 ins. channel steel, bolster truck, with malleable fittings as made by the Standard Car Truck Co., Montreal, & 250 of the 4 wheeled diamond pattern with rigid bolster, the design to be as shown in Car Builder's Dictionary, 1895 edition, pg. 332, figures 4644 to 4663, except that the steel bolster of truck is to be of a pattern to be approved & the centres of truck wheels are to be 5 ft. 2 ins. apart.

The platform cars are also to be of 60,000 lbs. capacity, the general dimensions being as follows:

	FT.	IN.
Length over end sills.....	35	0
Width over side sills.....	9	0
Length over floor.....	35	1½
Width over floor.....	9	3
Outside end sill to center of body bolster.....	5	4¾
Center to center of cross-frame tie timber.....	7	4
Height top of rail to center of drawbar.....	2	10½
Wheel base of truck.....	5	2
Distance of truck centers apart.....	24	3½

These cars are also to be fitted with Westinghouse automatic air brakes. All the trucks are to be of the Standard Car Truck Co.'s make, as specified above for 50 of the box cars. Heretofore wooden trucks have been used on I.C.R. freight cars.

Contracts have been awarded as follows: Rhodes, Curry & Co., Amherst, N.S., 150 box, 100 platform; Crossen Car Mfg. Co., Cobourg, Ont., 100 box; Rathbun Co., Deseronto, Ont., 50 box. (Official.)

We have also been favored with copies of the specifications for 2nd class sleeping cars, 63 ft. 7 ins. body length, postal & baggage cars 60 ft. long, & baggage cars 60 ft. long. It is said tenders are also being asked for 1st class cars.

It was recently stated by Maritime Province papers that the Wagner Car Co. was building 4 solid vestibuled trains for the I.C.R. This is denied, but it is said tenders will shortly be asked for them.

Daily papers recently stated that a company being formed to utilize the power of the Chaudiere Falls, near Quebec, would supply the I.C.R. with electricity for car lighting. The management of the line knows nothing about the matter. (Official.)

Referring to what we said about the Cleveland cylinder in our July issue, pg. 120, & Aug, pg. 155. One of these has been on a locomotive running between Moncton & St. John for some months, and another locomotive is to be fitted with it as soon as possible, to give it a further trial, as the one already in use seems to be working satisfactorily. (Official.)

Grand Trunk Equipment.

The G.T.R. has recently made large expenditures in the renewal of rolling stock, which includes the purchase of locomotives, 1st-class cars & freight cars. It has been part of Mr. Hays' policy to place the rolling stock in the most efficient state, & for this purpose everything of an antiquated character in connection with the system has been eliminated. The equipment, in short, may be said to have been modernized since the advent of Mr. Hays. The 1st-class cars upon the G.T.R. are, for the most part, of the newest pattern, while the old ones which have been in service for many years & present an aspect of decay, are being steadily weeded out.

The workshops at Point St. Charles, Montreal, are engaged at present filling many orders for engines & cars. The engine department is specially active with repairing work. About 2 months ago contracts were signed for 24 engines, 12 passenger & 12 freight. It was decided later on, however, to construct the passenger engines first, leaving the building of the freight engines for a future order. The 12 passenger engines are now well under way, & it is expected will be finished for the New Year. They will be 10-wheelers, having 6 driving & 4 truck wheels. Several old Kingston engines are being rebuilt. These engines were bought up by the G.T.R. for special work, & are now, some of them, over 30 years old. They will receive new cylinders, new wagon top boilers, new motion work, & various other improvements that will enable them to carry twice as much as formerly.

The Co. has recently turned out of its Montreal shops 4 baggage cars, 60 ft. in length, of the full height of 14 ft. 2 ins. from top of rail, the width being 9 ft. 8 ins., with an elevated roof, & finished & painted with the new G.T. standard color. The cars are equipped with the Westinghouse air signals & brakes, & heated with steam. The total weight of car, including trucks, is 64,900 lbs., & the total carrying capacity 18,000 lbs.

The Co. is now turning out a number of refrigerator cars, designed especially to take care of the perishable shipments originating at points on their lines in Canada, the cars being about 35 ft. long, & 13 ft. high, with a carrying capacity of 60,000 lbs. each. These cars are equipped with ice boxes & attachments, 2 being at each end of the car, the ice being supplied through 4 trap doors in the roof, immediately over the ice boxes. They are also equipped with automatic draw-bars & Westinghouse air brakes, & designed to run at a high rate of speed. They are painted an orange color, the roof being white, with the roof edge being in black.

The Wells & French Car Co., Chicago, has just commenced the delivery to the G.T.R. of 500 30-ton capacity box cars, of the standard G.T. design & finish.

Rhodes, Curry & Co., Amherst, N.S., are doing a very satisfactory car building business. In addition to the 150 box & 100 flats for the I.C.R. mentioned elsewhere, they are building six 20 ton coal cars for the Crow's Nest Coal Co. in British Columbia.

White Pass & Yukon.—The manager informs us that so far the Co. has had to take whatever equipment it could get ready for use, & has picked it up wherever it could find what it wanted. It is having 20 flat & 30 box cars built at Seattle, Wash., under the direction of Master Mechanic Garlock. Five locomotives, 1 passenger car, 1 combination passenger & baggage car, 1 baggage car & 10 flats have already been shipped from Seattle to Skagway.

Kootenay Railway & Navigation Co.

In our Aug. issue, pg. 147, we gave some financial statistics of the Kaslo & Slocan Ry., & referred to the rumors respecting a change in the ownership of the line, expressing the opinion that the one attributing its purchase to the C.P.R. was unfounded. It turns out that we were correct. The line has been sold to the Kootenay Ry. & Navigation Co., an English Co. which has as directors H. W. Forster, M.P. (Chairman), a director of the London & B. C. Goldfields; F. Lubbock, a director of the Bank of B. N. A.; A. C. Mitchell Innes, a director of the B. C. Electric Ry. Co., & G. Alexander, of Kaslo, B. C., President of the International Navigation & Trading Co. The K. R. & N. Co. also contemplates other important work. Its prospectus was issued in London, Eng., in Aug. The capital is £500,000, & the Co. is issuing £480,000 of 5% debenture stock at par. Following are extracts from the prospectus:

"The debenture stock will be secured by trust deed, whereby the entire capital stock of the local companies hereinafter referred to, & all their mortgages, bonds & obligations, & the whole of the undertaking of the Co., will be assigned to trustees by way of 1st charge. It is intended that this charge shall be specific as far as regards the stocks & securities of the 4 local companies mentioned herein & the landed properties of the Co., & shall be a floating security so far as regards the Co's other assets. The trust deed will provide that out of the sales of the Co's lands, or, failing this, out of the net profits of the Co. a sinking fund shall be provided for the redemption of the debenture stock within a period of 36 years, by purchase if below, or drawings at 110. In case for any reason the debenture stock should become repayable, the holders thereof will be entitled to be repaid at not less than £110%."

"This Co. was incorporated to consolidate & control as one system the Kaslo & Slocan Ry. & the International Navigation & Trading Co., & to connect these directly with the Great Northern & Northern Pacific Railways by a line either owned or controlled by this Co."

"The Co. will, therefore, own or control: The whole of the undertaking of the Kaslo & Slocan Ry., incorporated in 1892, which runs from Sandon to Kaslo on Kootenay Lake."

"The whole of the undertaking of the International Navigation & Trading Co., incorporated in 1894, which owns the connecting steamers on the Kootenay Lake."

"The whole of the undertaking of the Bedlington & Nelson Ry. Co., incorporated in 1897, formed to construct & operate the railway from Kootenay Lake to the International Boundary; and

"The whole of the undertaking of the proposed American Co. now being formed to construct & operate the railway from the International Boundary to Bonner's Ferry, at which point it will connect with the Great Northern Ry."