

there are 326 tubes, 2 in. in diam., 14 ft. 6 in. long. The working steam pressure is 210 lbs. per sq. in. The frames are of hammered iron, and the piston rods, stay-bolts and crank pins are iron, the latter being case-hardened. The iron axles have main journals 9½ in. in diam. by 10 in. long, and the other journals are 8½ in. in diam. by 10 in. long. The driving boxes are steel.

The Alberta Ry. and Coal Co. has ordered from the Canadian Locomotive Co. 3 mogul locomotives to be delivered in July. Following are the general dimensions: gauge, 4 ft. 8½ in.; fuel, bituminous coal; weight in working order, 105,000 lbs.; weight on drivers, about 90,000 lbs.; cylinders, 18 in. by 24 in.; driving wheels: 50 in. diameter, leading and trailing, cast centers, main, cast-steel centers, fitted with 3 in. Krupp crucible cast steel tires; driving wheel base, 14 ft. 6 in.; total engine wheel base, 22 ft. Boiler: extended wagon top type, 56 in. diameter at smoke box; firebox of sloping wide type; working pressure, 190 lbs.; tubes, 220, 2 in.; engine truck, center bearing, 2 wheels, 30 in. Tender: two 4-wheel trucks; iron sides, and steel crossbeams, center and side bearing; tender frame: steel; capacity 3,500 imp. gals.; wheels 33 in. diameter; reinforced brake beams; automatic couplers, M.C.B. standard, Westinghouse automatic brakes, for train and tender, and equalized brake on drivers; journals 5 in. by 9 in.; metallic packing for valve stems and rods.

The annual meeting of the shareholders of Rhodes, Curry and Co. (Ltd.), was held at Amherst, N.S., Feb. 25, when a dividend of 10% was declared, and the retiring directors were re-elected. The annual report showed a total volume of business of \$1,750,000, and the following particulars relating to the car building operations were given: Wages paid, \$167,573.11; freight paid to I.C.R., \$105,573.11; freight paid to vessels, \$15,815.10; materials used in cars constructed: 7,000,000 ft. lumber; 5,000 tons car wheels, 5,600 tons wrought iron and steel, 2,600 tons cast iron, and 80 tons of brass. The firm commenced business at Amherst in 1877; and in 1890 the Harris car works at St. John, N.B., was purchased, and the combined businesses were carried on as a joint stock company. The works of the firm at Amherst cover 8 acres. On Feb. 22 the erecting shops were destroyed by fire when the damage done amounted to \$30,000. New buildings are under construction, and the capacity of the works will be increased by several cars a day, so as not to delay delivery of the orders on hand.

The L'Assomption Ry., Que., has been re-opened for traffic.

The Dominion Atlantic Ry. carried 260,000 barrels of apples for export during the past season.

RAILWAY APPOINTMENTS, ETC.

Algoma Central and Hudson's Bay Ry.—W. H. Cowell has been appointed Purchasing Agent.

The position of General Manager, occupied by the late E. V. Clergue, has been abolished. B. J. Clergue, heretofore Assistant to the President, has been appointed Manager.

W. C. Barr has been appointed Superintendent of the Algoma Central steamship line, of which he was previously Assistant Superintendent.

Canadian Pacific.—W. Apps, Master Car Builder since Dec., 1895, has resigned and has been succeeded by W. E. Fowler.

H. Goldmark has received an appointment in the Chief Engineer's office and will assist the Acting Chief Engineer H. E. Vautelet, especially in connection with the erection of the new shops in Montreal.

F. Dillinger has been appointed acting Superintendent of the Chapleau and White river sections, Lake Superior division, with office at Chapleau, vice T. Hay, resigned.

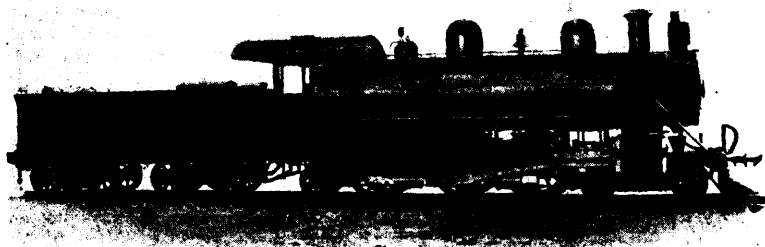
T. Hay has been appointed Claims Agent for the Lake Superior division. Office at North Bay, Ont.

Grand Trunk.—R. S. Logan has been appointed Assistant to the 2nd Vice President, vice J. E. Dalrymple, resigned to take service with another company.

M. S. Blaiklock has been appointed Superintendent of the Eastern division, with office

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