

tracked & laid with 100 lbs. rails. The engines are remarkably smooth riding which is especially noticeable on curves.

The Mechanical Department of the C.P.R. made a record in the time of getting out the first engine. The design was commenced by Mr. Atkinson on the morning of May 1, all materials were procured & the first engine was in steam on July 3, nine weeks from the date of commencing the design, & after going on trial trip & being cleaned & touched up, was sent for inspection to the Windsor St. Station on July 6. This time could have been beaten by some days, if the heavy freight traffic in the country had not delayed transportation of materials.

The two engravings on page 297 show the principal features of the engines. Following are the general dimensions, etc.:

Fuel.....	soft coal.
Gauge of track.....	4 ft. 8½ in.
Total weight in working order.....	159,000 lbs. estimated.
Weight on drivers.....	79,000 "
Total weight of engine & tender.....	274,000 "
Driving wheel base.....	7 ft. 3 in.
Total wheel base of engine.....	25 ft. 11½ in.
Total wheel base of engine & tender.....	53 ft. ¾ in.
Cylinders.....	13½ in. & 23 in. x 26 in.
Type of boiler.....	Belpaire with extended wagon top.
Diameter at smallest ring.....	60¾ in. inside.
Number of tubes.....	284
Diameter of tubes.....	2 in. outside diameter.
Length between sheets.....	15 ft. 1-16 in.
Firebox.....	9 ft. 1½ in. long x 3 ft. 6½ in. wide inside.
Working pressure.....	210 lbs.
Diameter of driving wheels on tread.....	84 in.
Diameter & length of journals.....	8½ in. x 12 in.
Diameter of engine truck wheels.....	36 in.
Diameter of journals.....	6 in. x 10 in.
Tender frame.....	steel
Tank capacity water.....	4,500 imperial gallons.
Tank capacity coal.....	8 tons.
Brakes.....	High speed Westinghouse American.
Tender axles, steel.....	Steel, Peck & Tozer.

The cars recently turned out of the Co.'s Montreal shops for the Montreal-Ottawa fast run are without doubt the triumph of car building up to date & reflect high credit on Master Car Builder Apps. The two trains each consist of baggage car, combination 2nd class & smoker, a 1st class car & a parlor car. The interior of the parlor car is finished in mahogany & satin wood, the bevelled glass windows are large, the seats are of dark green plush & the ceiling is decorated in dark

green & gold. The interior wood work is very handsomely carved. The car contains a ladies' drawing room & a smoking room. Special attention has been paid to the lavatories. The 1st class car is finished inside with the same woods as the parlor car. The combination 2nd class car & smoker is fitted with revolving wicker chairs. The whole train is lighted by electricity, generated from the axles.

A recent press despatch from Montreal stated that the Co. had placed orders for some 30 or 40 locomotives with U.S. manufacturers, that this had been done owing to the machinists' strike & that the Co. would close its locomotive shops & place its orders in the U.S. in future. We have been unable to secure either a confirmation or denial of this from official sources. Another report states that an order for 12 compound consolidation locomotives has been placed in the U.S., delivery to be made in May next. It is said they will weigh 150,000 lbs. with 133,000 lbs. on the driving wheels, & have 21 in. & 33 in. x 26 in. cylinders; 57 in. driving wheels; Belpaire boilers with 255 tubes 2 in. in diam. & 12 ft. 11-16 in. long & a working steam pressure of 200 lbs.; fireboxes, 9 ft. 1½ in. long & 3 ft. 6½ in. wide, of steel, & a tank capacity for 4,000 gals. of water.

The Co. is building at its own shops 400 box & 60 furniture cars. The box cars are 35 ft. long, 8 ft. 5 in. wide inside, 7 ft. 3 in. high inside & weigh 31,000 lbs. The furniture cars are 45 ft. long, 8 ft. 6 in. wide & 9 ft. high inside. All are being equipped with Westinghouse air brakes.

A report that the Duluth, South Shore & Atlantic was about to buy some steel cars is officially denied.

The Minneapolis, St. Paul & Sault Ste. Marie has ordered 40 refrigerator cars & is asking bids on 1,000 box cars.

Improving North-West Live Stock.—Mention was made in our last issue of the intention of the C.P.R. Co. to expend a considerable sum for the purpose of improving the breeds of live stock in Manitoba & the Terri-

tories. A few animals are being sent in this fall.

Ball Bearing Jacks for Export.—A. O. Norton, manufacturer of ball bearing jacks, Coaticook, Que., advises us he has just shipped a large order to Denmark, & that several other important orders for export to India, Australia & South Africa, have recently been received.

Rutland R.R.—It was recently reported in the daily press that arrangements were about completed by which this Co. would secure an entrance into Montreal, independently of the Central Vermont & its connections, & that the new route would be established by the acquisition of the United Counties Ry., from Lacolle Jct., by St. Johns & Iberville, thence by the Montreal & Province line. We are informed that the whole story is a fake, entirely without foundation in fact.

Elevator Commission.—At the last session of the Dominion Parliament an appropriation was voted for the expenses of a commission to investigate the grain elevator question in Manitoba and the Territories. The commission has been appointed as follows: Judge Senkler, of St. Catharines, Ont.; W. F. Sirett, M.P.P., Glendale; C. Castle, Foxton, & W. Lothian, Pipestone, the three last named being Manitoba farmers. C. N. Bell, Secretary of the Winnipeg Board of Trade, has been appointed Secretary of the Commission.

The Fairbanks Co. has this year made the following sales of railway track scales through its Montreal office:—To the C.P.R. 3, for Vancouver, Winnipeg & Sharbot Lake; G. T. R. 5, for various points on its line; Canadian Northern Ry. 1, for Winnipeg; Algoma Central Ry. 2; Dominion Coal Co. 2; Dominion Iron & Steel Co. 1; Cumberland Ry. & Coal Co. 1; Granby Consolidated Mining & Smelting Co., Grand Forks, B.C. 1; Dominion Cotton Mills Co., Magog, Que. 1; Laurentide Pulp Co. 1; Nova Scotia Steel Co. 1. The total length of these scales is 742 ft., & the total capacity over 3,000,000 lbs.

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