

The Record of Recent Construction, No. 29, of the Baldwin Locomotive Works, Philadelphia, Pa., tells of the building of a modern locomotive. It has 28 views illustrating the different processes, showing the engine in all stages of construction and as it appears ready for shipment.

The inadequacy of the Central Vermont Ry.'s equipment having been seriously felt during the past year, Vice-President and General Manager Logan has recommended the purchase of 4 freight locomotives, 2 switching locomotives, 100 coal cars, 100 flat cars, 1 baggage car and 4 first-class coaches.

The Central Vermont Ry. has installed four new boilers for its mogul locomotives, and has purchased six new boilers of increased pressure for its consolidation locomotives. Arrangements are being made to secure locomotives of a class which will permit of more economical operation, a large number of wooden bridges having been replaced by steel.

The Ontario Court of Appeal in the case of Oatman v. The Michigan Central Ry. Co., has upheld the finding of the jury in the court below that the Co. was negligent in running an engine with a "diamond" instead of a "straight" smokestack, in consequence of which sparks were emitted, and plaintiff's barn with its contents was set on fire and destroyed.

The Minneapolis, St. Paul and Sault Ste. Marie Ry. during the past fiscal year added to its equipment 3 consolidation and 1 decapod locomotives, and 393 box cars. Since the commencement of the current fiscal year

orders have been placed for four consolidation locomotives of the latest type, and for 300 freight cars. It is said that orders have also been placed for 4 sleeping cars, 8 passenger cars, 1 dining car and 1 baggage car.

The special cars comprising the Royal train have been exhibited by the C.P.R. Co. at various points in the Maritime Provinces, Quebec and Ontario, since the departure of their Royal Highnesses from Halifax. An admission fee of 25c. was charged, the entire proceeds being handed over for the benefit of the charitable institutions of the towns in which the cars were on exhibition. It is stated that next year the cars will be exhibited at other points throughout the Dominion. The newspaper reports that the train would be taken over to Great Britain for use on the Royal journeys there is obviously without foundation.

The Minneapolis St. Paul & Sault Ste. Marie Ry. has ordered three 10-wheel engines from the Baldwin Locomotive Works to be delivered in Feb. 1902. They will burn bituminous coal, will weigh about 150,600 lbs. in working order and will have cylinders 20 by 26 in., fitted with piston valves. The driving wheels will be 69 in. in diameter outside of tire, with cast-steel centres, while the engine truck wheels will be 33 in. in diameter, with standard steel spoke. The boilers will be of the extended wagon-top type, 62½ in. in diameter at smallest ring; they will be adapted to a working pressure of 200 lbs. and will include 312 tubes 2 in. in diameter. The fire-box will be the overframes type, 108 3-16 in. long, 41 in. wide and 70 in. deep at front, and will have a grate area of 30.8 sq. ft. The en-

gines will have a total heating surface of 2,480.24 sq. ft., of which the tubes afford 2,285.92 sq. ft., and the fire-box 194.32 sq. ft. The tender will have steel channel frame, with eight 33-in. wheels, with standard plate centres and will have a capacity of 6,000 gallons of water and ten tons of coal. The special equipment will include Westinghouse brakes, and train signals, and Westinghouse friction draft gear on tender.

General Baggage Regulations.—J. E. Quick, G.B.A. of the G.T.R., and R. H. Morris, G.B.A. of the C.P.R., have called a conference of the representatives of the baggage departments of Canadian transportation companies to be held at the G.T.R. general baggage office, Toronto, on Dec. 12, to review and revise the Canadian baggage agreement for 1902. As the Trunk Line, New England and Central Passenger Associations' territories have made several changes in baggage regulations which materially affects interchange of interline business, it is necessary that some changes be made in the Canadian rules. One of the most important is, that lines in the above territories are now all charging for the transportation of baby carriages, both locally and on interline business, and in order to check them through to points on lines in above territories, which is very desirable, it will be necessary to change the methods in Canada relative to transportation of these articles. Other subjects of interest to the baggage departments of all lines, such as through bonding arrangements, charges for storage on baggage in bond, etc., will come up for discussion and action.

C. P. R. LANDS.

The Canadian Pacific Railway lands consist of the odd-numbered sections along the Main Line and Branches, and in Northern Alberta and the Lake Dauphin District. The Railway Lands are for sale at the various agencies of the company in Manitoba and the North-West Territories at the following prices:

Lands in the Province of Manitoba average \$3 to \$6 an acre.

Lands in Assiniboia, east of the 3rd meridian, average \$3 to \$4 an acre.

Lands west of the 3rd meridian, including the Calgary District, generally \$3 per acre.

Lands in Northern Alberta and the Lake Dauphin District, \$3 per acre.

TERMS OF PAYMENT.

The aggregate amount of purchase money and interest is divided into ten instalments, as shown in the table below; the first to be paid at the time of purchase, the remainder annually thereafter, except in the case of the settler who goes into actual residence on the land and breaks up at least one-sixteenth thereof within one year, who is entitled to have second instalment deferred for two years from date of purchase.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices:

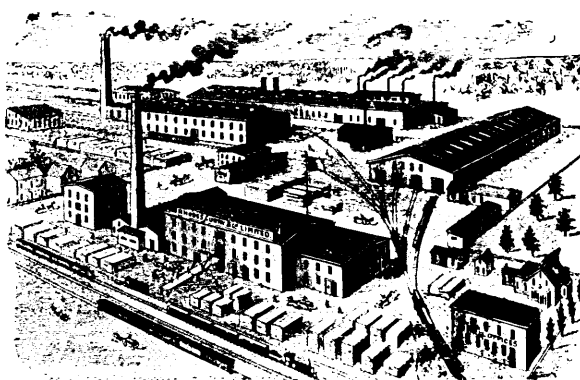
160 acres at \$3.00 per acre, 1st instalment \$71.90, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st instalment \$107.85, and nine equal instalments of \$90.
160 acres at \$5.00 per acre, 1st instalment \$119.85, and nine equal instalments of \$100.
160 acres at \$5.50 per acre, 1st instalment \$131.80, and nine equal instalments of \$110.
160 acres at \$6.00 per acre, 1st instalment \$143.80, and nine equal instalments of \$120.

DISCOUNT FOR CASH. If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. of the amount paid in excess of the usual cash instalment.

Interest at six per cent. will be charged on overdue instalments.

Write for maps and full particulars.

F. T. GRIFFIN, - Land Commissioner,
WINNIPEG.



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Export Elevator, Buffalo, N.Y.	"	1,000,000 "
J. R. Booth Elevator, Depot Harbor, Ontario	"	1,000,000 "
Cleveland Elevator Company's Elevator, Cleveland, O.	"	500,000 "
Erie R. R. Transfer & Clipping House, Chicago, Ill.	"	100 cars in 10 hrs.
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	"	1,500,000 "
Burlington Elevator Co., Peoria, Ill.	"	500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.	"	500,000 "
Northern Grain Co., Manitowoc, Wis.	"	1,350,000 "
Union Elevator, East St. Louis, Ill.	"	1,100,000 "
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