

**C.P.R. Earnings & Expenses.**

Gross earnings, working expenses, net profits and increases or decreases over 1899, from Jan. 1, 1900:

|      | Earnings.       | Expenses.      | Net Profits.   | Increase or Decrease. |
|------|-----------------|----------------|----------------|-----------------------|
| Jan. | \$2,152,071.32  | \$1,460,501.71 | \$ 691,569.61  | \$ 74,035.75+         |
| Feb. | 1,954,087.59    | 1,331,355.34   | 622,732.25     | 23,030.77+            |
| Mar. | 2,294,786.97    | 1,495,685.73   | 799,101.24     | 29,794.33+            |
| Apr. | 2,491,194.47    | 1,464,126.85   | 1,027,067.62   | 106,764.13+           |
| May  | 2,662,897.81    | 1,583,227.32   | 1,079,670.49   | 46,911.88+            |
|      | \$11,555,038.16 | \$7,334,806.05 | \$4,220,141.21 | \$20,948.20+          |
|      | + Increase.     | - Decrease.    |                |                       |

Approximate earnings for June, \$2,552,000, against \$2,352,000 in June, 1899; increase, \$200,000. Mileage increased to 7,438 miles.

**SUBSIDIARY LINES.**

**MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.**— Approximate earnings for June, \$393,178; increase over June, 1899, \$7,548.

Net earnings for Mar., \$242,982, against \$146,972 in Mar., 1899. Net earnings 3 months to Mar. 31, \$524,929, against \$260,308 for corresponding period.

**DULUTH, SOUTH SHORE & ATLANTIC.**— Approximate earnings for June, \$233,966; increase over June, 1899, \$20,861.

Net earnings for April, \$84,711, against \$61,388 for April, 1899.

**MINERAL RANGE, HANCOCK & CALUMET.**— Approximate earnings for June, \$53,804; increase over June, 1899, \$17,571.

**Canadian Pacific Railway Land Sales.**

|       | Acres.  |         | Amount.       |              |
|-------|---------|---------|---------------|--------------|
|       | 1900    | 1899    | 1900          | 1899         |
| Jan.  | 31,486  | 14,718  | \$ 100,857.85 | \$ 46,411.35 |
| Feb.  | 23,013  | 13,747  | 75,771.19     | 43,371.69    |
| Mar.  | 31,183  | 24,045  | 97,777.79     | 75,460.76    |
| April | 38,457  | 36,626  | 181,775.78    | 116,835.84   |
| May   | 66,057  | 26,584  | 214,851.09    | 88,928.98    |
| June  | 57,831  | 54,225  | 188,779.64    | 169,192.74   |
|       | 268,627 | 169,945 | \$859,813.34  | \$540,201.36 |

**A. O. Norton's** Canadian Plant, at Coaticook, Que., is working full time on export orders for ball bearing lifting jacks, among which are shipments to South Africa, Siam, Mexico, San Salvador, Sweden and South Australia.

**F. E. Came,** Montreal, has been appointed general sales agent for Canada for the Bell Rock Mills, & will supply the trade with all lines of linen & cotton fire hose, & cotton electric tubing, of which a stock is carried in Montreal.

**Railway Equipment Notes.**

The G.T.R. is said to be in the market for 500 coal cars of 80,000 lbs. capacity.

The Great Northern of Canada is reported to have ordered 150 box and 50 platform cars.

The Toronto, Hamilton & Buffalo, is about to add to its passenger equipment 10 coaches for excursion business.

The narrow gauge sleeping cars, which are being placed on the White Pass & Yukon, are 40 ft. long & weigh 15 tons.

The Westinghouse Air Brake Co. has declared a dividend of 7½%, making the total dividends 32½% for the fiscal year.

The Minneapolis, St. Paul & Sault Ste. Marie Ry. recently placed an order with the Baldwin Locomotive Works for one locomotive.

The Ottawa & New York has two trains turned out from its shops on the U.S. side some months ago that will be put in service as soon as the bridge at Cornwall is completed.

The C.P.R. Co. has built at its Montreal works 2 locomotives, nos. 222 & 223, for the Imperial Limited service between Fort William & Ignace. They have 69 in. driving wheels.

The Intercolonial received during June three 60,000 lbs. box-cars & 28 platform cars from Rhodes, Curry & Co., Amherst, N.S. Seventy-five 60,000 lbs. box-cars were also received.

The Minister of Railways recently announced his decision to make important additions to the Intercolonial equipment, including powerful locomotives & up-to-date passenger & freight cars.

Rhodes, Curry & Co., Amherst, N.S., have about completed their new car-wheel works, which will have a capacity of 100 wheels a day. They are being equipped with the most up-to-date foundry plant.

Since Feb. 1 the G.T.R. has built at its shops 15 1st-class passenger coaches, 2 baggage cars, 135 box cars, & 300 coal cars, both of the latter being of 60,000 lbs. capacity. Automatic couplers & air brakes have been put on 3,123 freight cars.

The Richmond Locomotive & Machine Works is exhibiting a 16 x 24 10-wheeled passenger locomotive at the Paris Exposition. The engine is 1 of 10 ordered by the Finland State Ry. Nine of the engines have been delivered, & the one in question will be shipped to Finland after the close of the Exposition.

The staffs of the divisional workshops of the G.T.R. are hard at work equipping with air-brakes the whole of the cars in the service not already so equipped, to comply with the order issued by the U.S. Inter-State Commerce Commission that all cars running in U.S. territory must, after Aug. 1, be provided with air-brakes.

The Baldwin Locomotive Works has on its books for 1900 orders for 1,200 locomotives. Out of these about 800 are for American roads, & the remaining 400 for foreign lines. The growing favor of the compound system for locomotives is shown by the fact that 450 of the 1,200 are to be supplied with both compound cylinders.

The American Railway Association's Committee on Safety Appliances recently reported that on Jan. 1, 1900, out of 1,283,679 freight cars in service, 1,191,189 (92.8%) were fitted with automatic couplers, & 18,180 (63.7%) were fitted with air-brakes, also that out of 34,319 engines reported, 33,435 (97.4%) were equipped with power brakes. On Jan. 1, 1900, there were reported 102,485 freight cars under construction, all of which were to be fitted with automatic couplers & air-brakes.

The Lehigh Valley has placed 6 handsome new coaches on the Black Diamond Express from the Pullman Company. Each car has a large smoking-room & a luxurious ladies' retiring-room in addition to the usual saloons for each. They each seat 69 people, weigh 50 tons, are 70 ft. long & a trifle over 10 ft. wide. The roof is in the Empire style of construction & is made of three-ply whitewood. The cars have hot-water heaters, & Westinghouse high-speed brakes with a power equal to 90% of weight of car.

The G.T.R. Montreal shops have just completed another lot of 5 of the 800 series of passenger coaches with many improvements over the last ones. These are constructed in such a manner that every detail has been observed with a view of comfort & ease without regard to cost. The appointments of the interior show the artistic taste which has been observed in the way of decorations, blending of colors & the finish & carving of the woodwork. These cars have full width vestibules. The cars are 68 feet long, with a seating capacity of 68 passengers, the body of the car holding 54 & the smoking-room 14. Two of these are running on the eastbound & westbound night express trains between Montreal & Portland, & the other three have been placed on other divisions of the system.

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