

works are capable of turning out 1,500 a year. With the completion of the 70th year of its existence, the works is completing engine no. 20,000, a 10-wheel compound, which is specially described and illustrated. The contrast between engine no. 1 and engine no. 20,000 is very striking.

The Cape Breton Electric Ry. Co. has placed an order for cars.

The Winnipeg Electric St. Ry. is adding six closed motor cars and six trailers to its equipment.

The Cumberland Ry. & Coal Co. is receiving some additional cars from Rhodes, Curry & Co., Amherst, N.S.

The Dominion Iron & Steel Co., Sydney, N.S., has recently received a switching locomotive from the United States.

The Quebec Ry. Light & Power Co. is having a number of 60 ft. cars built for the pilgrimage traffic between Quebec and Ste. Anne de Beaupre.

The Nova Scotia Steel & Coal Co. is reported to be placing 16-ton cars on its line between North Sydney and Sydney mines and to be in the market for 75 ton locomotives.

The Canadian Northern Ry. has recently received box cars and other equipment from the U.S. to the value of \$350,000, on which duty of \$9,000 was collected by the custom officers at Winnipeg.

The Reid Newfoundland Co. has placed an order with the Baldwin Locomotive Works, for 2 consolidation locomotives, gauge 3½ ft., cylinders 18 by 24 inches, driving wheels 42 in. diameter, for Nov. delivery.

The Prince Edward Island Ry., during the year ended June 30, 1901, according to a return recently submitted to the House of Commons by the Minister of Railways, placed an order with W. Harty & Co., of Kingston, Ont., for 2 narrow gauge locomotives at \$10,150 each.

The C.P.R. has decided on additional orders for rolling stock for the current year as follows: 80 locomotives, 20 first-class coaches, 6 combination smoking and 1st-class coaches, 2 dining cars, 6 sleeping cars, two parlor cars, 5 baggage cars and 2 observation cars for the Rocky Mountains.

The Canada Atlantic Ry. recently obtained estimates on materials for the construction of 1,500 box cars to be constructed at the Co.'s shops at Ottawa, Ont. We were officially informed that the Co.'s plans had not been formally formulated and it was impossible to say what, if anything, would be done.

The Kettle Valley Lines has purchased the following equipment: 3 locomotives, of 215,000 lbs. each; 2 passenger coaches, 2 combination cars; 30 ore cars, 20 flat cars, and 5 box cars. It has also leased 30 ore cars from the C.P.R., and is reported to have ordered an 8-wheel passenger locomotive, one passenger and one combination coach, 5 box cars of 60,000 lbs. capacity and 45 steel ore cars.

The Intercolonial Ry. estimates for the year ending June 30, 1903, as submitted to the House of Commons, contains the following amounts chargeable to capital:—

Air brakes to freight cars.....	\$ 10,000
Changing car couplers of passenger cars.....	10,000
Exchanging draw bars of freight cars.....	15,000
Equipping 10 cars with Pintsch light.....	8,000
Rolling stock.....	500,000
Changing air brakes of passenger cars to quick action brakes and apply air signals.....	20,000
Changing air brakes of locomotives to quick action brakes and apply air signals.....	5,000

The C.P.R., since the orders mentioned in our Jan. issue, pg. 14, has placed orders for building cars in its shops at Hochelaga, Farnham and Perth, as follows:—1 official, 2 dining, 2 combination parlor and buffet for Kootenay district, 50 refrigerator, 30 tons; 200 stock, 30 tons; 50 stock, 30 tons, double deck; 300 coal, 40 tons; 50 vans; 2 standard

snow plows, and 16 cars for the construction department, 4 dining, 4 combination and 8 sleeping; 12 Richmond compound, total weight, 163,704 lbs., cylinders 22½ and 35 by 26 inches, and simple 10 wheel, total weight 177,772 lbs., cylinder 20 by 26 inches.

The American Locomotive Co.'s gross earnings from June 15 to Dec. 31, 1901, were about \$12,515,000 and the operating expenses about \$10,800,000. The surplus, after payment of dividends, has been expended in the purchase of machinery, and the enlargement of the plants at Dunkirk, Schenectady and Pittsburg. Several reports have been published regarding the plans of the Co. for increasing the output of the various works. The latest announcement is that \$2,000,000 will be expended on improvements to the plants. The largest additions will be made to the Schenectady works, which will be enlarged to have a capacity of 1,000 locomotives a year.

The C.P.R. has ordered from the American Locomotive Co., in addition to the orders mentioned in our Jan. issue, pg. 14, 10 compound consolidation freight locomotives for August delivery, and three 6-wheel switching engines, making total orders for 34 compound consolidation, three 10-wheel passenger and three 6-wheel switching engines placed with the A. L. Co. An order has also been placed with the Canadian Locomotive Co. for 8 compound consolidation freight locomotives for Sept. delivery. In each case the freight locomotives will be duplicates of those which were built for the C.P.R. last year by the two companies named, and the general dimensions of which we published then.

The Cumberland Ry. and Coal Co. has ordered a consolidation freight locomotive from the Richmond Works of the American Locomotive Co. for April delivery. Following are the general dimensions: gauge, 4 ft. 8½ in.; cylinders, 21 by 28 in.; boiler, extended wagon top, 70 in. diam., with a working pressure of 200 lbs.; tubes, no. 347, diam. 2 in., length, 14 ft. 2½ in.; tank capacity, 6,000 gals.; coal capacity, 10 tons; driving wheels, 70 in.; driving wheel base, 17 ft.; total, 25 ft. 3 in.; weight on drivers about 165,000 lbs.; total, 184,000 lbs.; light weight of engine, 166,000 lbs.; light weight of tender, 45,000 lbs.; weight of tender with fuel and water, 115,000 lbs.; Westinghouse brakes.

The Klondike Mines Ry. has placed an order for 4 Baldwin locomotives, 3 ft. gauge, similar to those in use on the White Pass and Yukon Ry. They will be taken by steamship from Seattle to Skagway, Alaska, thence over the W. P. & Y. R. to Whitehorse, where they will be placed on specially constructed barges and taken down the Yukon river to Klondike city, the starting point of the line, opposite Dawson. Five 1st class passenger coaches will be taken in the same way and three more will be added towards the end of the year. An order has been placed to build 20 box and 15 platform cars at the W. P. & Y. R. Skagway shops which will be also taken in via Whitehorse and the Yukon river in knock-down shape. Further orders will be placed later in the season.

The Canadian Northern Ry., it is reported, will expend \$2,000,000 on equipment during the current year. In addition to the 10 locomotives ordered from the Canadian Locomotive Co., 5 of which have been delivered, orders for 6 more are contemplated. The Co.'s passenger coach requirements, we were recently informed, had not been definitely determined on, but heavy purchases will be made on an early date. An order has been placed for 200 box cars of 60,000 lbs. capacity in Canada; the material for 100 box cars of the same size is in stock at Winnipeg, and orders have been placed for material for 200 cars, which will also be constructed at the

Co.'s Winnipeg shops. These shops are to be enlarged and it is understood that 500 cars will be constructed during the year.

The Intercolonial Ry. placed the following orders for rolling stock during 1901: Manchester Locomotive Works, 8 ten-wheeled passenger locomotives; 10 simple consolidation locomotives. Richmond Locomotive Works, 5 compound consolidation locomotives; 5 simple consolidation locomotives. Canadian Locomotive Co., 20 simple consolidation locomotives; 6 switching locomotives. Dickson Locomotive Works, 5 Cleveland consolidation locomotives; 7 ten-wheel passenger locomotives; 1 Cleveland and 6 simple cylinder. Moncton shops, 4 simple 10-wheel passenger locomotives. Rhodes, Curry & Co., 1,500 box cars; 20 stock cars. Orders were also placed in Canada for 525 box cars, 200 platform cars, 6 second class sleeping cars, 5 postal and baggage cars, and 5 baggage cars. Orders were placed in the U.S. for 6 first-class day coaches, 3 dining cars, 4 sleeping cars and 3 50-ton steam wrecking cars.

The Intercolonial Ry. placed the following contracts during the year ended June 30, 1901, according to a return recently submitted to the House of Commons by the Minister of Railways:—Dickson Manufacturing Co., 12 locomotives at \$15,000 each; Manchester Locomotive Works, 10 locomotives at \$15,000; Barney, Smith Car Co., six first-class passenger cars at \$11,995, 3 dining cars at \$15,775, 4 sleeping cars at \$19,255; W. Harty & Co., 20 locomotives at \$19,000; Rhodes, Curry & Co., 17 refrigerator cars at \$1,158; Crossen Car Manufacturing Co. 150 box cars at \$747, 200 flat cars at \$455, 5 baggage cars at \$4,650, 5 postal and baggage cars at \$5,750, six second class sleeping cars at \$8,000; Rhodes, Curry & Co., 1,000 box cars at \$718, 20 stock cars at \$875; Manchester Locomotive Works, 8 locomotives at \$13,500; Richmond Locomotive and Machine Works, 5 simple locomotives at \$14,485, 5 compound locomotives at \$14,985; Rathbun Company, 125 box cars at \$747.

The Algoma Central & Hudson's Bay Ry. has ordered 4 locomotives from the Canadian Locomotive Co. Following are the general dimensions:—

ONE TEN-WHEELED PASSENGER LOCOMOTIVE.

Gauge.....	4 ft. 8½ in.
Fuel.....	Bituminous coal.
Cylinders.....	20x26 in.
Driving wheels.....	69 in. diameter.
Weight of engine, working order.....	about 150,000 lbs.
Weight of tender, about.....	110,000 lbs.
Tank capacity.....	4,500 Imperial gals.

ONE CONSOLIDATION LOCOMOTIVE.

Cylinders.....	20x21 in.
Driving wheels.....	56 in.
Weight of engine, working order.....	about 164,300 lbs.
Weight of tender, about.....	107,000 lbs.
Tank capacity.....	5,000 Imperial gals.

TWO SIX-WHEELED SWITCHING ENGINES.

Cylinders.....	19x26 in.
Driving wheels.....	30 in. diameter.
Weight of engine, working order.....	about 125,000 lbs.
Weight of tender, about.....	9,000 lbs.
Tank capacity.....	4,000 lbs.

The Minneapolis, St. Paul & Sault Ste. Marie Ry. recently received from the American Locomotive Co. 4 two-cylinder compound consolidation locomotives. The cylinders are 22½ and 35 by 30 in., and the driving wheels are 55 in. in diam. over tires. The total wheel base is 24 ft. 7 in., and the driving wheel base is 16 ft. 6 in. The weight in working order is 177,000 lbs., 152,000 of which is on the drivers. The outside diameter of the boiler at the first ring is 70½ in. and the center line of boiler above rail is 9 ft. 2 in. The firebox is 102 in. long, 65 in. wide, and 75½ in. deep at the front end, and has 159 sq. ft. of the total of 2,633 sq. ft. of heating surface. The grate surface is 46 sq. ft., and