

C. Bermingham, Managing Director of the Canadian Locomotive Co., recently returned to Kingston, Ont., from Germany, bringing with him 61 skilled machinists, whom he secured at Dusseldorf. A small newspaper advertisement yielded 1,300 personal applications, while thousands arrived by mail. Mr. Bermingham says that in Dusseldorf and vicinity 3,000 skilled mechanics are idle and ready to go where work is promising. The men he secured are the very cream of the personal applicants. It is intended to put a night force and day force at work in the works, thus doubling the output, hence the necessity of importing the German mechanics. The Co. now pays \$8,000 wages fortnightly, which will be doubled when the new double shift system is established.

Rhodes, Curry & Co., Amherst, N. S., have all the new buildings of their immense plant about completed. The plant occupies about 15 acres. They put up last year a solid brick blacksmith shop, and have just finished a brick passenger car shop, 130 by 230 ft. The plant in the car department consists of a wheel foundry, grey iron foundry, axle shop, blacksmith shop, machine shop, paint, truck, tinsmith, pattern and wood-working shops; also erecting sheds for freight cars and passenger cars. The number of men employed averages 830. On an average they turn out between eight and nine cars a day. Besides the car department they have also a factory for building materials. They expect to be working in the new axle shop very soon.

A St. Thomas, Ont., correspondent writes:—"A notable feature in the Michigan Central Rd. locomotive and car shops is the increased amount of work being done with a normal

staff of employees, as a consequence of a more systematic adjustment in the method of doing work, especially in the car shops, where, in addition to the usual amount of repair work, thirty-two 80-000 lb. freight cars have been built during the past month, the largest number ever built in these shops in one month. It is claimed that as a result of the new system, cars are now being built at a less labor cost than was offered the men in the piece work proposal of the early spring. Twelve gondola flat cars have been turned out of the local shops of the Lake Erie and Detroit River Railway Co. during the past month for use in handling sugar beets in this district."

The illustration on page 15 shows the front-end arrangement which is being used on some 25 I.C.R. locomotives, and which is said to be giving very satisfactory results. In the arrangement which was introduced by J. E. Muhlfeld, until recently Superintendent of Machinery and Rolling Stock, the height of the smokebox is cut down to limits considerably below that which the diameter of the boiler allows. At the last master mechanics' convention Prof. Goss discussed the advantages of the inside stack. The principal point made was that within limits common to practice any stack should be as long as possible. In cases where the length of exposed stack is necessarily short, the advantage of a greater length can be secured by allowing the lower end to run into the smokebox. The Railroad Gazette points out that the effect of this discussion was to commend the inside stacks.

The Canadian Northern Ry. is having 15 mogul locomotives built by the Canadian Locomotive Co. Following are the general

dimensions, etc.: Weight in working order, 133,000 lbs.; weight on drivers, 107,000 lbs.; wheel base driving, 12 ft. 6 in.; wheel base rigid, 12 ft. 6 in.; total wheel base, 22 ft. 6 in.; total wheel base of engine and tender, 50 ft. 6 in. 11-16 ins.; cylinder, 19 in. x 24 in.; driving wheels, 56 in dia.; driving boxes, 8 in. x 9 in. journal; engine truck journals, 5 in. x 9 3/8 in. BOILER—Style, Belpaire; diameter at smokebox end, 58 in.; working pressure, 180 lbs.; firebox, 107 in. x 41 3/8 in.; firebox water space (front 4 in., sides 3 1/2 in., back 3 1/2 in.); tubes, 239-2 in., 1-14 tubes; tubes, length, 12 ft. 4 in.; firebrick supported on studs; heating surface—tubes, 1,536 deg.; firebox, 144 deg.; total, 1,680 deg.; grate area, 30 deg.; grate style, rocking; smoke stack top to rail, 14 ft. 3 3/4 in.; boiler supplied by two injectors. TENDER—Weight, 40,000 lbs. light; wheels no., 8; wheel diameter, 33 in.; journals, 5 ft. 9 in.; wheels base, 17 ft. 11 1/2 in.; tender frame, 10 in. steel channels; water capacity, 4,000 imp. gal.; coal, 8 tons.

The American Locomotive Co. has more orders on its books now than at any one time in its history. The plants are being operated to their fullest capacity, and good results are being attained in the matter of making deliveries in accordance with the terms of contracts. The tremendous amount of freight being offered to the railways has made them persistent in their demands to have locomotives delivered promptly. There is no sign at the present time of any diminution in the demand for locomotives. The Co. is taking orders for delivery in 1904. It is a noteworthy fact that for months the Co. has made no effort to secure foreign business. The reason is that the domestic demand has been so great that the management felt that its first duty

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