

A complete steam plant is being put in at Halifax for heating passenger cars & testing air brakes.

| Cost per Mil | Repairs and renew-<br>als of Locomo-<br>tives. |                 | All repairing charges,<br>including shops,<br>waterworks, etc. |                 |
|--------------|------------------------------------------------|-----------------|----------------------------------------------------------------|-----------------|
|              | 1898.<br>Cents.                                | 1897.<br>Cents. | 1898.<br>Cents.                                                | 1897.<br>Cents. |
| Train .....  | 4.39                                           | 4.39            | 5.68                                                           | 5.68            |
| Engine ..... | 3.62                                           | 3.63            | 4.69                                                           | 4.70            |
| Car .....    | 0.275                                          | 0.28            | 0.36                                                           | 0.37            |

The car ferry Huron, which was built nearly a quarter of a century ago at Buffalo, & which has been in commission between Port Huron & Sarnia since then, has been taken to Windsor to be refitted for service between that port & Detroit. The Co. has no further use for her in the St. Clair River since the tunnel was finished. The Huron has 3 seven-car tracks. Superintendent Morse reports that the woodwork is deteriorated & the engines require extensive repairs.

The Superintendent of the Car Department reports the following statistics for the  $\frac{1}{2}$  year ended June 30:

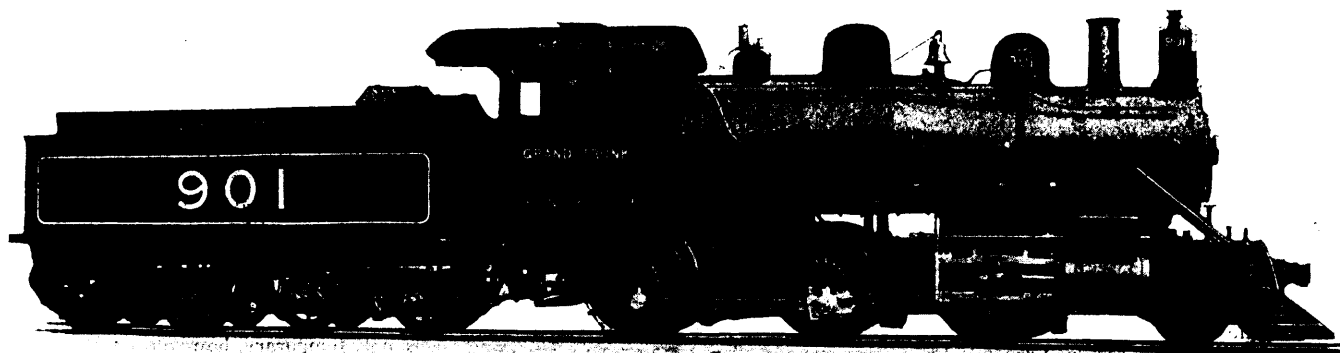
|                                   |             |             |
|-----------------------------------|-------------|-------------|
|                                   | 1808        | 1897        |
| Cost of repairs and renewals....  | \$593.768   | \$546,822   |
| Miles run by cars, passenger..... | 14,624,117  | 15,464,205  |
| "    "    "    freight.....       | 124,965,419 | 113,428,806 |
| "    "    "    total.....         | 139,589,536 | 128,893,011 |
| Cost per mile, car.....           | 0.425c.     | 0.424c.     |
| "    "    train.....              | 6.78 c.     | 6.57 c.     |

An increase in expenditure of \$46,946, or 8.6%, with an increase in car miles of 10,696,525, or 8.3%.

At cost of capital 104 passenger cars were equipped with air signals, 69 passenger cars

### Customs Seizure of Rolling Stock.

The biggest seizure ever made by the Customs Department, involving 18 locomotives & 1,000 box cars, was recently made public. The rolling stock belongs to the Canada Atlantic, & O. A. & P. S. Rys. The seizures were made on 2 different occasions. The 1st was on Dec. 14, 1897, when 5 engines & 500 freight cars were seized for alleged non-payment of duty. The freight cars were marked V. & P. L., & the whole are valued in the customs books at \$350,000. The other seizure was made in July, 1897, of 13 engines & 500 freight cars, marked Canada Atlantic Ry., via Central Vermont Ry. The last seizure is entered as worth \$400,000, thus making the enormous total of \$750,000. The seizure was made for alleged non-entry of the engines & cars upon their arrival in Canada. The Customs Department requires that all new cars entering the country must be reported to the Customs Department. The officials of the railways mentioned have had several interviews with the Commissioner of Customs, regarding the disposition of the cars, but so far, it is said, a decision has not been given. It was asserted by the railway officials that the cars were for international traffic. The Customs Department is, however, in possession of a copy of the following order, issued



### A RECENT GRAND TRUNK MOGUL TYPE LOCOMOTIVE.

## Grand Trunk Equipment.

The Co. is building at Point St. Charles, Montreal, 200 platform cars, 35 ft. long, 9 ft. wide & 60,000 lbs capacity. They are being equipped with G.T. axles, & standard draft rigging, diamond trucks, 33-in. cast iron wheels & Westinghouse brakes.

It is said the Co. will soon introduce a number of double-deck cattle cars.

The illustration on pg. 257 shows 1 of 6 mogul type locomotives, built for the G.T.R. by the Baldwin Locomotive Works, this year. Full particulars of the general dimentions were given in our April issue, pg. 32.

The report of the Superintendent of Motive Power for the  $\frac{1}{2}$  year to June 30, recently issued, states that the total expenditure for that period was \$2,055,474, an increase over the corresponding period of \$98,302, or 5%. The train mileage was 8,753,823, an increase of 430,171, or 5.2%. The average number of cars moved per train was

|                       | 1st half 1898. | 1st half 1897. |
|-----------------------|----------------|----------------|
| Passenger trains..... | 4.3            | 4.5            |
| Freight " .....       | 23.5           | 23.3           |
| Mixed " .....         | 10.5           | 13.4           |

During the ½ year 16 locomotives were scrapped or sold & 20 were purchased. The actual stock on June 30 was 811.

The comparative cost of repairs per train, engine and car per mile was:—

were fitted with steam-heating apparatus, 1,449 freight cars were equipped with automatic couplers and air brakes. In addition to above, 3 day coaches, 10 refrigerator & 500 box cars were built in Montreal shops at cost of revenue.

**Rhodes, Curry & Co.** of Amherst, N.S., have had a very successful year in car building, their output including the following:— 200 box, 100 platform, 10 cattle, 4 baggage & 3 postal & baggage for the I.C.R.; 10 platform for the Canada Eastern; 5 platform for the Lotbiniere & Megantic; 50 coal for the Broad Cove Coal Co.; 115 coal for Dominion Coal Co.; 10 coal for General Mining Association; 20 box & 15 cattle for Quebec & Lake St. John; 10 coal for Crow's Nest Pass Coal Co.; 1 snow plow for Dominion Atlantic; 2 motors for Sherbrooke, Que., St. Ry.; 4 motors for Halifax Tramway Co. They have also done a large business in car wheels, castings & forgings.

The Northern Ry., of N.B., recently bought a locomotive from the I.C.R.

The rolling stock of the Manitoba & Northwestern Ry. has recently been valued by R. Miller, Superintendent of Motive Power & Equipment of the Michigan Central, & Division Master-Mechanic Hennessey, of the same line.

by General Superintendent Donaldson of the Booth lines, Aug. 4, 1898:

—V. & P. L. cars from now on must not be loaded off the C.A. They must be used entirely between the elevators at Depot Harbor & Coteau. Agents will, for the present, be guided by this order."

Most of the cars have been released & are now in use, but the seizures are still in effect. It is said the railway companies claim that they have acted within their rights, there being a clause in their charters authorizing them to borrow or rent cars. This they claim to have done, the clause not specifying that the railway from whom they rent shall be a Canadian railway.

On leaving Donald, B.C., recently to take charge of the district west of Revelstoke, C.P.R. Roadmaster W. S. Newman was tendered a complimentary dance by the trackmen & presented with a gold watch, a chain & a locket.

F. S. Rathbun died suddenly at Deseronto, Ont., Nov. 26, aged 42. He was Sec.-Treas. of the Rathbun Co., Treasurer of the Bay of Quinte Ry. Co., President & Treasurer of the Oshawa Electric Railway, Treasurer of the Thousand Islands Ry. Co. & Treasurer of the North American Telegraph Co.