

The C.P.R. car Earnscliff, which was used by the late Sir John A. Macdonald, has been assigned for the use of W. Whyte, Assistant to the President.

From 1897 to 1901 there were 332 locomotives imported into Canada from the U.S. as follows:—1897, 18; 1898, 108; 1899, 67; 1900, 72; 1901, 67.

The Montreal Street Ry. is building at its Hochelaga shops 10 cars of a new design for use during the summer on the Montreal Park and Island Ry. lines.

The Metropolitan Ry. Co. has been directed by the York, Ont., township council, to provide 2 motor cars of an up-to-date design by June, and 2 more by Oct.

The White Pass and Yukon Ry. is not in the market for additional locomotives, as recently reported, having sufficient locomotive power to handle its present business.

The James Bay Ry. has secured from the Canada Atlantic Ry. a locomotive and a passenger car to operate on its 5 miles of line from the junction with the C.A. Ry. into Parry Sound, Ont.

The G.T.R. during 1901 placed orders for building the following cars in its Montreal shops:—2 café parlor, 10 passenger, 2 combination baggage and smoker, 500 box, and 300 furniture.

The Rutland Rd. has ordered 30 locomotives from the American Locomotive Co.'s Schenectady works. It is said orders will also be placed for about 20 passenger coaches and 1,000 box and coal cars.

The Shore Line Ry., N.B., recently received four platform cars from Rhodes, Curry & Co., Amherst, N.S. They are lettered "N.B. Southern Ry.," which is expected to be the line's name in the near future.

The Algoma Central and Hudson's Bay Ry. is reported to be building 50 box and 300 flat cars at its shops at Sault Ste. Marie, Ont. They will be of 80,000 lbs. capacity and will be fitted with Westinghouse air brakes.

The C.P.R. recently, on account of the crowded condition of its shops, asked for quotations from manufacturers at St. John, N.B., and elsewhere, for building tenders for the passenger locomotives being built at the Co.'s Montreal shops. A contract will probably be let for building six tenders.

The C.P.R. will expend \$10,000,000 of its new capital stock in building and purchasing locomotive cars and other equipment. The application to the Government for leave to increase the capital mentioned the following items:—200 locomotives, about \$3,800,000; 5,000 freight cars, \$3,750,000; 100 passenger cars, \$800,000; 40 sleeping, dining, and parlor cars, \$720,000.

The Prince Edward Island Ry. recently received two 8-wheel locomotives from the Canadian Locomotive Co. Following are the general dimensions: gauge, 3 ft. 6 in.; fuel, bituminous coal; cylinders, 15x20; wheels, 54 in.; weight, 65,000 lbs.; tank capacity, 2,200 gals.; couplers, standard; lubricators, automatic; headlights, round cased; sand valves, automatic; brakes, Westinghouse quick action.

The Intercolonial Ry. is having 6 switching locomotives built by the Canadian Locomotive Co., the general dimensions of which are as follows: Cylinders, 18 in. by 26 in.; weight, 120,000 lbs.; boiler, Belpair; wheels, 51 in. diameter; axle boxes and crossheads, cast steel; cab, steel; couplers and sand boxes, automatic; tank, steel, 4,000 gals.; tender frame, steel; brakes and air signals, Westinghouse automatic.

The Crow's Nest Pass Coal Co. recently ordered from the Canadian Locomotive Co. a 4-wheel saddle tank locomotive. Following are the general dimensions:—Gauge, 3 ft. 6 in.; fuel, bituminous coal; cylinders, 10x14 in.; wheels, 29 in.; weight, 27,000 lbs.; tank capacity, 300 gals.; couplers, links and pins; lubricators, automatic; headlights, round cased; sand valves, hand; brakes, combination hand and steam.

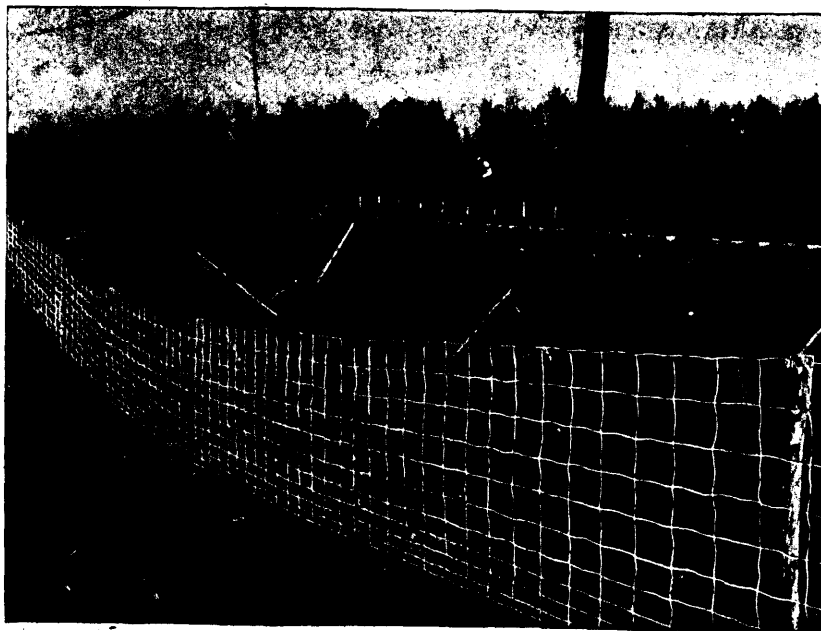
The Quebec & Lake St. John Ry. is having 2 mogul locomotives built by the Baldwin Locomotive Works. They are of the same dimensions as the two recently delivered (see Jan., pg. 14) except that they will be equipped with Vaucrain compound cylinders, h. p. cylinders 14 in. diameter, l. p. cylinders 24 in. diameter, stroke of both cylinders 26 in. The weight of the locomotives will be correspondingly increased.

The G.T.R. during 1901 placed orders for locomotives as follows:—At its own Montreal shops, 2 simple mogul, total weight, 161,976 lbs., cylinder 20x26 inches; Brooks' Locomotive Works, 6 simple mogul, same weight and size of cylinder; at its own Montreal shops, 12 Richmond compound mogul, total weight 163,704 lbs.; cylinders 28½ and 35 by 26 inches; 8 simple 10-wheel, total weight 177,772 lbs., 20 by 26 inches.

The Dominion Iron and Steel Co., Sydney, N.S., has ordered for delivery, April 30, two 6-wheel switching locomotives from the Canadian Locomotive Co. Following are the general dimensions: gauge, 4 ft. 8½ in.; fuel, bituminous coal; cylinders, 18x24 in.; wheels, 52 in.; weight, 104,000 lbs.; tank capacity, 2,500 gals.; couplers, automatic; lubricators, automatic; headlights, round cased; sand valves, automatic; brakes, steam.

The Canadian Northern Ry. has received from the Canadian Locomotive Co., Kingston, Ont., since Feb. 1, 5 locomotives, and has placed an order for 5 more to be delivered in June next. The general dimensions are as follows: 10 wheelers; cylinders, 19 in. x 24 in.; driving wheels, 4 ft. 8 in.; driving wheel base, 11 ft. 6 in.; total wheel base, 49 ft. 3 in. Weight of engine in working order, 133,000 lbs.; tank capacity, 4,000 imperial galls.

In its Record of Recent Construction, No. 32, the Baldwin Locomotive Works, of Philadelphia, gives some interesting information of the development and growth of its business during the 70 years the works have been in existence. The first locomotive constructed by it took a year to build, while to-day the



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