

WEIGHT.—On truck.....	17,500 lbs.
" Total engine.....	162,500 "
TENDER.—Tender, diameter of wheels.....	33 in.
" Journals.....	4 1/4 x 8 in.
" Tank capacity.....	4,000 gals.
SERVICE.—Freight	

Railway Equipment Notes.

The Duluth South. Shore & Atlantic has ordered 400 hopper-bottom ore cars to be delivered June 1. They will be 26 ft long; 8 ft. wide, 7 ft. high. They will be of 60,000 lbs. capacity, & will have 33-in. wheels, weighing 600 lbs., metal trucks, with Westinghouse quick-action brakes.

The Lake Erie & Detroit River has bought 15 cars for the use of its excursion business between London & Port Stanley. They are second hand but quite comfortable for excursion traffic. Two of the Co.'s passenger locomotives were destroyed recently by a fire in the Erie & Huron division roundhouse.

The Michigan Central has ordered material for 10 locomotives, two 10-wheelers & eight 6-wheel switchers. Of the latter 6 will be built at the Co.'s shops in Jackson, Mich., & the others at the St. Thomas, Ont., shops, as they are to be used on the Canada Southern division. The dimensions will be in general the same as the Co.'s present standard engines of those two classes.

Rhodes, Curry & Co., Amherst, N.S., have established branch works at Halifax. This consists of planing mills, lath mills, saw mills, shingle mills, brick works, car works, machine works & foundry. During the past year they made large additions to their car works, both in the way of buildings & machinery. They have orders on hand for about \$250,000 worth of rolling stock, including box & flat cars, postal & express & baggage cars & snow ploughs. They employ on an average 250 men at Amherst, 35 on their sawmill property at Little Forks, & 100 on building contracts in Nova Scotia & New Brunswick.

In 1898 the Baldwin Locomotive Works completed 760 locomotives, representing every service in which a locomotive is used. Much of the output was shipped to foreign countries, the larger part going to Japan & Russia. This record does not, however, reach that of 1891, when 946 engines were built, which very nearly reached the estimated capacity of the works. This year opened with orders for 200 locomotives, & they are still coming in. These orders are mostly for rapid delivery, & the works are running day & night in consequence. One order recently

received is for 71 locomotives for the Chinsee Eastern, a part of the trans-Siberian.

When a train is rounding a curve, the ordinary locomotive headlight points off into the surrounding country, & is useless. A mechanical engineer of a Western railway has devised an attachment by means of which the light is maintained in line with the track. The light is mounted on a turnable which is rotated through the proper angle by a cable passing around pulleys & leading to the two piston rods of a small double-acting air cylinder. The motion of the piston is regulated by a valve in the cab, the air pressure being taken from the air brake system. The headlight turns on inclines so arranged that when the headlight travels up the incline it will have bearings on the two quarters on which it travels. The object of this is to return the headlight to its normal position automatically when the air is released. The device has been practically tested.

Automatic Couplings in Britain.

A bill recently introduced in the British House of Commons gives the Board of Trade power, five years hence, to compel British railways to supply the whole of their rolling stock with automatic couplings. In introducing the bill the President of the Board of Trade, Mr. Ritchie, paid a well-deserved compliment to the efforts of the two chief Canadian railway companies to minimise the loss of life among those of their employees who are engaged in shunting operations, & stated that the report presented by Mr. Hopwood, the head of the Railway Department of the Board of Trade, as the result of his recent visit to Canada & the U.S., proved that the use of automatic couplings had very greatly reduced the casualties among the men. But whereas in the U.S. the adoption of these appliances had been forced upon the railway companies by legislation, in Canada the C.P. & the G.T. Cos. had on their own initiative, & without any form of compulsion, applied them, " wholesale." They have had their reward in the much greater security of life & limb in the ranks of their employees.

The bill has aroused the ire of the British railway companies, & Lord Claud Hamilton, Chairman of the Great Eastern Ry., has seceded from the Conservative party in consequence of it. The British Railway Association has arranged to send five prominent railway officials to America to investigate the facts upon which the Government bases the bill. It is estimated that to supply the whole

to the rolling stock of the lines in Great Britain with this device will cost \$10,000,000.

Preparing for Summer Travel.

The G.T.R. & C.P.R. are making arrangements for spring and summer traffic. Schedules are being prepared, dealing with general & local business. The latter is receiving a goodly share of attention, seeing that it grows every year, & will, in the near future, when the suburban idea takes deeper root, become an important factor in the business of both companies. A great effort is to be made this season to attract tourists to the country. The G.T.R. is making a spirited bid for tourist trade in the Muskoka Lake region. It has spent a good deal of money in securing & distributing in the great U.S. centres views of the beauty spots in this vast region, so slightly known, comparatively speaking, & which may be considered one of the most attractive districts in Canada. Ontario, no doubt, has found out something of her own beauty, but Muskoka has been hitherto unknown to the great body of Canadians. Visitors from the United States have been, in considerable numbers, charmed with what they have seen; but the effort is to be made this coming season to popularize this resort all over Canada & the U.S. by the wide dissemination of literature & pictures.

The C.P.R. has always looked to the U.S. public for the patronage of the beauty spots it had to offer along its system, & while effort is to be made to bring a large number of people to the cities of Montreal & Quebec, & the rural parts of Quebec, a good deal of thought & labor has been given to the exploitation of the Temiscamingue region. This includes the scenery on either shore, in both Quebec & Ontario, & the lakes which stretch for many miles through a country which may still be truthfully described as a solitude—romantic in the extreme, soft with sylvan beauty, bold with jutting headlands & hills, & various with wood & open stretches which gives promise to the settler. A magnificent series of views has been prepared & issued, setting forth all the more attractive spots in this vast region, destined sooner or later to be the home of a thriving population. The lakes & rivers & islands are almost without number, game is abundant, & fishing offers constant & abundant reward. The difficulty of access may be to some a drawback; but there is no doubt that many U.S. tourists will make holiday in this region during the coming summer—those who tasted of its charms last year hav-

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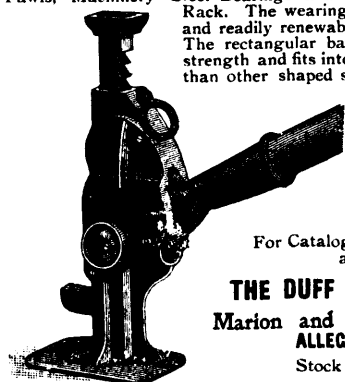
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