

Railway Equipment Notes.

The York and Carleton Ry. has practically completed the rebuilding of its locomotive.

The New Brunswick Coal and Ry. Co. has purchased a locomotive, snow plow and ballast shovel.

The G.T.R. has added to its rolling stock one standard caboose car constructed at its Port Huron, Mich., shops.

The Intercolonial Ry. has received 19 box cars, 60,000 lbs. capacity, since Aug. 19, to replace rolling stock destroyed.

The Salisbury and Harvey Ry., the Vice-President stated Sept. 12, will shortly be in the market for some new rolling stock.

The Halifax and Southwestern Ry. has received two standard conductors' cabooses from Rhodes, Curry & Co., Amherst, N.S.

The private car Alexandria built by Rhodes Curry & Co., Amherst, N.S., for the use of the Governor-General, has been delivered at Ottawa.

The James Bay Ry. has added four standard cabooses to its rolling stock, from the works of the Crossen Car Manufacturing Co., Cobourg, Ont.

The C.P.R. between Aug. 17 and Sept. 16 received the following rolling stock: 22 locomotives, 2 sleeping, dining and parlor cars, and 585 freight cars.

The Canadian Northern Ry. has placed an order with Rhodes, Curry & Co., Amherst, N.S., for 100 box cars, 60,000 lbs. capacity, for immediate delivery.

Record of Recent Construction of the Baldwin Locomotive Works, Philadelphia, deals with the principles and performances of the balanced compound locomotive.

The Intercolonial Ry. recently asked tenders for 100 box cars, 80,000 lbs. capacity; 200 box cars, 60,000 lbs. capacity; and 130 ballast cars, 80,000 lbs. capacity.

The Temiskaming and Northern Ontario Ry. has ordered 3 first-class passenger cars and one combined baggage and mail car from the Crossen Car Manufacturing Co., Cobourg, Ont.

The Canadian Northern Ry. has recently received the following rolling stock: 150 box cars, 60,000 lbs. capacity, from Rhodes, Curry & Co., Amherst, N.S.; 100 box cars, 60,000 lbs. capacity, from the Crossen Car Manufacturing Co., Cobourg, Ont., and 10 first-class day coaches from the United States.

The dimensions of the five Rodgers ballast, Hart convertible cars which F. H. Hopkins & Co., Montreal, have had built by Rhodes, Curry & Co., Amherst, N.S., for the Winnipeg City Council are: length over end sills 34 ft., width inside 8 ft. 8 in., capacity 40 tons. They are convertible into three uses, viz., for centre hopper ballast distribution, high side swinging door for side dump, and as standard gondola for general service.

The C.P.R. between Aug. 17 and Sept. 16 placed orders for the following additional equipment at its Angus shops: 5 dining cars, 14 sleeping cars, 4 parlor cars, 4 cafe parlor cars, 8 cafe coaches, 4 baggage and sleeping cars, 20 suburban cars, 25 first-class cars, 27 colonist cars, 10 baggage and express cars, 8 baggage and mail cars; 5 fruit express cars, 524 30-ton stock cars, 1,136 30-ton box cars, 653 30-ton flat cars, 500 Rogers ballast cars, 50 freight refrigerators, 5 snow ploughs and 86 40-ton coal cars. An order for 37 standard vans has also been placed at the company's Farnham shops.

The Quebec Central Ry. has placed an order with the Canadian Locomotive Co., Kingston, Ont., for two mogul locomotives, specifications for which are:

WEIGHT.—In working order, 124,000 lbs.; total, 144,000 lbs.

WHEEL BASE OF ENGINE.—Rigid, 15 ft.; total, 23 ft., and tender, 49 ft. 8½ in.

DRIVING WHEELS.—Diameter, 56 in.; material, cast iron; diameter and length of driving journals, 9 by 12 ins.

CYLINDERS.—Diameter, 20 in.; stroke, 26 in.

BOILER.—Type, radial stayed; no. of tubes, 280; diameter, 2 in.; length, 12½ ft.

BRAKES.—Westinghouse.

TENDER.—Style of tank, level top; capacity, 4,000 Imperial gallons, and 5 tons of coal. Weight loaded, 90,000 lbs. Style of truck, Q.C.R. standard; diameter of wheels, 33 in., kind of wheel, steel tired; diameter and length of journal, 5 by 9 ins.; brake beam, steel.

The Cumberland Ry. and Coal Co. has placed an order with the Locomotive and Machine Co., of Montreal, for a consolidation type locomotive, for Dec. delivery. The locomotive is a duplicate of one at present owned by the company.

CYLINDER.—Simple; diameter, 21 in.; stroke, 28 in.

TRACTIVE POWER.—37,500 lbs.

WHEEL BASE.—Driving, 17 ft.; rigid, 17 ft.; total, 25 ft. 3 in.; total engine and tender, 56 ft. 4 in.

WEIGHT.—In working order, 167,500 lbs.; engine and tender, 301,500 lbs.

HEATING SURFACE.—Tubes, 2,566.34 sq. ft., fire-box, 239.00 sq. ft.; total, 2,805.34 sq. ft.; grate area, 34.94 sq. ft.

AXLES.—Driving journals, main, 9½ by 10 in.; others, 9 by 10 in.; engine truck journals, diameter, 6½ by 10 in.; tender, 5 by 9 in.

BOILER.—Type, extension wagon top; outside diameter first ring, 70 ins.; working pressure, 200 lbs.

FIREBOX.—Type, on top of frames; length, 121½ in.; width, 41½ in.; thickness of crown, ¾ in.; tube, ½ in.; sides, ¾ in.; back, ¾ in.; water space, front, 4 in.; sides, ¾ in.; back, ¾ in.

CROWN STAYING.—Radial.

TUBES.—Material, charcoal iron; no. 374; diameter, 2 in. outside; length, 14 ft. 2½ in.; gauge, 12, B.W.G.

BOXES.—Cast Steel.

ENGINE TRUCK.—Radial center bearing.

GRATE.—C. I. rocking to Ry. Co.'s B. P.

TENDER FRAME.—Steel channels, 10 in.

TANK.—U-shape, level top; capacity, 6,000 U.S. gallons water, 10 tons coal.

WHEELS.—Driving, 56 in., outside tire, 50 in. centers; material, cast steel. Other wheels, cast iron. Engine truck, diameter 30 in.; cast iron center, steel tired. Tender, diameter, 33 in.; cast iron center, steel-tired.

BRAKES.—Westinghouse American to driver; Westinghouse for tender.

Freight Rates on Sectional Bookcases.

The Interstate Commerce Commission has given a decision in a case in which complaint was laid against a number of railway companies, including the G.T.R., respecting the rate for sectional or elastic bookcases. The Commissioners held that while there is much to support the view that sectional bookcases might properly be placed in the first class of the official classification, it does not appear upon the proofs presented that one-and-one-half times first-class rates for all bookcases is an unlawful discrimination against the sectional variety, the action of the defendants in fixing the same classification and rates for sectional as for other bookcases does not exceed the limits of their discretion; nor is defendant's one-and-one-half times first-class rate for the transportation of sectional and other book cases shown by the record to be unreasonable. The complaint was dismissed without prejudice to further investigation. The complainant in the case was the Globe-Wernicke Co., which in addition to its factories in Cincinnati, Ohio, has one at Stratford, Ont.

The C.P.R. has opened a passenger and freight office in Edmonton, Alta.

The double daily transcontinental service on the C.P.R. is to be continued until the end of Oct., and may be extended to an even later date.

An arbitration board, consisting of W. R. Baker, Assistant to the President, C.P.R.; W. G. Brownlee, Superintendent G.T.R., Toronto, with J. E. Duval, Manager Canadian Car Service Bureau, met in Toronto, Sept. 23, to consider certain accidents, the settlement of which will form a basis for future cases of a like nature.

MAINLY ABOUT PEOPLE.

Senator T. R. Black, a director of Rhodes, Curry & Co., Amherst, N.S., died there Sept. 14, aged 73.

Hon. R. Prefontaine, Minister of Marine, is expected to sail from Montreal, for a trip to Europe Oct. 20.

E. L. Drewry, Winnipeg, has been elected President Winnipeg branch Canadian Manufacturers' Association.

L. Poupore, son of W. J. Poupore, contractor, Montreal, was drowned while canoeing at Morrisburg, Ont., Sept. 1.

J. G. Scott, General Manager Quebec and Lake St. John Ry., spent the greater part of Sept. on a trip to the Pacific coast.

Lady Shaughnessy and her family have returned to Montreal from St. Andrew's, N.B., where they spent the summer.

Mrs. Piers, wife of the Manager C.P.R. steamships, and Miss Piers, returned to Montreal from Great Britain Sept. 10.

J. H. Murray, train despatcher Intercolonial Ry., Sydney, N.S., was married to Miss J. Munroe, of Glace Bay, Sept. 14.

A. R. Creelman, K.C., Chief Solicitor C.P.R., and the Misses Creelman have returned to Montreal from a trip to Europe.

V. G. Curry, son of N. Curry, President Rhodes, Curry & Co., Amherst, N.S., was married there Sept. 14, to Miss M. I. Chapman.

G. H. Ham, C.P.R. head office staff, Montreal, had sufficiently recovered from his recent severe illness to return to his office Sept. 21.

S. N. Parent, Chairman Transcontinental Ry. Commission, has purchased a house on the corner of King and Stewart streets, Ottawa.

Mrs. James Curle, who died at Brockville, Ont., Sept. 11, was mother of W. J. Curle, Superintendent Brockville, Westport and Northwestern Ry.

Thos. Skinner, the London, Eng., director of the C.P.R., arrived in Montreal Aug. 31, and subsequently made a trip of inspection to the Pacific coast.

P. F. Sise, son of E. F. Sise, President of the Bell Telephone Co., was married Sept. 27, to Miss P. E. F. Porteous, daughter of C. E. S. Porteous, of Montreal.

F. H. Alfred, Chief Engineer Pere Marquette Rd., Detroit, Mich., is reported to have resigned to enter the service of the Canadian White Co., Montreal.

Mrs. Naismith, wife of P. L. Naismith, General Manager Alberta Ry. and Irrigation Co., Lethbridge, Alta., was visiting friends in Toronto during Sept.

J. Melville, chief clerk G.T.R. General Passenger and Ticket Agent's office, Montreal, returned to work Sept. 9, after some weeks' absence on account of illness.

F. Grundy, Vice-President and General Manager Quebec Central Ry., returned to Sherbrooke, Que., from England, early in Sept., and Mrs. Grundy returned Sept. 16.

J. Enright, who is now in his twentieth years' service as C.P.R. station agent at Ingersoll, Ont., has moved into new office quarters, which have been nicely fitted up.

G. White, assistant cashier C.P.R., Quebec, who was arrested in Chicago, Ill., Sept. 10, on a charge of having embezzled \$1,000, has been sentenced to two years imprisonment.

W. B. Kingsmill, local solicitor Michigan Central Rd., St. Thomas, Ont., son of Nicol Kingsmill, K.C., Toronto, was married in London, Ont., Sept. 12, to Miss F. Puddicombe.

M. J. Haney, railway and general con-