

The aggregate traffic receipts for the 11 months to Nov. 30 were \$419,473.23, as against \$429,651.38 for corresponding period. Passenger receipts increased \$9,754.51. Freight receipts decreased \$20,037.19. The earnings per mile per month were \$179.03, a decrease of \$4.34 from corresponding period.

Rutland.—At a meeting Dec. 3 the resignations of D. Wilcox, C. Griswold & C. A. Walker were accepted, & Dr. W. S. Webb, E. W. Rossitter & G. Bird were elected directors in their places. The directors who resigned represented the Delaware & Hudson Ry., while the 3 newly elected members are closely connected with the N. Y. Central, Mr. Rossitter being the Treasurer. The change came because of the recent sale of a controlling interest in Rutland stock by the D. & H. to a syndicate which included Dr. Webb, W. K. Vanderbilt & others with allied interests, as well as some Fitchburg railway men.

Rutland—Canadian.—The following directors have been elected: R. Bottum & C. L. Pierce, of Rutland; F. Wells, of Burlington; W. W. Stickney, of Ludlow; & W. P. Clement, of New York. Mr. Bottum is Chairman & Mr. Wells Secretary. (Nov., pgs. 231 & 232.)

Temiscouata.—At the annual meeting at Montreal Dec. 6, the following were elected directors: C. Riordan, Toronto, President; F. Grundy, Sherbrooke, Vice-President; J. G. Riordan & W. J. Douglass, Toronto; T. Malcolm & D. Ross, Edmundston, N.B.; T. Crockett, Riviere du Loup. The officers of the line are T. Crockett, General Manager; D. B. Lindsay, Sec.-Treas.; W. J. Walsh, Locomotive Foreman; W. E. McEwen, Trackmaster.

The last interest coupon upon the main line bonds of this Co. payable by the Quebec Government having now been cashed, & default being, therefore, said to be imminent, the bondholders have appointed a committee to enforce their security & rights. It has been registered in England as the Temiscouata Bondholders Committee, Ltd. Capital £100 in £1 shares.

Canadian Pacific Equipment.

The Co. is building, at Montreal, 10 large compound consolidated freight locomotives that will weigh in working order about 150,000 lbs. They will have extended waggon-top boilers with Belpaire fire boxes, 200 lbs. pressure; 57" driving wheels with cast steel centres, Westinghouse American brakes, cylinders 26 & 33x26, steel tender frame, with tank having capacity of 4,000 imperial gallons. The Co. has also placed orders for 13 similar locomotives & has ordered material for 6 large passenger engines for service between Montreal & Toronto.

The Co. is building 2 rotary snow plows, embracing all improvements that have been made up to date, 4 C.P.R. standard wing snow plows, 2 dining cars, 60 thirty-five ton ore cars, & 400 thirty ton 35 ft. box cars. The latter are being turned out at the rate of

10 a day. Some stock cars & possibly 10 or 12 suburban cars may also be built.

In a recent interview, J. Osborne, Assistant to the Vice-President, said:—"We think ourselves in a remarkably good condition to meet the requirements of the Northwest grain traffic this season. Our equipment of freight cars in the western district is better than I have ever before known it, & I have had charge of the freight car service for 8 years. We did not begin to move the wheat this year until Nov. 1, but that was largely owing to the weather being unfavorable. In Oct. we brought some cars to the east, but there have been from Sep. 1 until the present time 1,500 more cars in the grain belt than there was a year ago. Not only that, but the capacity of the new cars is larger. The cars we are now constructing are capable of carrying 30 tons, whereas those we had formerly could only accommodate 20 tons. There had been representations from shippers until we got to the front during the 3 or 4 weeks of Nov., as they did during Sep. & Oct. of last year, & naturally the rolling stock is very severely taxed. But can you point to a single grain-handling road on the continent of America that is not in the same condition? The equipment of all the systems is taxed to the utmost capacity from Sep. until the end of the year. As I have already said, we consider ourselves in a remarkably good condition at the present time."

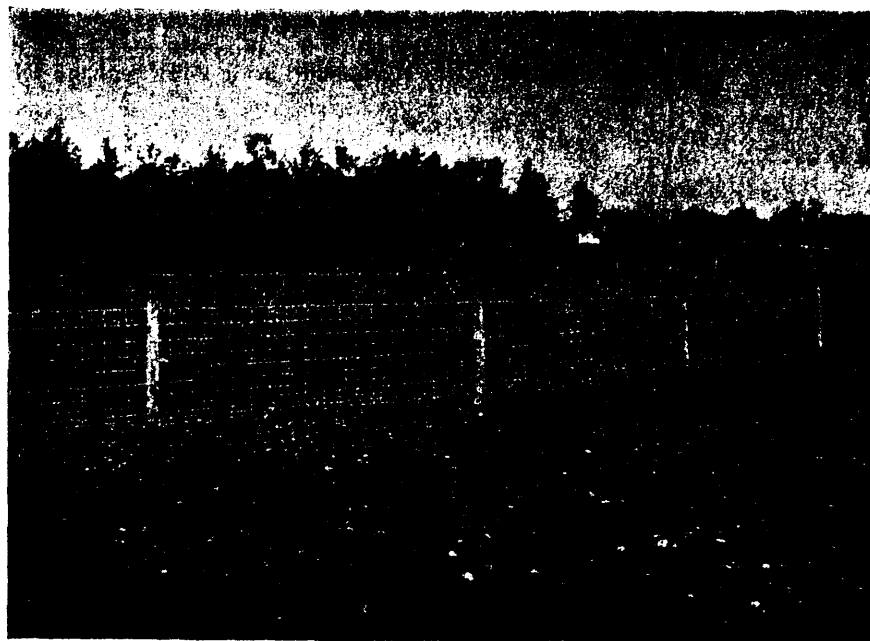
Last month the boiler of locomotive 678, a Richmond heavy compound, exploded near Shuswap, B.C., killing the driver & a brakeman. Some idea of the force of the explosion can be gained, when it is stated that the crown of the fire-box blew out, the entire body of the locomotive was lifted off its carriage, tearing away the bolts & everything that was holding it in place, & it completed a gigantic somersault in the air, landing end for end about 100 yards in front of the train & so causing the train to stop. A little of the track was torn up & 2 box cars were completely smashed; in fact, there was nothing to be found but the wheels to suggest that one of them had ever existed. The cab was blown

an immense distance, part of it falling on the wires & remaining suspended. The cause stated by Master Mechanic Stronach, after an examination of the wreck, is that the explosion occurred through no fault in the material, but in consequence of a scarcity of water in the boiler.

Government Railways Equipment.

In addition to the 3 postal & baggage, 4 baggage, 6 second-class sleeping, 300 box, & 100 platform cars which we have mentioned in recent issues as being under contract for the I.C.R., a number of other contracts have been given out lately. The principal one of these is an order for 20 freight locomotives, which has been placed with the Baldwin Locomotive Works, of Philadelphia. Of these 19 are Vauclain, 4 cylinder compounds, & 1 with Cleveland cylinders. They are for freight service, & are of the consolidation class. They have a tank capacity of 4000 gallons & will haul 1000 tons up a 1% grade. They will be equipped with pneumatic tenders, wrought iron tender and truck wheels, steel driving boxes and cross heads, iron tender frame, steel cab, & will conform to the best up-to-date practice in every respect. The general dimensions are as follows:

CYLINDERS.—Diameter (High Pressure).....	15½ in.
" (Low Pressure).....	26 in.
" Stroke.....	28 in.
" Valve.....	Balanced Piston
BOILER.—Diameter.....	66 in.
" Thickness of Sheets.....	11-16 in.
" Working Pressure.....	200 lbs.
" Fuel.....	Soft Coal
FIREBOX.—Material.....	Steel
" Length.....	114½ in.
" Width.....	41½ in.
" Depth.....	Front 65½ in.
" ".....	Back 62½ in.
" Thickness of Sheets.....	Sides 3½ in.
" ".....	Back 3½ in.
" ".....	Crown ½ in.
" ".....	Tube ½ in.
TUBES.—Number.....	236
" Diameter 2½ in.....	Length 14 ft. 0 in.
HEATING SURFACE.—Firebox.....	161.1 sq. ft.
" Tubes.....	1934.6 sq. ft.
" Total.....	2095.7 sq. ft.
" Grate Area.....	32.69 sq. ft.



QUALITY FIRST PRICE AFTERWARD.

The Page Fencing is composed of a high grade of steel wire made especially for the Page Co. and no one else. This wire is 60 to 100 per cent. stronger than that used in other fences. It is coiled, which makes it still more effective because of its elasticity. The common wire fence has no "life." It cannot recoil and "pull itself together" after the attack of an animal, or from the effects of a snowdrift freezing to it and settling. Page Fencing that was properly erected years ago is in perfect condition to-day. Others that have been in use only half as long present a sorry spectacle.

THE PAGE WIRE FENCE CO., LTD., Walkerville, Ont.

