

|                                        |                    |
|----------------------------------------|--------------------|
| TUBES.—Number.....                     | 291                |
| Diameter.....                          | 2 in.              |
| Length.....                            | 15 ft.             |
| HEATING SURFACE.—Fire-box.....         | 189.0 sq. ft.      |
| Tubes.....                             | 2272.0 sq. ft.     |
| Total.....                             | 2461.0 sq. ft.     |
| Grate area.....                        | 33.43 sq. ft.      |
| DRIVING WHEELS.—Diameter, outside..... | 66 in.             |
| Diameter of centre.....                | 66 in.             |
| Journals.....                          | 9½ x 12 in.        |
| ENGINE TRUCK WHEELS.—Diameter.....     | 66 in.             |
| Journals.....                          | 6½ x 10½ in.       |
| WHEEL BASE.—Driving.....               | 15 ft. 8 in.       |
| Total engine.....                      | 26 ft. 11 in.      |
| Total engine and tender.....           | 53 ft. 9 in.       |
| WEIGHT.—On drivers.....                | about 125,000 lbs. |
| On truck.....                          | about 166,000 "    |
| Total engine.....                      | about 268,000 "    |
| Total engine and tender.....           | about 268,000 "    |
| TENDER.—Tender wheels, diameter.....   | 43 in.             |
| Journals.....                          | 5 x 11 in.         |
| Tank capacity.....                     | 4,500 gals.        |
| Weight empty.....                      | about 54,600 lbs.  |
| SERVICE.—Passenger.....                |                    |

OTTAWA, ARNPRIOR & PARRY SOUND.—The general dimensions of the compound consolidation locomotives for this line are as follows:

|                                         |                  |
|-----------------------------------------|------------------|
| CYLINDERS.—Diameter, high pressure..... | 15½ in.          |
| Diameter, low pressure.....             | 26 in.           |
| Stroke.....                             | 30 in.           |
| Valve.....                              | Balanced piston. |
| BOILER.—Diameter.....                   | 68 in.           |
| Thickness of sheets.....                | 11-16 & ¾ in.    |
| Working pressure.....                   | 180 lbs.         |
| Fuel.....                               | Soft coal.       |
| FIRE-BOX.—Material.....                 | Steel.           |
| Length.....                             | 120½ in.         |
| Width.....                              | 42 in.           |
| Depth, front.....                       | 72½ in.          |
| Depth, back.....                        | 69½ in.          |
| Thickness of sheets, sides.....         | ¾ in.            |
| Thickness of sheets, back.....          | ¾ in.            |
| Thickness of sheets, crown.....         | ¾ in.            |
| Thickness of sheets, tube.....          | ¾ in.            |

|                                           |              |
|-------------------------------------------|--------------|
| TUBES.—Number.....                        | 321          |
| Diameter.....                             | 2 in.        |
| Length.....                               | 13 ft. 6 in. |
| HEATING SURFACE.—Fire-box.....            | 202 sq. ft.  |
| Tubes.....                                | 2,253 "      |
| Total.....                                | 2,455 "      |
| Grate area.....                           | 35 "         |
| DRIVING WHEELS.—Diameter, outside.....    | 56 in.       |
| Diameter of centre.....                   | 50 in.       |
| Journals.....                             | 8½ x 11 in.  |
| ENGINE TRUCK WHEELS.—Diameter.....        | 30 in.       |
| Journals.....                             | 6 x 10 in.   |
| WHEEL BASE.—Driving.....                  | 15 ft. 1 in. |
| Total engine.....                         | 23 ft. 9 in. |
| Total engine and tender.....              | 51 ft. 9 in. |
| WEIGHT.—In working order, on drivers..... | 165,000 lbs. |
| On truck.....                             | 19,500 "     |
| Total engine.....                         | 184,500 "    |
| Total engine and tender.....              | 288,000 "    |
| TENDER.—Tender wheels, diameter.....      | 33 in.       |
| Journals.....                             | 5 x 9 in.    |
| Tank capacity.....                        | 4,500 gals.  |
| Weight, empty.....                        | 40,500 lbs.  |
| SERVICE.—Freight.....                     |              |

Guaranteed to haul a load of 1,150 to 1,200 tons (of 2,000 lbs.), cars and lading, on a grade of 1 per cent., combined with curves of 4½ degrees, track & cars being in good condition.

### C.P.R. Western & Pacific Divisions.

General Superintendent Marpole, of the Pacific Division, has issued the following circular, with the approval of Manager Whyte, of the Western Lines:

"On Feb. 1 that section of the Western Division from Donald to Laggan will be operated as part of the Pacific Division, & together with the Selkirk section will form one operating section extending from Revelstoke to Laggan, & will be known & designated thereafter as the Mountain Section. The Selkirk section will lose its identity, & Donald be abolished as a divisional point by this arrangement.

"Supplementary Time Bill no. 1, affecting current Time Bill 13, so far as relates to that section of the Pacific Division between Donald & Revelstoke, will be issued before Feb. 1. This supplement will include the addition to the Pacific Division from Donald to Laggan, & all employees concerned are directed to immediately familiarize themselves with its contents, particularly noting that the Pacific Standard Time will apply on & after Feb. 1, throughout to Laggan.

"The jurisdiction of E. J. Duchesnay, as Superintendent, is extended to cover all the Mountain Section; the Despatching Office will continue to be at Revelstoke, with T. Downie as Chief Train Despatcher.

"T. Kilpatrick, as Bridge Inspector, will have jurisdiction over all the Superintendent's Division.

"The limits of the roadmaster's sections will be continued as at present, viz.: Revelstoke to Donald, with W. Newman in charge, with headquarters at Revelstoke, & from Donald to Laggan with H. C. Killen as Roadmaster, with headquarters at Field."

In reference to the foregoing it may be added that Laggan station & yard will remain a portion of the Western Division. Field will become an important divisional point, & engines & crews will run through from Field to Revelstoke. The heavy consolidation engines working on the Kicking Horse grade will have their headquarters at Field, & will be used entirely to move the traffic between Field & Laggan, under the supervision of the Pacific Division officials. The dispatching on this portion of the line will be done from Revelstoke. Heretofore it has been done during slack seasons from Medicine Hat, & when traffic was particularly heavy by dispatchers stationed at Field. Another result of this change is the abolition of Gleichen & Canmore as divisional points on the Western Division, & the substitution of Calgary. Engines will run from Medicine Hat to Calgary, 180 miles, & from Calgary to Laggan, 116 miles. The new shops at Calgary are covered in, & the installing of machinery is commenced. The turntable is in place, & the running shed will go into immediate use. The shop will not be in operation till the end of Feb. A running shed with 6 stalls has been established at Laggan, for the Western Division engines, which turn around at that point. The building is solid stone, as is also the new 12-stall roundhouse at Field. Large additions have been made to the tracks at Field, Laggan & Calgary, for the accommodation of through business.

### Miscellaneous Railway News.

**Canadian Northern Railway.**—Notice is given of application to the Dominion Parliament by this Co. for an act confirming the amalgamation of the Winnipeg Great Northern Ry. Co. & the Lake Manitoba Ry. & Canal Co., extending the time for the completion of the Co.'s lines, declaring the bonding powers, & authorizing the building of a line from Lake Winnipegosis to Edmonton.

**Manitoba Lines.**—Speaking at Boissevain recently, Premier Greenway said:—"Railroad competition is the best thing for this country. The wheat rate has been reduced 10c. per 100 lbs. since I first aided the Northern Pacific. I promised the people north of here a railroad years ago, & I have kept my promise as I have kept all my promises. The rate to Fort William a short time ago was 28c. It is now no more than 17½c. per 100 lbs. The cost of the Northern Pacific branch to the North of this was \$107,500; money well spent. I will not apologise for the Dauphin deal, as it does not cost the country one cent. Since I have been in power I have aided no less than 700 miles of railway, & the whole will not cost the people more than \$4,000,000, & now the cry is for the Hudson's Bay Ry., & you shall have it, & what is more, it is not going to cost the government anything."

**Newfoundland, Northern & Western.**—Last month the Governor of Newfoundland received a dispatch from Colonial Secretary Chamberlain, refusing to grant the petitions praying for the disallowance of R. G. Reid's contract, on the ground that he could not interfere with the legislative acts of a self-governing colony.

Particulars of the extension of the steamship service in connection with this line will be found on pg. 21 of this issue.

Petroleum has been discovered at Port-au-port, on the west side of Newfoundland, on land included in the grant to Mr. Reid. The

oil is said to be abundant & of good quality. Mr. Reid is said to be meeting with gratifying success in working his coal beds at Grand Lake, & has many other projects under way. The most extensive of these is pulp & paper manufacturing. He intends to begin next spring the erection of a giant pulp mill, the plant of which will ultimately cost \$2,000,000. Most of the output will be put into paper on the spot.

### BEGINNING THE YEAR

With pure, rich, healthy blood, which may be had by taking Hood's Sarsaparilla, you will not need to fear attacks of pneumonia, bronchitis, fevers, colds or the grip. A few bottles of this great tonic and blood purifier, taken now, will be your best protection against spring humors, boils, eruptions, that tired feeling and serious illness, to which a weak and debilitated system is especially liable in early spring. Hood's Sarsaparilla eradicates from the blood all scrofula taints, tones and strengthens the stomach, cures dyspepsia, rheumatism, catarrh and every ailment caused or promoted by impure or depleted blood.

### British Columbia Electric Railway Co.

The earnings and expenses for Nov., 1898, were:

| GROSS EARNINGS.         | 1896-7. | 1897-8. | INCREASE |
|-------------------------|---------|---------|----------|
| Railway—Vancouver.....  | \$4,028 | \$5,398 | \$1,370  |
| Victoria.....           | 5,565   | 7,168   | 1,603    |
| Westminster.....        | 4,611   | 5,853   | 1,242    |
| Lighting—Vancouver..... | 8,578   | 12,248  | 3,660    |
| Victoria.....           | 4,463   | 6,846   | 2,383    |

Total gross earnings.....\$27,245

Working expenses.....\$18,320

Net profits.....\$8,925

Aggregate Gross Earnings from April 1 to Nov. 30.....\$185,741

Aggregate Net Profit from April 1 to Nov. 30.....\$57,622

The aggregate gross earnings and net profit for 1896-97 are from April 15 only.

We are officially informed that the whole of the issue of 12,000 non-cumulative 5% preference shares of £10 each have been allotted (Dec. '98, pg. 271).

Vancouver City Council has authorized the Co. to build a double track on Davie st, from Granville st. to English Bay, & has given an 11 years' lease.

The Co. has decided to establish a parcel service between Vancouver and New Westminster.

### Montreal Street Railway.

The gross earnings are as follows:—

|          | 1898.        | 1897.        | Increase.   |
|----------|--------------|--------------|-------------|
| Oct..... | \$133,419.69 | \$116,093.09 | \$17,326.60 |
| Nov..... | 125,125.10   | 110,698.08   | 14,426.12   |
| Dec..... | 127,678.00   | 113,029.33   | 14,648.67   |

### The Toronto Railway Company's Annual.

The report submitted at the 7th annual meeting Jan. 18 was as follows: The past year's business shows a net profit of \$404,738.80. From the profits of this year 4 quarterly dividends of 1% each have been declared, amounting to \$240,000, leaving, after deducting pavement charges, \$100,738.80 to be carried forward. The gross earnings for the year were \$1,210,618.24, an increase over the preceding year of \$133,005.71. It is gratifying to note that the monthly earnings have shown a steady increase throughout the year. It is also a matter of congratulation that the receipts from the operation of the Sunday car service have shown a steady & marked increase, the average receipts as compared with the period during which the service was in operation in 1897, showing an increase of \$367.24 per Sunday. The operating expenses for the year have been decreased from 48.8% of the earnings in 1897 to 47.4% in 1898.

The power plant, tracks, overhead structure & rolling stock of the Co. have received special attention & have been maintained in a high state of efficiency. The rolling stock