

details, have not been finally closed, though it is expected an agreement will be arrived at within the next few weeks. It is said the cost of elevating the road is estimated at about \$6,000,000.

The C. & W.I.Rd. has 16.99 miles of line from Polk st., Chicago, to Dolton, Ill. It has 48.58 miles of branches, and its second, third and fourth tracks and sidings make the total track 218 miles. It owns over 850 acres of land in Chicago, used for right of way, switches and transfer yards, etc., and for stations leased to various companies. The belt division and the Indiana elevator are leased to the Belt Ry. Co. of Chicago, and the rest of the property is leased conjointly by the Chicago and Eastern, the Wabash, the Chicago and Grand Trunk (now the Grand Trunk Western), the Chicago and Erie, the Chicago, Indianapolis and Louisville (each owning \$1,000,000 of the capital stock), the Atchison, Topeka and Santa Fe, and the Elgin, Joliet and Eastern companies, the lessees paying all expenses of operation and maintenance on a mileage basis. The leases are all covered by the mortgage as additional security.

The C.P.R. shops at Winnipeg are very busy getting equipment ready for the enormous grain traffic expected. The ordinary staff of about 450 men has recently been increased by another 100.

The Inverness and Richmond Ry. has received from Rhodes, Curry Co., of Amherst, N.S., the 1st class passenger, coal and box cars recently ordered. No further orders for equipment have yet been placed.

The Newfoundland Ry. is reported to have ordered nine passenger cars. It is also said a number of box and platform cars will be built at its own works, and that several locomotives are to be added to the equipment.

The Mount Sicker railway on Vancouver Island, owned by the Lenora Mount Sicker Copper Mining Co. has two locomotives, Shay geared, one 10 tons and one 20 tons. A passenger coach is to be added to the equipment. The line is 3-ft. gauge.

The Lake Erie and Detroit River Ry. has recently bought three second-hand eight-wheeled mogul locomotives in the U.S., also 50 second-hand platform cars of between 50,-

Curry & Co., Amherst, N.S., for 500 box cars, and another order for 250 has also been placed in Canada.

A report has been going the rounds of the daily press to the effect that the C.P.R. management is considering the practicability of operating its main line trains in the mountain sections of British Columbia by electricity. We are informed that the question of using electricity generated from water power for moving the trains in the mountains was looked into some years ago, but nothing came of it, and nothing further has been done in the matter lately.

J. H. Converse, President of the Baldwin Locomotive Works, says the principal distinction between American and European locomotives is the use in America of the bar frame as contrasted with the plate frame, which latter is a feature of European practice. American locomotives, further, are invariably built with outside cylinders, while in Great Britain and on the European Continent inside cylinders and crank axles are still used to some extent. These two details today represent the most radical differences



BALDWIN LOCOMOTIVE FOR CANADA ATLANTIC RY.

Railway Equipment Notes.

The Midland Ry. of Nova Scotia has added another locomotive to its equipment.

The Thunder Bay, Nepigon and St. Joe Ry. is reported to have bought a locomotive.

The Bruce Mines and Algoma Ry. is in the market for a locomotive and 15 or 20 flat cars.

The C.P.R. is turning out an average of 10 box-cars a day specially for the western grain traffic.

The Cape Breton Ry. Extension Co. has asked tenders for 100 platform cars of 80,000 lbs. capacity.

The Tilsonburg, Lake Erie and Pacific Ry. is reported to have recently added two locomotives to its equipment.

The Canada Atlantic Ry. is reported to have decided to test acetylene gas as a light on one of its passenger coaches.

The Brockville, Westport and Sault Ste. Marie Ry. is about to add a combined mail and baggage car to its equipment.

The Hancock and Calumet Rd., a subsidiary of the C.P.R., is reported to be in the market for a number of steel hopper rock cars.

ooo and 60,000 lbs. capacity, which are being fitted with entirely new bodies.

The Grand Forks and Republic Ry., the Canadian portion of which in British Columbia will be known as the Kettle River Valley Ry., will, it is said, start off with the following equipment: two locomotives, one passenger coach, two combination smoking and day coaches, two cabooses, 50 steel ore cars, and about 20 box and platform cars.

The C. P. R. has placed an order in the U. S. for a 91-ton Shay locomotive for use in the Kootenay district, B. C., on which there are 4.2% grades. It will weigh (empty) about 162,000 lbs., will have three cylinders 15 x 17 in.; 12 drivers 40 in. in diam.; boiler, 56 in. in diam.; tank capacity for water 3,500 gals., and coal capacity of 6 tons. It will be equipped with Westinghouse air brakes. See illustration, Jan., pg. 11.

The Intercolonial Ry. has recently received 72 box-cars from Rhodes, Curry & Co., of Amherst, N.S., making 598 delivered out of an order for 1,000. The same line has recently received from other works in Canada six simple consolidation locomotives, making a total of ten out of an order for 20, and 10 box-cars out of an order for 50. Four sleeping cars have been received from the U.S. An order has been placed with Rhodes,

between the American engine and that of other countries.

The Baldwin Locomotive Works Record of Recent Construction, no. 25, contains "Locomotives of the nineteenth and twentieth centuries," a paper read by S. M. Vauclain, at a meeting of the New England Railway Club, Feb. 12 last. The reading of the paper was followed by an interesting discussion on the merits of the different types of locomotives in service in America, Great Britain and elsewhere. The illustrations show the growth of the latest type of engine from Trevethick's original model of 1800—the first engine to run on rails—and Oliver Evans' engine built in Philadelphia in 1804.

The Canadian Northern Ry. Co. has recently placed orders for the 8 first class coaches, 2 combination mail, baggage and express cars, 900 box cars, 60,000 lbs.; 50 flat cars, 80,000 lbs.; 2 sleeping cars, 2 day parlor cars; 2 dining cars; 7 second-class cars, and 60 stock cars, mentioned in our July issue, and has also placed an additional order for 600 box cars, 60,000 lbs. This equipment is in course of delivery and the whole of it will, it is expected, be placed on the line by Jan., 1902. The Co. has purchased material to build at least 100 cars in its Winnipeg shops, and will go on building during nex-