

Canadian Pacific Railway Land Sales.

	Acres.		Amount.
	1900	1901	1901
Jan.....	31,485	27,928	\$100,857.85
Feb.....	23,613	29,370	\$36,752.54
Mar.....	31,183	39,546	91,189.58
April.....	58,457	48,874	122,362.47
May.....	66,057	40,489	152,445.70
June.....	57,831	50,168	129,614.69
			161,352.28
	268,626	236,375	\$852,813.34
			\$693,717.26

Railway Equipment Notes.

The G.T.R. will, it is stated, build 500 cars at its own shops.

The Toronto, Hamilton and Buffalo has ordered six passenger cars in the U.S.

The Great Northern of Canada has placed an order for four locomotives in the U.S.

The Minneapolis, St. Paul and Sault Ste. Marie has placed an order for 300 box cars.

The Cuba Co., of which Sir Wm. Van Horne is President, is having six locomotives built in the U.S.

The Dominion Coal Co., Sydney, N.S., has ordered 600 cars from Rhodes, Curry Co., Amherst, N.S.

The Lake Erie and Detroit River Ry., has purchased three mogul locomotives in Chicago, owing to the extension of the line into St. Thomas.

Particulars of the amounts voted at the recent session of the Dominion Parliament for additional equipment, etc., for the I.C.R. and the P.E.I.R. are given on page —.

One first-class car has been completed recently, and one second-class car is being built at the P.E.I.R. shops at Charlottetown. Twenty box cars are being built there.

The Inverness and Richmond Ry. has placed an order with Rhodes, Curry Co., of Amherst, N.S., for 1st-class passenger, coal and box cars. A larger order for equipment for this line is likely to be placed shortly.

The Canadian Northern is likely to add largely to its equipment in consequence of its acquisition of the Northern Pacific lines, and the rapidly approaching completion of its through line from Port Arthur to Winnipeg.

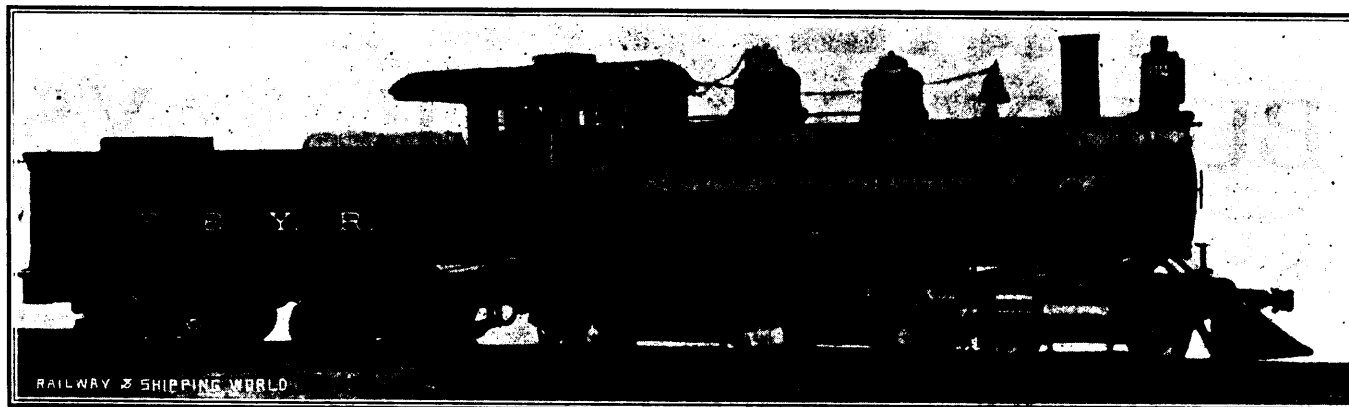
The P.E.I.R. equipment will probably be equipped with Westinghouse air brakes in the near future, most likely during this year. The last two locomotives ordered, which are to be delivered in a few months, will have these brakes.

The Duluth, South Shore and Atlantic Ry. has ordered 175 hopper-bottom ore or coal cars of 80,000 lbs. capacity. They will be 30 ft. long over sills, 8 ft. wide, 8 ft. 8 in. high, and have 825 cubic feet of space. Delivery is to be made in Aug.

ever, at the present time equipping with electricity any cars that are furnished with lamps. Among the cars to be equipped with electricity are the café-parlor cars, the dining compartment to be furnished with candelabra, and the parlor compartment to be equipped with electric fans. Twenty cars have so far been installed with electricity, the power being generated from the axle.

Two new locomotives have been put in service on the Canada Southern division, M.C.R. The engines each weigh 88 tons, and equipped for the road, with tender attached, weigh 138 tons. The boiler, which is 70 ins. in diameter, contains 398 two-in. tubes, each 6 ft. long, while the fire grate is 8 ft. by 6 ft. 3 in., giving a grate area nearly double that of an ordinary ten-wheel engine. The cylinders are 21 ins. and 26 ins. in diameter, and the steam pressure is 30 lbs. to the square inch more than that of any other passenger engine now in use on the M.C.R. The driving-wheels are 6 ft. 7 in. in diameter, being 9 in. larger than those of the largest engines hitherto used on the road.

The special car which will be used by the Duke and Duchess of Cornwall while in Canada, will be 70 ft. long and 9 ft. 10 ins. wide. At each end will be an observation room with plate glass windows, and each will be fitted



BALDWIN LOCOMOTIVE FOR WHITE PASS AND YUKON RAILWAY.

The Duluth, South Shore and Atlantic has ordered six passenger cars and 175 cars of 80,000 lbs. capacity.

The I.C.R.'s new car ferry for the Strait of Canso, is described on pg. 219, under "Maritime Provinces Shipping."

The Rhodes, Curry Co., of Amherst, N.S., are building a number of 30-ton coal cars for the Inverness and Richmond.

Two parlor cars have been added to the equipment of the Esquimalt and Nanaimo. They are named Ladysmith and Strathcona.

The rolling stock of the old Port Arthur, Duluth and Western is being overhauled and repaired at the Port Arthur shops of the Canadian Northern.

A 35 h.p. hoisting engine, with boiler 6 ft. high, is being constructed for the P.E.I.R. It will be fixed on a flat car and will be used for loading heavy freight.

The C.P.R. is building, at its Montreal works, several special cars for the train to be used by the Duke and Duchess of Cornwall and suite during their approaching visit.

Three hundred box cars have been ordered by the Minneapolis, St. Paul and Sault Ste. Marie Ry. for delivery in July. They will be 30 ft. long, 8 ft. 10 in. wide, and 8 ft. ¼ in. high from top of floor to under side of car line.

Contracts have been entered into in the U.S. for the construction of six first-class passenger cars, three dining cars, and four sleeping cars. The passenger cars will cost \$11,995 each, the dining cars \$15,775 each, and the sleeping cars \$19,255 each.

The C.P.R. is building six heavy switching engines and two weed-burning cars at its Montreal shops. They are practically the same as the weed burners used by the Minneapolis, St. Paul and Sault Ste. Marie Ry., which were fully described and illustrated in our issue of May, 1900, pg. 139.

Replying to a question in the House of Commons recently, the Minister of Railways said the item of \$2,000,000 for rolling stock was to provide for 1,470 box and flat cars, 17 refrigerator cars, 20 locomotives, first-class dining and sleeping cars and a coach for the royal party. The cars to be built include 1,000 by the Rhodes, Curry Co., of Amherst, for which the contract was awarded Nov. 5, 1900. The estimates include the cost of air brakes and bolsters for cars. The supplementary estimates include \$213,000 additional for rolling stock.

The G.T.R. is not, as stated in the daily press, introducing electricity on all its cars, to supersede oil and gas. Arrangements have been made to light 25 cars with electricity instead of gas. The Co. is not, how-

with a sofa and upper berth. These rooms will be 8 ft. 10 in. long. At the one end a state room comes next the observation room. This room is also fitted with sofa and upper berth. Next this comes the grand state room, 10 ft. 4 ins., with a brass bed and all modern conveniences. Then comes the dining room, 15 by 9 ft., in the centre of the car, and fitted with an extension table. The kitchen adjoins and is 10 ft. 4 in. Then comes the porter's room, 5 ft. 6 in., and between that and the observation room, a toilet room, 4 ft. 10 in.

The Intercolonial Ry. has recently received from Rhodes, Curry & Co., Amherst, N.S., 8 refrigerator cars, completing an order for 17 frost-proof and refrigerator cars, also 454 box cars, making 526 delivered on an order of 1,000. From other Canadian works there have been received 4 simple consolidation freight engines on account of an order for 20; 95 box cars completing an order for 150; 150 platform cars completing an order for 200; 75 box cars completing an order for that number. Another order has been placed in Canada for 50 box cars. From the U.S. there have recently been received 5 simple freight locomotives and 5 compound consolidation locomotives from the Richmond Locomotive Works, completing the order; and from other works in the U.S. 2 simple consolidation locomotives, 9 simple passenger locomotives, 3 dining cars, and 6 first-class cars.