

The locomotive orders are for 104 superheater machines varying from 24 x 32 to 19 x 26. When the car orders of the Canadian Northern Railway are considered it is necessary to enumerate the orders of the Canadian Northern Ontario and the Canadian Northern Quebec Railways, both of which are connected with the Canadian Northern Railway. The freight car orders of the Canadian Northern consist of:—

Box cars	200
Coal cars	50
Construction cars	76
	326

Passenger car orders:—

First-class cars	12
Second-class cars	3
Café-parlor cars	2
Baggage cars	4
Dining cars	2
	23

Locomotives ordered number ten of the superheater type 22 x 26 inches. The freight car orders of the Canadian Northern Quebec Railroad are made up thus:—

Box cars	300
Flat cars	50
Coal cars	50
Caboose cars	20
	420

Passenger car orders:—

First-class	3
Second-class	12
Excursion cars	6
Café-parlor cars	2
Baggage cars	2
Baggage and mail cars	2
Self-propelled	1
	28

The management of this railway also ordered 8 locomotives of the superheater type; 6 were 22 x 26 and 2 were 19 x 26.

The freight car orders of the Grand Trunk indicate that that railway is rapidly forging to the front and consist of:—

Box cars	2,000
Refrigerator cars	500
Automobile cars	500
Flat cars	300
Tank cars	50
	3,350

The passenger car orders of this line are made up as follows:—

Sleeping cars	15
Second-class	10
Colonist	15
Tourist	5
Dining	6
Café-parlor	6
First-class	10
	67

The locomotive orders of the Grand Trunk Railway are for 100 machines in sizes ranging from 20 x 26 to 27 x 30 inches; 85 of these machines are of the superheater type. In addition to the locomotive orders of the Grand Trunk Railway it appears that 40 machines were ordered for use on the lines of the Grand Trunk Pacific; these machines are 23 x 30 and 33 x 30 inches.

The Intercolonial Railway officials have placed some large orders for rolling stock during the past year; their freight car orders tabulating as follows:—

Box cars	1,643
Construction cars	200
Flat cars	200
Refrigerator cars	30
Tank cars	1
Stock cars	20
Caboose cars	10
	2,104

The passenger car orders of these lines include:—

Sleeping cars	4
Dining cars	2
First-class cars	7
Baggage cars	3
	16

The locomotive orders of the Intercolonial number 28 machines in sizes varying from 20 x 26 to 24 x 32. Twenty of these machines are of the superheater type.

The Prince Edward Island Railway must be considered as next in order to the Intercolonial; the freight car orders of this line being for 15 construction cars and 1 tank car. There is no record of passenger car or locomotive orders for this line during 1912.

A small line that has done considerable ordering is known as the Paris and Mount Pleasant Railway. This line have placed orders for 12 box cars, 3 first-class passenger cars, and 1 combination car, in addition to one locomotive of the superheater pattern 18 x 24 inches.

The freight car orders of the Toronto, Hamilton and Buffalo Railway are for:—

Freight cars	1,250
Flat cars	10
Construction cars	254
	1,514

There is no record of any passenger car orders for this line for the past year, but 4 locomotives were ordered of the superheater type; two being 23 x 28 and two 21 x 28 inches.

The Temiskiming and Northern Ontario Railway ordered four box cars.

The Quebec Central ordered 100 rack cars and 6 locomotives.

The Algoma Central and Hudson Bay Railroad ordered 70 general service cars, 4 first-class passenger cars and 5 locomotives of the superheater type, each 22 x 28 inches.

The Algoma Eastern orders tabulate as follows:—

Box cars	25
Flat cars	24
Construction cars	70
	119

Passenger cars:—

First-class cars	2
Second-class cars	1
Passenger and baggage	2
	5

Locomotives ordered by this line were two in number, both of the superheater type.

The Sydney and Louisburg Railway ordered 75 hopper cars and 2 locomotives.

Although the steam roads have placed heavy orders, they are not the only large purchasers of rolling stock, as the following orders for electric cars will show.