

ers of the Walker House. From the facts laid before the Board it appeared that the G.T.R. requires for the convenient accommodation of the public and the traffic on the railway more ample space than it now possesses, or might take under section 138 of the Railway Act, and authority was given to expropriate the lands mentioned, subject to certain conditions set out in the order.

The lands to be expropriated are specifically set out in the order, which reserves to the public such portions of the lands named as are now enjoyed as public highways. It then recites that the lands taken are to be used only for a passenger station, and passenger station yard therefor, and for such purposes as are necessarily or usually connected therewith. The lands and the buildings to be erected thereon shall be a union passenger station, and shall be available for use by all steam railways which now enter the city or may hereafter do so; the terms and conditions of such use shall be settled by the railway companies interested and approved of by the Board; and if a dispute shall arise between the companies as to terms the same shall be determined by order of the Board.

The amount to be expended on the building and its appurtenances shall be at least \$1,000,000; construction work shall be commenced within a year, and completed within three years, the Board reserving power to extend the term should it be necessary so to do. The plans are to be approved of by the Board; all disputes between the companies, or between the G.T.R. and the city with regard to plans, to be determined by the Board. The G.T.R. shall make provision in the present Union Station and yards for the passenger trains, as soon as necessary, until the new Union Station is completed and ready for use, on terms to be agreed upon. The value of the land is to be ascertained by arbitrators as at the date of the notice to expropriate, and 5% interest is to be paid from that date. In connection with the construction of the station the G.T.R. is authorized to carry across York St., York St. diversion, Bay St., Lorne St., and Esplanade St., such number of tracks as may be necessary, the plans of which are to be approved by the Board, which also may impose conditions. If the company closes Bay St., south of Front St., a bridge shall be erected between Front and Lake streets for foot passengers. The question of the closing of Station St., and the placing of tracks thereon was reserved.

The Eckardt Co. appealed to the Privy Council and the sub-committee, appointed to consider the case, heard arguments and reserved judgment. A despatch from Ottawa, dated March 20, stated that the appeal had been dismissed.

The agreement between the city and the G.T.R. was formally ratified by the City Council, Mar. 13. It has been decided that the new station will be placed on the plot of ground on the south side of Front St., and lying between Bay and York streets, and set back from the street line a distance of 25 ft. On the east side of Bay St., fronting on Front St., the Government is to erect a postal distributing station, and this building will be set back 25 ft., thus putting it on a line with the proposed new station.

Capt. John Malcolmson of the Welland House, St. Catharines, Ont., has been appointed chief steward of the R. & O. Co.'s str. Kingston.

Railway Equipment Notes.

Among the liabilities of the Dominion Coal Co. is included Dominion Rolling Stock debentures, \$298,559.47.

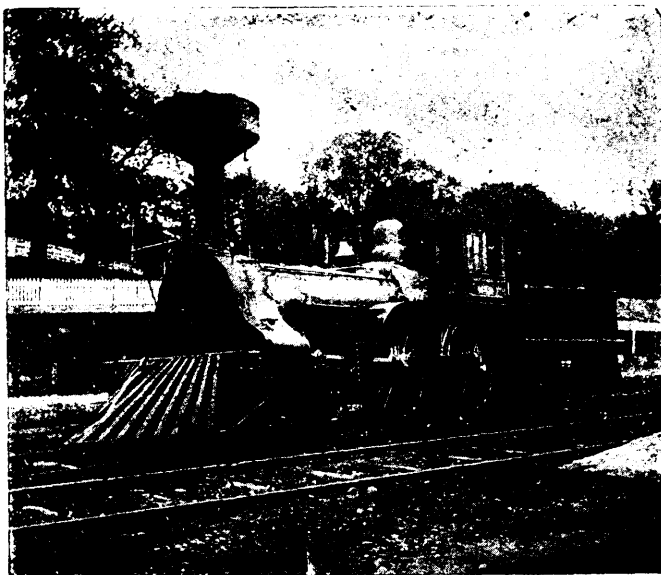
The Winnipeg City Council has asked tenders for five gondola hopper cars for use on its line to the city quarries.

The Intercolonial Ry. has not placed any orders for equipment since Dec. 15, 1904, and is not in the market for any at the present time.

The G.T.R. has recently added to its equipment two 10-wheel passenger locomotives from the Locomotive and Machine Co.'s works, Montreal.

We are advised that the Great Northern Ry. of Canada is not at the present time in the market for any passenger equipment, as recent press despatches stated.

The Pere Marquette Rd. has placed orders for 70 locomotives, the distribution of which on the different lines has not yet been determined. Seven of the locomotives have been delivered at St. Thomas, and others are expected.



CARILLON AND GRENVILLE RAILWAY LOCOMOTIVE.

The Crossen Car Manufacturing Co., Cobourg, Ont., and the Rhodes, Curry & Co., Amherst, N.S., have each received an order for 200 standard 30-ton box cars, which will be distributed to the various Mackenzie, Mann & Co. lines as conditions warrant.

The Dominion Parliament has voted \$698,500 for additional rolling stock, \$25,000 for applying air brakes to freight cars, \$92,000 to exchange draw-bars of freight cars, \$92,000 for new machinery for locomotive and car shops, and \$6,000 for a new track pile driver, for the Intercolonial Ry. to be charged to capital account.

The applications of the Canada Car Co. and the Goodwin Car Co. at the current session of the Dominion Parliament for acts to extend the time within which they may import wheels and other portions of cars, covered by a number of patents, until 1907, and setting forth that the want of construction in Canada within that period shall not invalidate the patents, have been withdrawn.

The Intercolonial Ry. added to its equipment recently 157 platform cars, 60,000 lbs. capacity; 82 hopper cars, 30,000 lbs. capacity; 8 box cars, 60,000 lbs. capacity, from Rhodes, Curry & Co., Amherst, N.S.; seven consolidation freight locomotives from the Canadian Locomotive Co., Kingston, Ont. The loco-

motives are increased equipment, and the cars are to replace an equal number which had been condemned.

The 3,000 box cars which the C.P.R. is about to build at its Angus shops, Montreal, will be of 60,000 lbs. capacity, M.C.B. standard dimensions, and will be equipped with Westinghouse air-brakes, Simplex trucks, with inside brake-beams and Susemihl roller side bearings. It will only be necessary to build 1,677 trucks for these cars, as the company now has 1,323 trucks for 30-ton cars on car bodies having a 40-ton capacity. These 30-ton trucks will be transferred to the 30-ton car bodies to be built, and 1,323 new trucks for 40-ton cars will be built and placed under the cars now running on 30-ton trucks.

At the annual meeting of Rhodes, Curry & Co., Ltd., held at Amherst, N.S., Mar. 1, a dividend of 6% on the new stock was declared. The report showed the volume of business for 1904 to have been \$2,300,000, the receipts for the construction of cars being \$1,400,000. The number of cars built was 1,600. It was stated that the company has already booked

orders for cars to be constructed during the current year to the value of over \$1,000,000. J. R. Douglas was elected a director to succeed the late J. M. Townsend, K.C., and B. F. Pearson, of Halifax, N.S., and Senator Mitchell, of Drummondville, Que., were added to the directorate. The officers and directors for the current year are: President, N. Curry; Vice-President, N. A. Rhodes; other directors: C. T. Hillson; Senator Black, J. R. Douglas, Senator Mitchell, B. F. Pearson, J. C. Robertson. Secretary and Treasurer, J. M. Curry; Solicitor, E. M. Rhodes.

The Lima Locomotive and Machine Co. is building for the Holly River and Addison Ry. a 10-wheel locomotive, cylinders 13 in. diameter, 18 in. stroke. It is also building a double end locomotive, with separate tender, for the Crowell and Spencer Lumber Co., Long Leaf, La. This locomotive has cylinders 15 in. diameter, 20 in. stroke, and will be equipped with the Lima Locomotive and Machine Co.'s own make of steam brake.

This locomotive, as well as the one for the Holly River and Addison Ry., will be furnished with all modern fittings. The company also has orders on its books for a 12 x 16 in. cylinder four driver saddle tank, for the Puget Sound Navy Yard at Bremer, Wash., and a small mine locomotive for the Margaret Mining Co., Welsh, W. Va. The company reports business good in its geared locomotive department, and has recently shipped a number of plantation type locomotives to Mexico. Orders are coming in rapidly, and it is running its shops full time, night and day force, and the outlook for the current year's business is most promising.

The Temiskaming and Northern Ontario Ry. has placed orders with the Canadian Locomotive Co., Kingston, Ont., for four additional locomotives. Following are the specifications for two of them:—

Type of engine	.....	10 wheel
Fuel used	.....	Bituminous coal
Weight in working order, drivers	.....	107,000 lbs.
..... total	.....	133,000 lbs.
Wheel base of engine, rigid	.....	12 ft. 6 ins.
..... and tender	.....	50 ft. 6 in.
Length over all, engine and tender	.....	59 ft. 1 1/2 in.
Width	.....	11 ft. 0 1/2 in.
Height	.....	14 ft. 3 1/2 in.
Heating surface, firebox	.....	1,155 sq. ft.
..... tubes	.....	1,536 sq. ft.
..... total	.....	2,691 sq. ft.
Grate area	.....	30 sq. ft.
Diameter of driving wheels	.....	56 ins.