

The Canadian Northern Ry. has placed an order for six second-class coaches, and three baggage and mail cars with a Canadian firm.

The Cumberland Ry. and Coal Co. has added an express car, built by Rhodes, Curry & Co. (Ltd.), Amherst, N.S., to its equipment.

The Halifax and South-Western Ry. has ordered 40 flat cars, 60,000 lbs. capacity, and two cabooses from Rhodes, Curry & Co. (Ltd.), Amherst, N.S.

The Temiskaming and Northern Ontario Ry. has received two locomotives from the Canadian Locomotive Works, Kingston, Ont.; and 100 flat cars from Rhodes, Curry & Co. (Ltd.), Amherst, N.S.

W. Mackenzie, President Toronto Ry., recently stated that 90 new cars were to be built this summer for the line. We are informed that 35 trailers are to be constructed in addition to 45 motor cars.

The Winnipeg Street Ry. has received a number of new cars built by the Toronto Ry. Co. It is intended to make additions to the former company's plant so that it may build all its own cars in future.

The Hamilton, Grimsby and Beamsville Ry. is building additional cars, for which the electrical equipment has already been purchased. The first of the new cars is expected to be completed by July 1.

The Prince Edward Island Ry. has received four locomotives from the Canadian Locomotive Co., Kingston, Ont. A fifth locomotive, built on the same order, is on exhibition at the St. Louis Exhibition and will be delivered in the fall.

The Locomotive and Machine Co., of Montreal, has received an order from the Lakefield Portland Cement Co., Lakefield, Ont., for a 4-wheel tank switching locomotive, 12 in. by 16 in. cylinders, 33 in. driving wheels, and about 48,000 lbs. weight.

The C.P.R. between April 11 and May 14, received the following equipment: six 1st class and suburban cars, and eight tourist cars from its Hochelaga shops; 47 flat cars and 193 flat cars from its Perth, Ont., shops, and three vans from its Farnham, Que., shops, and four steam shovels.

Rhodes, Curry & Co. (Ltd.), Amherst, N.S., has completed nine auxiliary cars for the Intercolonial Ry. They are each 45 ft. in length, and are fitted up with kitchen, sleeping berths, compartments for carrying tools and wrecking appliances. Accommodation is provided for eight or ten men.

The C.P.R. between April 11 and May 14, ordered the following equipment: 10 freight locomotives from the Canadian Locomotive Co., Kingston, Ont.; 11 freight locomotives from the Locomotive and Machine Co., of Montreal; 10 baggage cars at its Hochelaga shops; 1,000 box cars at its Angus shops, Montreal; 131 box cars, 25 refrigerator cars, 100 stock cars, 85 flat cars, 2 coal cars and 50 ore cars at its Perth, Ont., shops, and four steam shovels.

The Quebec Central Ry. has ordered from the Locomotive and Machine Co., of Montreal, two 8-wheel passenger locomotives. The general dimensions are: cylinders, 18 in. by 24 in.; diameter of driving wheels, 66 in.; boiler pressure, 180 lbs.; no. of tubes in boiler, 245; diameter of tubes, 2 in.; length of tubes, 11 ft. 8 1/4 in.; total weight of engine, 110,000 lbs.; weight of tender, 85,000 lbs. in working order; water capacity, 4,000 gals.; coal capacity, seven tons.

The six switching locomotives building at the C.P.R. Montreal shops, for delivery during the current year and in 1905, are of the 0-3-0 type, and will use bituminous coal. The principal dimensions are:—

Wheel base of engine and tender.....	39 ft. 9 in.
Weight of engine in working order.....	102,740 lbs.
Weight of tender, light.....	42,000 lbs.
Weight of tender, loaded.....	85,000 lbs.
Length over all, engine and tender.....	54 ft.
Height.....	13 ft. 7 1/2 in.
Width.....	9 ft. 4 in.
Driving wheels, diameter.....	54 in.
Cylinders.....	18 in. x 24 in.
Boiler tube sheets.....	32 in.
" back sheets.....	9-10 in.
" roof sheets.....	9-16 in.
" barrel.....	12 in.
Firebox.....	8 ft. 0 1/2 in. long x 2 ft. 11 in. wide.
Heating surface, firebox.....	110 sq. ft.
" tubes.....	922 "
Tubes, no.....	192
" diameter.....	2 in.
Boiler pressure.....	180 lbs.
Grate area.....	2,345 sq. ft.
Tender, water capacity.....	3,500 gallons
" coal capacity.....	4 tons

Grain Elevator Notes.

A contract is reported let for the construction of the new elevator at Collingwood, Ont.

The Canadian Malting Co. is about to erect a large grain elevator at St. Henri, Montreal, in connection with its business.

It was recently reported to the Montreal Harbor Commission that the new elevator at that port would be ready for use on June 1.

The Columbia Flouring Mills Co. (Ltd.) offers to erect an elevator at Lethbridge, Alta., provided exemption from taxation for 15 years is given.

The Northern Elevator Co., Winnipeg, has issued a writ against the Lake Huron and Manitoba Milling Co., Goderich, Ont., for \$10,000 damages for the wrongful conversion of 18,000 bush. of wheat.

The G.T.R. elevator at Midland, Ont., which was burned April 24, was originally erected in 1882, and was enlarged in 1894. Some improvements in the structure had recently been completed. The elevator had a total capacity of 500,000 bush., but was practically empty at the time of the fire. The outbreak was caused by the building being struck by lightning during a thunderstorm. One man was killed by the falling timbers.

The C.P.R. elevator B at Fort William, Ont., built in 1888, and valued at \$250,000, was burned to the ground May 12. The elevator contained about 300,000 bush. of low grade grain, valued at \$250,000, at the time. As the structure was used merely as a handling elevator its destruction represents a greater loss than its actual cash value to the company. The company had in storage at the time of the fire at its various elevators about 4,500,000 bush. of grain, and at present has only a handling capacity of 20,000 bush. an hour. This will considerably handicap the company in shipping grain from the port. Such temporary loading facilities as can be made have been arranged for, and the company's engineers are making plans for the immediate rebuilding of the elevator.

The contract for the new G.T.R. elevator at Montreal has been let to the John S. Metcalfe Co., of Chicago, Ill. The concrete foundations were put in during the summer of 1903, the site being on the south side of the Lachine Canal locks, just west of the canal entrance. The foundations will be raised by an additional seven feet, so as to bring the floor of the main structure well above the flood level, thereby securing a dry building at all seasons of the year. The elevator will have a total capacity of 1,060,000 bush. The storage portion will consist of 132 rectangular bins 72 ft. in height, ranging in capacity from 2,500 bush. to 12,000 bush. each. The elevator will be fitted with ten legs and one marine leg, so that unloading from canal and rail, as well as loading into steamships for export, can go on simultaneously. A working house and a power house of ample capacity will be provided. It is expected that the structure will be completed by the fall.

SHIPPING MATTERS.

Notices to Mariners.

The Department of Marine has issued an index to the notices to mariners numbered 1 to 122, issued during 1903. It has also issued the following additional notices for 1904:

No. 22. April 8.—Alaska.—45. Revillagigedo channel entrance, Tree Point, light and fog signal to be established; temporary light to be withdrawn.

No. 23. April 11.—Ontario Lighthouse division.—51. River St. Lawrence above Montreal, Lake St. Louis, Soulanges Canal, lower entrance, south pier head light discontinued. 52. River St. Lawrence, Montreal to Prescott, characteristic of gas buoy lights changed. 53. River St. Lawrence, Thousand Islands, change in lighthouse illuminant.

No. 24. April 15.—Nova Scotia.—56. South coast, St. Margaret Bay, Indian Harbor, buoyage, uncharted rock. 57. Approach to Halifax, inner Sambro Island, light to be maintained all the year round. Prince Edward Island.—58. South coast, Bedique Bay, Summerside, color of lantern.

No. 25. April 16.—Quebec.—60. River St. Lawrence above Quebec, Pointe à Basile range, tower provided for back light. 61. Lake St. John, characteristic of lights.

No. 26. April 18.—Ontario.—62. A chart numbered 3,404, of the eastern end of Lake Superior, taking in the coast from Coppermine Point to Cape Gargantua, prepared from a hydrographic survey made in 1902 by W. J. Stewart for the Department, has been published by the British Admiralty.

No. 27. April 19.—New Brunswick.—64. South coast, Bay of Fundy, Quaco, buoys carried away by ice. On April 22 it was reported that the buoys had been replaced.

No. 28.—April 22.—British Columbia.—65. Kootenay Lake, west arm, change in name of light station.

No. 29. April 22.—Ontario.—72. River St. Lawrence, Hillcrest Shoal, change in characteristic of gas buoy light. 73. Lake Superior, east end, Coppermine Point light.

No. 30. April 28.—Quebec.—75. River St. Lawrence, ship channel between Quebec and Montreal, Grondines, changes in aids to navigation.

No. 31. April 28.—76. River St. Lawrence, Wolfe Island, gas buoy established off east end. 77. Lake Ontario, east end, middle ground off Simcoe Island, gas buoy established.

No. 32. April 29.—British Columbia.—83. Stuart channel, Telegraph harbor, rock.

No. 35. May 13.—Ontario.—92. Lake Erie, Port Colborne, fog alarm established at outer lighthouse.

The following notices have been issued by the U.S. Hydrographic Department:

No. 17. April 23.—Lake Erie.—605. Conneaut harbor, spar buoy marking position of hull of burned car ferry Shenango.

No. 19.—May 7.—Lake St. Clair.—687. Isle aux Pêches range beacon lights to be re-established.

Maritime Provinces and Newfoundland.

A new boiler has been placed on board the Dominion str. Lansdowne at St. John, N.B.

The tug Leader has been purchased by N. C. Scott for harbor service at St. John, N.B.

At the recent session of the Prince Edward Island Legislature acts were passed incorporating the Maritime Steamship Co. and the Island Tug Co.