

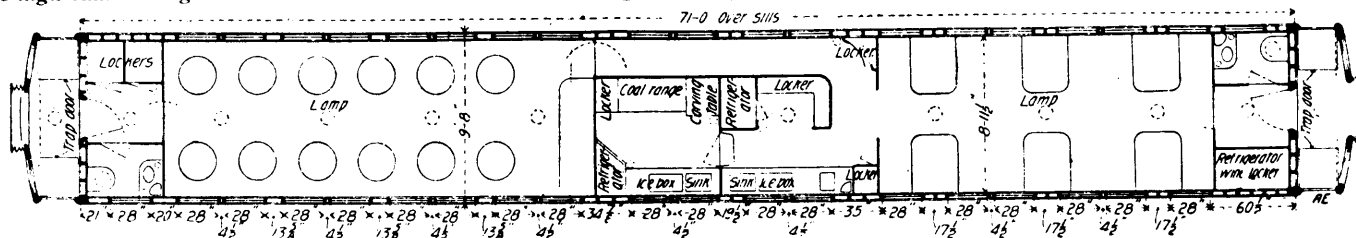
plate at the extreme edge of the bridge & fell violently on his face. He grasped the slender cord instinctively with arms & legs, rose, carried the rivet to its destination & helped to drive it.

Latterly, the great increase in the extent of bridge-construction has caused it to become a specialized calling. At the present time the men who rear our great bridges are for the most part men who have been trained in this particular occupation, & who in many cases follow no other. They, as well as the men who design the structure, are entitled to high rank as engineers. The leaders are

Eastern Flyer. The cars are 71 ft. long over end sills & 9 ft. 8 in. wide over sheeting. The vestibules are the Pullman standard type with steel platforms. The windows are large & the roofs of the Monitor type. The cars are mounted on 6-wheel trucks with steel-tired wheels. The dining-room, or cafe, is at one end & the parlor at the other, with the kitchen & serving rooms in the centre. The dining-room seats 24 people at the tables, while the parlor is furnished with 12 large revolving chairs & a sofa capable of seating 4. The interior finish of the car is in Canadian quartered oak with English oak panels, & the floor

net profit of \$74,631.93 as compared with \$61,798.67 for the previous year. From the year's profits there have been paid 4 quarterly dividends of $1\frac{1}{4}\%$ each, amounting in all to \$40,000, leaving a surplus of \$34,631.93. The maintenance of roadbed, rolling stock, power station equipment, & other property has received careful attention, & the cost has been charged to operating expenses as in previous years.

Although the Co.'s business continues to increase satisfactorily, the operating expenses have also increased \$15,997.48 over the previous year. Of this, \$12,000 is chargeable to



GRAND TRUNK RAILWAY CAFE-PARLOR CAR.

endowed with great professional skill, are quick to plan new methods for difficult cases, & are able to execute delicate & critical operations under perilous & harassing circumstances. They have vast responsibilities, with the possibility of great losses and disasters if they fail, & comparatively little reward except the satisfaction of well-doing when they succeed.

G.T.R. Cafe-Parlor Car.

On this page is a floor plan of two cafe-parlor cars recently built at the G.T.R. shops at Montreal for the International Limited & the

coverings are Wilton pile. Considerable skill has been displayed in the interior arrangement, using the space to the best possible advantage. The matter of arranging ice boxes, pantries & cupboards in the kitchen & waiters' room has been given considerable attention.

Halifax Electric Tramway Co.

The following report for the year ended Dec. 31, 1900, was presented at the annual meeting held Feb. 11:

During the past year the business of the Co. has shown a decided increase both in the railway and lighting departments, giving a

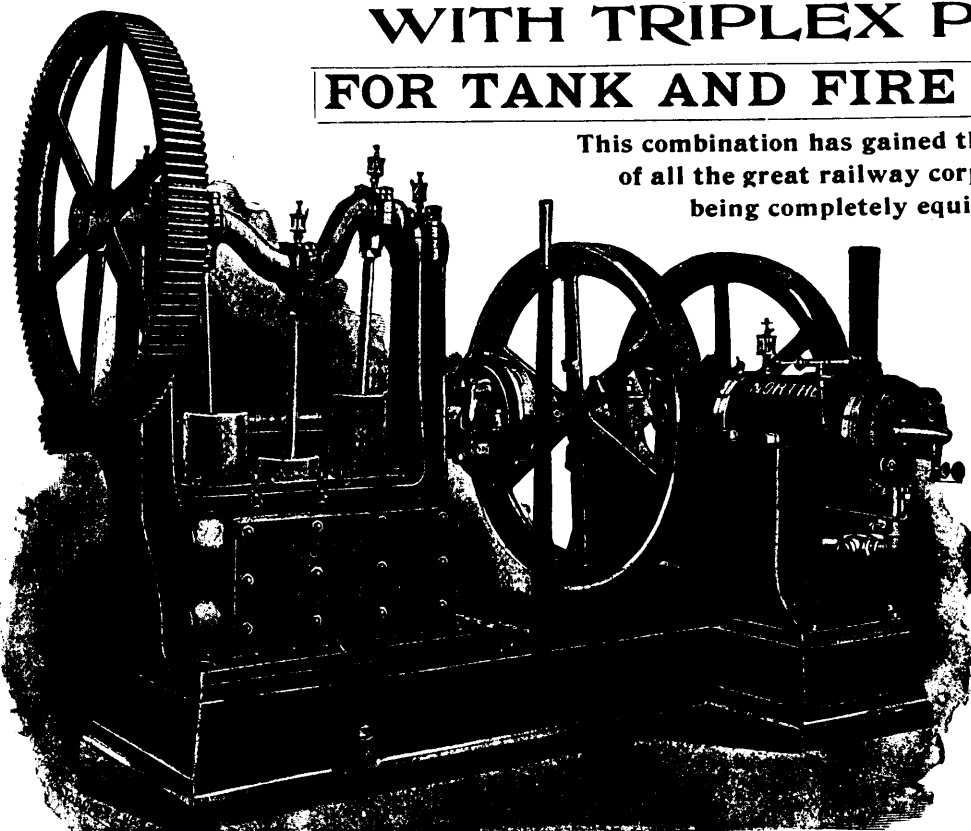
the increased cost of coal. To meet in a degree this advance in cost of coal, the Co. has decided to enlarge its wharf property & coal handling facilities, by which the cost of coal at the Co.'s works will be considerably reduced.

The cost of extending the lighting & power lines not only in the new but in the old districts has been charged to operating expenses, with the exception of \$195.00 appropriated for extension of city arc service.

During the year 2,968,811 passengers were carried, an increase of 352,580 over the previous year. It is estimated that about 20% of the increase of passengers carried, is due to

The NORTHEY GASOLINE ENGINE WITH TRIPLEX PUMP FOR TANK AND FIRE DUTIES.

This combination has gained the heartiest endorsement of all the great railway corporations. Some are being completely equipped with them.



This cut illustrates a very satisfactory combination of the Triplex Power Pump, actuated by The Northey Gas and Gasoline Engine, for duties wherever an independent pumping plant, ready for instant service, is required. The advantages of this plant are: economy in space occupied, low running expenses, extreme ease in handling (any person can operate it), readiness on the minute for service at all hours, making it invaluable in case of fires, and the absolute safety and precision with which it performs its work.

The Triplex Pump used, with pistons placed 120 degrees apart, gives a practically constant flow of water, minimising strain on pump, connections, piping, etc. Both machines are heavily and solidly built, and carry the most ample guarantees.

We will be pleased to send you catalogues and specifications.

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