tr				
Heating surface, fir	e box		. 155 squa	ire fe e t
"	bee		#36	**
4.	Des		1930	
C to	tal		,691	••
Grate area			20	**
Diameter of driving	r mbaala		,	-6 in
Grate area Diameter of driving	Wilceis			50 III.
Material of Diameter and lengt		centres	Ua	ist iron
Diameter and lengt	n of drivi	ng journals		
D.:		8 in	dia v a i	n long
Diamet			uin. A y i	ii. ioiig
Diameter of cylinde	ers			19 in.
Stroke				24 in.
Type of boiler			P	le Inaire
Working	. 63			Q. II.
Type of boiler Working pressure	or boner.			100 103.
Number of tubes				239
Diameter "Length Brakes Truck wheele				2 in.
Length	• • • • • • • • •			f i
Braker			12	11. 4 111.
T. akes		Westing	iouse Ar	nerican
Truck wheels		28 in. cast i	ron doub	le plate
Weight of tender, I	vaucu .		90,0	DO 103.
Diameter truck			4-1	vnecieu
Diameter of wheel Kind of wheel Diameter and lane				33 in.
Mind of wheel		. Cast i	ron doub	le plate
Diameter and lang	the of iour	nal		
Diameter and leng	m or jour			X 2 15
***************************************		.5 in. dia.xg :	m. long,	M.C.B

The C.P.R. has recently added to its passenger rolling stock two parlor cars, the Richelieu and St. Maurice, which have been placed on the Montreal-Ottawa short line. The exterior finish and decorations are in line with C.P.R. standard, and in construction they have all the up-to-date improvements in car construction, especial attention having been paid to take every advantage to add to strength, where experience has shown the The length of the cars is 72 ft. over body sills, the extreme length over buffer plates being 79 ft. 103/4 ins. The exterior finish in texts fully finish is Mexican mahogany and is tastefully decorated in gold. In designing these cars the officials aimed at smooth surfaces and light profiles and have eliminated all carving. A very rich appearance has been obtained by using mahogany veneers and neat marque-terie borders and lines decorated in light shades of green. The chairs are upholstered in pale green plush and designed with a view to comfort. The smoking-room is supplied with eight chairs of same design as in the main room, but they are upholstered in maroon-colored leather. The walls of the smoking-room are divided off, by means of marqueterie lines, into large panels which extend from a few inches from the floor up to the base line of the monitor deck. The veneer used in this room is African mahogany. Each car has two women's toilets, a men's toilet and a men's saloon, all being fitted with the latest improved flushing closets and nickeline washstand tops. The main room has four double acme lamps. On each side of the main room or parlor are eight large plate glass windows, the glass being 26 x 48 ins. Each window is fitted up with double top and bottom sashes, the inside bottom being set in a him to anable the a hinged brass frame; this is to enable the glass to be cleaned. Between each window space is a richly veneered and inlaid pilastre, extending from the top of the truss plank to the base of the side cove, while along the base of the side cove runs a neatly inlaid mould-The bulkheads are in keeping with the side elevation, veneered with the same quality of mahogany, divided off by pilastres, which extend from the floor to the same elevation as the side pilastres. The bulkheads are recessed in elliptic lines, which gives the end views a very novel appearance, advantage being taken with this to form an overhead cove of art glass in colors to match the deck lights. The ceilings are of the Empire style, and neatly attached to the lower and programmented end of each centre lamp is an ornamented brass bell cord eye, through which passes the signal cord. This does away with the objectionable swinging bell cord ^{han}ger. hanger. These cars represent all that is new and up-to-date in the way of beauty and limited the state of the and luxury. The chairs in their comfort and elegance invite an unlimited trip, while the eye is never tired taking in the quiet richness of the decorations of the car. A floor plan and exterior elevation are given on page 187.

RAILWAY FINANCE, MEETINGS, ETC.

The Atlantic and Lake Superior Ry. Co. has entered an action against Heney & Smith, contractors, Ottawa, to recover \$32,000. This firm had a contract to build a wharf for the Company at Paspebiac, Que., and lumber was supplied for the job by Veilleux & Co., of Levis, Que. This firm secured judgment against the Company for the lumber, but an appeal has been entered. The present action by the Company is in the nature of an indemnity claim in the event of an adverse judgment on the appeal in the Veilleux case.

British Columbia Electric Ry. Co.—Earnings and expenses for Mar.:—

6			
Gross Earnings.	1902.		Increase
			ecrease.
Railway-Vancouver division	\$9,794	\$11,768	\$1,974+
Victoria "	8,461	8,221	240
Westminster "	7,958	8,895	937 +
Lighting Vancouver division	12,987	15,457	2,470
Victoria "	5:944	7.420	1,476+
	45,144	51,761	6,617+
Less working expenses	. 28,494	34,248	5.754+
	16,650	17,513	863+
Renewal funds	. 3,458	4,222	764+
Net income	. 13,192	13,291	99+
Gross earnings, July 1, 1902, to Mar. 31, 1903		507, 189	62,076+

Net earnings, July 1 to Mar. 31, 1903......\$150,529 \$168,835\$18,306+

Application has been made to the London, Eng., Stock Exchange for an official quotation of a further issue of £10,000 of deferred ordinary stock. (May, pg. 153.)

Calgary and Edmonton Ry.—Net earnings for Mar., \$26,526, against \$30,480.53 for Mar., 1902, making for three months ended Mar. 31, \$58,131.96 against \$91,143.21 for

same period, 1902.

The arrangements for the passing of the C. and E. R. to the C.P.R. are completed. That the ownership of the line would be transferred to the C.P.R. was foreshadowed in the arrangement made with the bondholders in Great Britain. The total amount of the bonds was £1,140,400, of which £18,700 have been cancelled, leaving £1,121,700 outstanding, in addition to which there was also a large amount owing on unpaid interest certificates. By the arrangement, ratified by the bondholders Feb. 6, the 6% bonds and unpaid

interest certificates were to be surrendered, and bondholders were to receive in return £1,121,700 of 4% debenture stock of the C. and E. Ry., the C.P.R. taking a lease of the line for 99 years, at an amount equal to 4%, on the £1,121,700 of debentures. The bondholders who acquiesced in this arrangement held £1,095,900 of the outstanding bonds. It was stated that one of the conditions upon which the C.P.R. was prepared to enter into this agreement was that it could acquire the whole of the common stock of the Company on reasonable terms. The amount of the common stock is \$1,000,000, and this has been acquired, and the transfer is being carried out. The price paid for the stock which, it is stated, was held jointly by Jas. Ross, of Montreal, and E. B. Osler, M.P., of Toronto, has not transpired, but some press reports put it as high as \$6,000, The property transferred consists of the railway and the subsidy of \$80,000 a year for the carriage of mail and Dominion Government traffic, which will expire in 1910. The line extends from Calgary to Edmonton, Alta., 190.97 miles, and from Calgary to Macleod, Alta., 104.10 miles, and has a total track of 304.80 miles, laid with 56-lb. steel rails. The roadbed generally is reported to require a considerable sum of money expended upon it to bring it up to the requirements

of present day traffic. The Company does not own any rolling stock, the line always having been operated by the C.P.R. under lease or agreement. The cost of the line, according to the figures given in the report of the Department of Railways, was \$3,743,502. The original land grant was at the rate of 6,400 acres a mile, of which the Government retains 407,402 acres against the annual cash subsidy, and the C.P.R. obtained an additional area on account of its undertaking the operation of the line for five years; while the balance was sold to a land company at an early stage. According to a return recently made to the House of Commons, 1,139,540 acres of the land grant has been patented, Within and 304,288 acres is still reserved. the last year Mackenzie, Mann & Co. were negotiating for the line with a view of utilizing it in their Canadian Northern Ry. enterprise. The incorporators of the C. and E. Ry. Co. were: Jas. Ross, E. B. Osler, H. C. Hammond, Wm. Mackenzie, H. S. Holt and D. D. Mann. (Mar., pg. 104.)

Canada Southern Ry.—A committee, consisting of C. F. Fox, W. K. Vanderbilt, H. B. Ledyard and J. B. Brown, has been appointed by the Michigan Central Rd. to negotiate a new contract with the C.S. Ry. covering the annual division of earnings between the two companies. The present contract expires Dec. 1.

Canadian Northern Ry .- Gross earnings:-1902-03. \$132.300 1001-02. Increase. \$ 87,200 97,000 103,300 120,610 \$45,100 33,900 106,000 \$132,300 Aug....Sept...Oct...Nov.... 209,300 190,200 259,800 202,300 154,700 147,825 100,000 69,590 140,658 72,382 52.633 38,301 57,800 88,201 119,142 129,918 102,067 Dec Jan........ eb,,,,... 109,524 174,700

Working expenses for Mar., \$120,400; net earnings, \$54,300, against \$46,404 for Mar., 1902; net earnings for nine months, \$554,841, against \$397,947 for same period, 1901-02.

\$1,095,585

\$704,565

\$1,800,150

Central Ontario Ry.—The application of T. G. Blackstock and other bondholders for an act giving bondholders the same rights as shareholders, has been unanimously rejected by the Railway Committee of the House of Commons.

The Master at Belleville will hold a court there June 6, for the purpose of adjudicating upon the claims of creditors and other matters referred to him. (May, pg. 153.)

At the annual meeting held at Trenton,

At the annual meeting held at Irenton, Ont., May 20, the following directors were elected: S. J. Ritchie, C. E. Ritchie, of Akron, Ohio; T. M. Kirkwood, of Toronto; R. Fraser, W. S. Jaques, M.D., and Geo. Collins, of Trenton, Ont.

Central Ry. of Nova Scotia.—The act passed at the recent session of the N.S. Legislature respecting this line ratifies the agreement entered into in July, 1902, by which the line was acquired by Mackenzie, Mann & Co. for amalgamation with the Halifax and South Western Ry. The act vests the line in the H. and S.W. Ry. Co., subject to a first mortgage to the Province to secure an advance of \$425,000, and a second mortgage to Mackenzie, Mann & Co. to secure \$100,000, which amounts represent the purchase price for the line and the 150,000 acres of land grant. The principal of the mortgage is repayable in 40 years. (May, pg. 153.)

Chateauguay and Northern Ry.—The Great Northern Ry. Co. of Canada has secured a lease of the charter and undertaking of the C. and N. Ry., now under construction from Bout de l'Isle, where the Ottawa river is being bridged, to Joliette. The terms of the lease will be laid before the shareholders of the G.N.R. on June 2, when ratification will