

### U.S. Engineers on the C.P.R.

"Canadian," writing to the Toronto Globe, says: "For several years prior to the organization of the C.P.R. Co. in 1881, the management of the survey for the proposed line was entrusted to Mr. (now Sir) Sandford Fleming. He was superseded under the new regime, the office of Chief Engineer being given to General Rosser, an American. His first work was the location and construction of the branch line, 70 miles long, from Winnipeg to the American border, to connect there with the St. Paul, Minneapolis & Manitoba Ry. In building this line through the valley of the Red River he neglected such an ordinary precaution as the provision of adequate culverts through his embankments, and within a few months after its completion the latter were largely destroyed by spring freshets. After two years the company found it expedient to dispense with his services and he disappeared from the scene. His successor was Major Rogers, whose chief assistant was, like himself, an American engineer. Major Rogers had had some experience on the Denver & Rio Grande line, and he felt quite safe in dispensing with the services of the surveying parties that had been locating the route through British Columbia. Of thirteen Canadian parties he retained only one, which was under the charge of Mr. McMillan, in the Kicking Horse Pass. In a few months the American surveying parties, with which he replaced them, were discarded, and Canadians were reappointed."

With the object of "Canadian's" letter, viz., to urge the employment of Canadian engineers on Canadian lines, especially those which are practically to be built by the Government, there will be general accord, but in referring to what took place in regard to the construction of the C.P.R., it is well to be historically accurate.

Sandford Fleming was not superseded by General Rosser. Mr. Fleming, who was Chief Engineer of the C.P.R. under the Dominion Government, and who had charge of the surveys from the commencement, was relieved of that position in May, 1880, after performing magnificent work, and leaving on record, in a series of elaborate published reports, a mass of information which will doubtless prove of great value in connection with the location of the G.T. Pacific Ry. He was succeeded by Collingwood Schreiber, who, after the incorporation of the C.P.R. Co. in 1881, continued in charge of the construction of the portions of the C.P.R. then being built by the Government. General Rosser was the first Chief Engineer appointed by the C.P.R. Co.; he had his headquarters at Winnipeg, and was especially charged with the location of the line west of there. The branch line from Winnipeg to the U.S. border to connect with the St. Paul, Minneapolis, and Manitoba Ry. on the east side of the Red River was not located under General Rosser, having been built by the Government and put in operation in 1879, over two years before General Rosser arrived in Manitoba.

Major Rogers did not succeed General Rosser as Chief Engineer, but was engaged on special exploratory work in connection with the location of the line through the Rockies and Selkirks.

The Canadian Westinghouse Co. has closed a contract to furnish the Shawinigan Water & Power Co., Shawinigan Falls, Que., with a 6,600 k. w., two-phase, 2,200 volt, 3,600 alternations, 180 r.p.m. rotating field alternator, for direct connections with water wheel. Two 2,200 k. w. oil insulated, water-cooled transformers, 2,200 volt primary, 50,000 volt secondary, are included, in this contract.

### Railway Equipment Notes.

The G.T.R. recently added 12 steel tank cars to its equipment.

The Sydney and Louisburg Ry. has had one of its large locomotives repaired at Moncton, N.B.

The Reid Newfoundland Co. has added two dining cars, built at its own shops, to its equipment.

The Canadian Northern Ry. has placed an order with Rhodes, Curry & Co., Amherst, N.S., for 500 standard 30-ton box cars and 25 refrigerator cars, 60,000 lbs. capacity.

The Halifax and Southwestern Ry. has placed an order with Rhodes, Curry & Co., Amherst, N.S., for two first-class coaches, two second-class coaches and two baggage and mail cars.

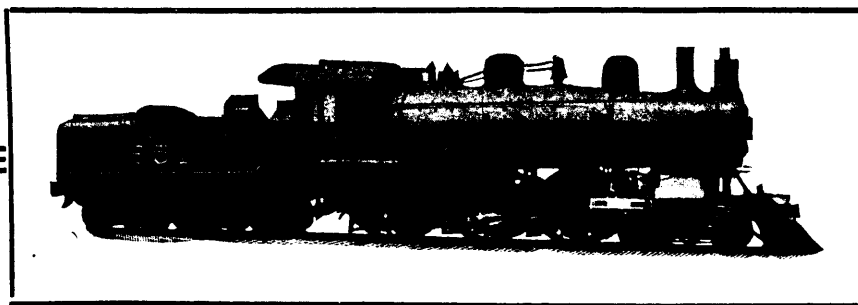
The Southwestern Traction Co. is in the market for eight or ten 3-yard, one way, standard gauge side dump cars; two end dump cars, same size; two underhung flat cars, about 30 ft. long; and a second-hand standard gauge dummy locomotive, 10 to 15 tons.

The Midland Ry. of Nova Scotia recently received a locomotive from the Baldwin Locomotive Works, 18 by 24 in. cylinders. It has one of its locomotives, which was recently in collision, undergoing repairs at Moncton, N.B. The company is not at present in the market for any additional locomotive power.

The C.P.R. received between May 16 and June 13 the following additional equipment: two switching locomotives from its Delorimier Ave. shops; seven sleeping cars, three dining cars, two baggage cars, eight mail and express cars from its Hochelaga shops; 183 box cars from its Perth, Ont., shops; and one steam shovel.

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