

were given in our issue for Sept., 1901, pg. 265. One of these was expected to be completed in the Montreal shops, and the balance to be turned out at the rate of two a month till the order is completed. The order has been increased by 12 more, making 24 in all. The C.P.R. has completed at its Montreal shops the 12 switching locomotives which were described in our issue of Sept., 1901, pg. 265.

The C.P.R. built at its Hochelaga, Perth and Farnham shops during 1901 the following cars:—

245 box cars, 30 tons capacity, 35 ft. long.
55 box cars, 40 tons capacity, 36 ft. 8 in. long.

20 standard vans, 33 ft. long.

28 stock cars, 30 tons capacity, 35 ft. long.

24 flat cars, 30 tons capacity, 35 ft. long.

2 official cars, 70½ ft. long, fitted with electric light.

1 sleeping car, 70½ ft. long, fitted with electric light.

2 standard baggage and express cars.

At the C.P.R. Perth shops an order for 1,-

200 freight cars is being completed at the rate

of 10 a day. At Farnham 20 cabooses

are being built. At Hochelaga an

order is in hand for 20 1st class pas-

senger coaches, 6 1st class sleeping

cars and 2 parlor cars.

The following additional orders

have recently been placed in the

C.P.R. shops:—At Farnham, 10

standard cabooses, which have al-

ready been completed; at Perth, 50

double deck stock cars, 30 tons; 50

refrigerator cars for freight service,

30 tons; 300 coal cars, 40 tons; 200

stock cars, 30 tons; at Hochelaga, 2

standard wing snow plows.

C.P.R. Standard Injector.

The accompanying illustration shows an injector which is made by the C.P.R. at its own shops. It is of the lifting type. Steam is admitted at A, and the water through the suction pipe at B. The steam nozzle C has a rear opening of ¾ inch, tapering to ⅜ inch at the choke. This is screwed into the body. The combining tube D has a wide, flaring opening to its full diameter of 1 ⅞ inches, and is held in position by a tap bolt passing through the body and tightened from the outside. The sliding nozzle, E, which is just beyond, is held centrally in position by four feathers on the outside of the tube, and has a travel of 3-16 inch before it strikes against the face of the combining tube. This sliding nozzle moves in a shell cast solid in the delivery nozzle and which opens into the overflow chamber, F. The latter opens into the overflow pipe, leading down to the ground in the ordinary manner. The delivery nozzle, G, discharges against the inside of the back cap from which point the feed flows up through the check I, and into the boiler by way of the pipe, H. In working out the details of this injector, great care has been taken to secure the proper taper and flare in all of the nozzles and tubes through which the steam and water are obliged to flow in order to secure a complete commingling of the two. The design also seems to secure the proper condensation of the former, and the greatest velocity of delivery with the minimum of resistance on the part of the apparatus to the flow of liquid through it.

—Railway Age.

The L'Assomption Ry., which connects with the C.P.R. at L'Epiphanie, Que., has been closed for the winter as usual.

E. T. Galt and Alberta.

A special correspondent of the Toronto Globe has been contributing a series of interesting articles on the Northwest Territories. In one of them, written from Lethbridge, he says:—"Justice compels me to give first place in any reference to the progress of southern Alberta to the gentleman who has been prominently identified with this great semi-province, practically from its birth, namely, Elliott T. Galt. No man has done more than Mr. Galt in opening up western Canada, and none has shown a more implicit confidence in the future of this particular section of the country. His father, the late Sir Alex. Galt, gave the original impetus here by starting coal mining operations, work which furnished immediately a nucleus for the town of Lethbridge. These mines have developed, until at present they are producing 800 tons daily. Mr. Galt divides his time between Lethbridge and Montreal, but a liberal share of it is spent in the beautiful country with which his name is so closely identified. Besides his mining interests here, he has extensive rail-

dered alone was the construction only last year of the St. Mary's River Ry., a narrow-gauge line, running out from the Alberta Ry. and heading for Cardston, the pioneer and principal Mormon settlement, lying just east of the Rockies and north of the boundary. This new line, which received the usual cash subsidy from Ottawa, is 30 miles long. It is at present 17 miles from Cardston, but will no doubt be continued to that town next year. On its way it already touches Stirling, McGrath and Raymond, all flourishing Mormon settlements, the last the youngest, but destined, I should conjecture, to speedily outrank the older towns, when once the great beet sugar factory indicated in the above interview is established there. No more useful railway could have been constructed in southern Alberta.

"These are examples of the way in which Mr. Galt, quietly and unostentatiously, has been developing the wealth of this beautiful Province. He is little known in the east, and, save to a few intimate friends, but little better known out here. He cares but little for money, and his enterprises have been by no means always money-making ventures, though the country has benefited greatly from them."

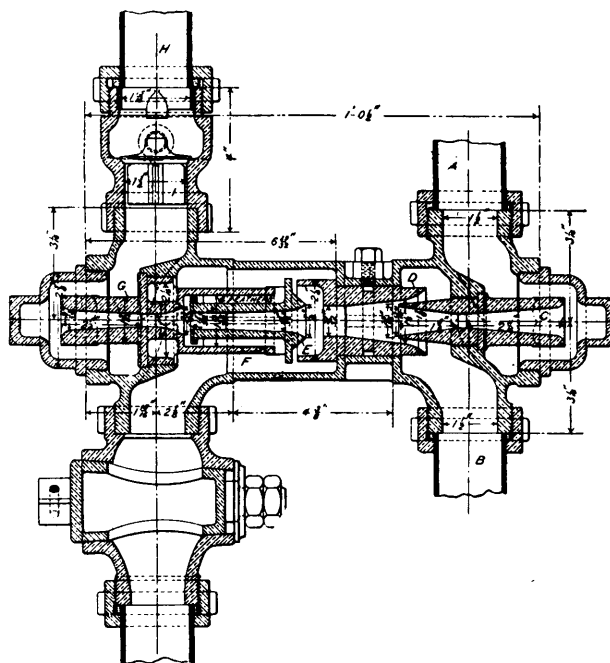
Freight Traffic Matters.

A weekly train carrying perishable freight is now made up at North Bay by the C.P.R. and run to Winnipeg, where a similar train is made up and run to the Pacific coast.

An arrangement is said to have been made by which the C.P.R. may use the I.C.R. terminals at St. John, N.B., for any overflow of business. The Bridge Co. has given a special rate, and the I.C.R. will also give favorable rates to Carleton on any shipments that may have to go there for steamers. Supt. Osborne, of the Atlantic division of the C.P.R., is reported to have said nothing was known of the matter at that end of the line, and that it was unlikely any such arrangement should be made, as the C.P.R. had ample facilities for handling all the freight that would arrive at West St. John this winter.

Two writs, it is reported, have been served on the Victoria, B.C., representative of the White Pass and Yukon Route, each claiming \$20,000 from the Co., on the ground that the rates on its railway have not been approved by the Dominion Government as required by law, and asking for the return of all freight and passenger fares paid to the Co. by the Upper Yukon Consolidated Co., and J. Clearhew. It is also contended that the rates charged are exorbitant. Statements have recently been appearing in the daily papers as to rates over the line. One statement made was that the rate for flour was \$2.70 per hundred lbs. J. F. Lee, General Traffic Manager, has denied this and states that the maximum distance tariff rate for flour is \$1.75 per 100 lbs., and not in any way the actual competitive or proportionate rate demanded or collected. The whole question of freight rates on this line is being considered by the Department of Railways, and probably would have been settled but for the state of Hon. Mr. Blair's health, which has been very poor since his daughter's tragic death. It is understood to be his determination to have such rates fixed as, while giving the Co. all it is justly entitled to under all the circumstances, will be fair to the users of the road.

The Wire and Cable Co. has ordered a 300 h.p. compound engine for its new factory in Montreal.



CANADIAN PACIFIC RAILWAY STANDARD INJECTOR.

way interests. With the aid of English capital, which he interested, he built the Alberta Ry. and Coal Co.'s road which, although mainly used at first in transporting coal to the U.S. market, has proved also of the greatest service in opening up the country. This road extends to Great Falls, Mont., a distance of 220 miles, though only that portion north of the border remains under Canadian control, and this, it is expected, will in the near future be taken over by the Great Northern Ry. Then Mr. Galt identified himself prominently with a great scheme of irrigation, whereby many hundreds of thousands of acres of land to the south and east of Lethbridge, which had hitherto been considered of comparatively little value, because of the scarcity of water, are being brought within the fruitful zone. This last great enterprise is in itself so vast in its scope and so far-reaching in its effect that I shall deal with it in another letter. It is sufficient to say here that the project appears destined to exercise a vast influence on the settlement of the country, and has, indeed, already been a material factor in the remarkable development of the past year or two. Yet one other important enterprise which Mr. Galt practically shoul-