

G.T.R. Subsidiary Companies.

The annual meetings of the various subsidiary companies of the G.T.R. in the United States were held in Detroit recently. The several companies, being almost wholly owned by the G.T.R., do not issue reports and statements of accounts to the public. Following are the directors for the current year:—

GRAND TRUNK WESTERN RY.—C. M. Hays, E. H. Fitzhugh, F. H. McGuigan, Montreal; W. J. Spicer, Detroit, Mich.; A. Dixon, Chicago, Ill.; A. W. Wright, Saginaw, Mich.; L. R. Reid, Valparaiso, Ind. CHICAGO, DETROIT AND GRAND TRUNK JCT. RY.—C. M. Hays, E. H. Fitzhugh, W. H. Biggar, K.C.; J. W. Loud, Montreal; A. Dixon, Detroit.

DETROIT, GRAND HAVEN AND MILWAUKEE RY.—C. M. Hays, E. H. Fitzhugh, F. H. McGuigan, Jos. Hobson, J. W. Loud, Montreal; W. J. Spicer, J. Pridgeon, jr., A. P. Sherrill, A. B. Atwater, Detroit. GRAND TRUNK JCT. RY.—C. M. Hays, E. H. Fitzhugh, J. W. Loud, Montreal; F. A. Howe, Chicago; W. J. Spicer, Detroit.

TORONTO, SAGINAW AND MUSKEGON RY.—C. M. Hays, E. H. Fitzhugh, F. H. McGuigan, J. W. Loud, Montreal; C. J. Church, C. W. Middleton, Greenville, Mich.; A. F. Temple, Muskegon, Mich.

MICHIGAN AIR LINE RY.—C. M. Hays, E. H. Fitzhugh, W. H. Biggar, K.C.; J. W. Loud, Montreal; W. J. Spicer, Detroit.

ST. CLAIR TUNNEL CO.—C. M. Hays, E. H. Fitzhugh, F. H. McGuigan, W. H. Biggar, K.C.; Jos. Hobson, J. W. Loud, Montreal; W. J. Spicer, Detroit.

INTERNATIONAL BRIDGE CO.—C. M. Hays, E. H. Fitzhugh, F. H. McGuigan, W. H. Biggar, K.C.; Jos. Hobson, J. W. Loud, Montreal; H. W. Sprague, Buffalo, N.Y.

Mackenzie, Mann & Co.'s Eastern Lines.—C. W. Spencer, General Manager, has opened offices in the Imperial Bank Building, 286 St. James St., Montreal. The offices of Guy Toombs, General Freight and Passenger Agent, Great Northern Ry. of Canada, have been moved from the corner of Moreau and St. Catharine streets; and the office of R. H. Bell, Travelling Freight and Passenger Agent, has been moved from the Board of Trade Building to the Imperial Bank Building. The construction engineer's office for the Quebec portion of the system will also be located there.

The Canadian Fairbanks Co. has completed its contract with the Canada Car Co., Montreal, for shafting, universal giant hangers, Oneida split pulleys, couplings, rawhide pinions and other transmission material.

The Pratt & Whitney Co., of Hartford, Conn., has purchased a plant in Dundas, Ont., for the manufacture of its full line of small tools, taps, reamers, milling cutters, punches, dies, etc. The building is a modern structure and the power plant is already in place. The machinery equipment is being got ready and will be sent there and operations begun immediately. This plant will also include a department for manufacturing a full line of twist drills, an equipment of machinery having been purchased for this purpose. The output of this new factory will be handled by The Canadian Fairbanks Co., Ltd., which will have the exclusive sales agency for Canada.

The 33rd annual convention of the American Association of General Passenger Agents was held in Mexico City, Mexico, Oct. 17, and following days. Among the items of business to be transacted were the approval of a resolution prepared by a committee expressive of appreciation of the 25 years' services as Secretary, of A. J. Smith, now Vice-President; and reports from auxiliary associations. The Canadian Ticket Agents' Association was not represented on this occasion, its annual convention being in session in Portland, Me., at the same time; neither was the American Association of Baggage Agents, of which J. E. Quick, Toronto, is Secretary, represented. Of the new business one important matter considered was the representation of Canadian lines on Standing Committees.

Railway Equipment Notes.

The C.P.R. has placed an order for two 3½ yard Atlantic type steam shovels with the Locomotive and Machine Co. of Montreal.

We are officially advised that the press report to the effect that the G.T.R. will at once order 2,000 freight cars in the W.S. is erroneous.

The Central Vermont Ry. has arranged to place orders for additional freight cars and engines, but has not definitely decided as to the number of each required.

The Intercolonial Ry. has placed an order for five sleeping and baggage cars, and 75 box cars, 60,000 lbs. capacity, with the Clossen Car Manufacturing Co., Cobourg, Ont.

The Salisbury and Harvey Ry. does not propose purchasing any more rolling stock this year. It was reported recently as likely to be in the market for additional cars, etc., at an early date.

The Boston and Maine Rd. includes among its rolling stock 10 passenger and four baggage cars, 30.50 % of which is owned by the Boston and Lowell Rd., 31.67 % by the C.P.R., and 37.83 by the Concord and Montreal Rd.

The Intercolonial Ry. between Sept. 18 and Oct. 17 added four first-class passenger coaches to its rolling stock from Rhodes, Curry and Co., Amherst, N.S. The I.C.R. is not at present in the market for any additional rolling stock.

The Canadian Northern Ry. has placed orders for four locomotive tenders having a capacity of 5,000 imp. galls; and 10 tons of coal, from the Canada Foundry Co., Toronto. These tenders will be built on steel channel frames and have Simplex truck bolsters, and Susemihl roller side bearings.

The Intercolonial Ry. is reported to have placed orders for 40 locomotives—16 Pacific type passenger locomotives with the Locomotive and Machine Co., of Montreal; 20 consolidation freight locomotives with the Canadian Locomotive Co., Kingston, Ont.; and four switching locomotives with the Canada Foundry Co., Toronto.

The C.P.R. recently utilized natural gas for lighting the Governor-General's car, while on the Western Division. The gas was supplied at Medicine Hat, Alta. No action has, we are advised, been taken in the direction of having the cars on the Crow's Nest Pass line lighted by natural gas, or in the way of the adoption of the gas generally as press reports had stated.

The Canadian Northern Ry. has received the following additional rolling stock: 200 box cars, 30-ton capacity, 100 from Rhodes, Curry & Co., Amherst, N.S., and 100 from the Clossen Car Manufacturing Co., Cobourg, Ont.; five vestibuled day coaches from the Clossen Car Manufacturing Co., and three 60 ft. baggage cars on the C.N.R. standard 80,000 lbs. capacity trucks from Rhodes, Curry & Co.

The Canada Car Co., Montreal, has begun work on an order for 1,000 box cars, 30-ton capacity, for the Grand Trunk Ry. These cars are to be 37 ft. long, 9 ft. 1 in. wide, and 13 ft. 4 in. high. The company has also on hand an order for 50 passenger coaches for the G.T.R., and for box cars for the Grand Trunk Pacific Ry., to be duplicates of those under construction for the G.T.R.

The G.T.R. has placed an order for 15 consolidation and 10 10-wheeled locomotives with the Locomotive and Machine Co. of Montreal. The designs have not yet been fully worked out in all their details, but they are to be more on the lines of the Central Vermont Ry. consolidations and 10-wheelers, and are at the same time to conform, as far as possible, to the former G.T.R.

standards in details and shop practice. The consolidations are to be Richmond compounds, and are to be a departure from the company's former standard mogul locomotives. The 10-wheelers are to be simple, and lighter than the former G.T.R. standard 10-wheelers.

Following are general specifications of the 15 10-wheel locomotives, for which the C.P.R. has placed an order with the Canadian Locomotive Co., Kingston, Ont.:

WEIGHT.—In working order, on drivers, 142,000 lbs.; total, 190,000 lbs.; tender, loaded, 126,000 lbs.

WHEEL BASE.—Rigid, 14 ft. 10 in.; total, 26 ft. 1 in.; and tender, 54 ft. 6 in.

WHEELS.—Diameter of driving wheels, 63 in.; centers, 56 in.; material, cast steel.

JOURNALS.—Driving, main, 9½ by 12 in.; f. and b., 9 by 12 in.

CYLINDERS.—Diameter, 21 in.; stroke, 28 in.

BOILER.—Type, radial stayed with wide fire box; working pressure, 200 lbs.; no. of tubes and diameter, 248-2 in., and 22-5 in.; length, 14 ft. 8 in.

TENDER.—Style of tank, hopper bottom; water capacity, 5,000 imp. galls.; coal capacity, 10 tons; style of truck, 4-wheels; diameter of wheels, 34 in.; bend of wheels, wrought iron centres, steel tire; diameter and length of journals, 5½ by 10 in.

SPECIAL FITTINGS.—Simplex brake beams. Simplex bolster, Susemihl side bearings to tender, C.P.R. superheater and Westinghouse American brakes to engine.

The Locomotive and Machine Co., of Montreal, is building for the C.P.R. 35 freight and passenger locomotives of the 10-wheel "700" class, delivery to be made at the rate of three per week from Jan. 1, 1906. These locomotives are exact duplicates of the 30, delivery of which has just been completed, the specifications of which follow:—

CYLINDERS.—Type, piston; diameter, 21 in.; stroke, 28 in.; piston rod, 3½ in. diameter.

TRACTIVE POWER.—33,320 lbs.

WHEEL BASE.—Driving, 14 ft. 10 in.; rigid, 14 ft. 10 in.; total, 26 ft. 1 in.; engine and tender, 54 ft. 6 in.

WEIGHT.—In working order, 190,000 lbs.; on drivers, 142,000 lbs.; engine and tender, 316,000 lbs.

HEATING SURFACE.—Tubes, 2,234 sq. ft.; firebox, 166 sq. ft.; arch tubes, 28 sq. ft.; total, 2,428 sq. ft.; grate area, 50 sq. ft.

AXLES.—Driving journals, main, 6 x 10 in.; engine truck journals, diameter, 6 x 10 in.; tender, 5½ x 10 in.

BOILER.—Type, extended wagon top, radial stayed; outside diameter first ring, 70½ in.; working pressure, 200 lbs.; fuel, bituminous coal.

FIREBOX.—Type, wide; length, 102½ in.; width, 69½ in.; thickness of crown, ¾ in.; tube, ¾ in.; sides, 5-16 in.; back, ¾ in.; water space, front, 5 in.; sides, 4½ in.; back, 3½ in.

TUBES.—No. 244, of 2 in. diameter, and 44 of 5 in. diameter; length, 14 ft. 4 in.

BOXES.—Driving and others, cast steel.

BRAKE.—Driver and tender, Westinghouse; air signal, Westinghouse; pump, 11 in. left hand; reservoir, 50,000 cubic inches.

ENGINE TRUCK.—Four wheel.

GRATE.—C.P.R. cast iron rocking.

SMOKE STACK.—Diameter, 14½ in. inside; top above rail, 15 ft. 2 in.

TENDER.—Frame, C.P.R. standard; tank, water bottom; tank capacity, 5,000 imperial gallons; fuel capacity, 10 tons.

VALVES.—Travel, 6 in.; steam lap, 1½ in.; ex. lap, 3-32 in.; setting, line and line.

WHEELS.—Driving, diameter, outside tire, 63 in.; centres, diameter, 56 in.; material, cast steel; engine truck, diameter, 31 in.; kind, C.P.R. standard; tender, 34 in.; wrought iron disc.

In reference to the withdrawal of export freight rates from Ontario over the Intercolonial Ry. to Maritime Province ports, about which the Halifax Board of Trade recently complained, we are informed that the rates were withdrawn by the G.T.R. because of an order received from the Railway Commission, under which a new basis of export rates was made to apply. The new rates have been in effect since the beginning of Oct.

The Robb Engineering Co., Amherst, N.S., has recently supplied the following engines and boilers: a 300 h.p. Robb-Armstrong tandem engine, Canadian Northern Coal and Ore Dock Co., Port Arthur, Ont.; two 400 h.p., one 350 h.p., and three 100 h.p. Robb-Armstrong Corliss engines, J. R. Booth, Ottawa; two 350 h.p. Robb-Armstrong vertical engines for the Napanee, Ont., municipal lighting plant; two 100 h.p. boilers and one 150 h.p. engine to W. K. Lowden, St. Lambert, Que.