

Railway Equipment Notes.

The C.P.R. is adding 17 express cars to its equipment.

The C.P.R.'s box car equipment will be increased to 37,000 by Oct.

The Intercolonial Ry. recently placed an order in Ontario for 150 platform cars.

The C.P.R. is completing an order at its Montreal shops for 10 sleeping cars. They have 14.

The Baldwin Locomotive Works Record of Recent Construction no. 35, deals with rear truck locomotives.

The Intercolonial Railway has received from Rhodes, Curry & Co., Amherst, N.S., the balance of the order for 500 box cars.

The G.T.R. has placed an order in the U.S. for 1,000 box cars, length inside 36 ft., height 8 ft., width 8½ ft., capacity 30 tons.

The Lake Erie and Detroit River Ry.'s car trust company, mentioned in our last issue, is called the Lake Erie International Equipment Co.

The C.P.R. is completing at its Montreal shops an order for 40 first class standard coaches, in half of which the smoking compartment is increased to double the usual size.

The C.P.R. is adding rapidly to its box car equipment, 500 are being built at the Co.'s Montreal shops, 800 at its Perth, Ont., shops, and 1,000 by Rhodes, Curry & Co., at Amherst, N.S.

The C.P.R. is building at its Montreal shops two parlor cars 70 ft. long. The outside finish is standard; the interior is finished in mahogany, inlaid with marquetry.

The C.P.R. has added two dining cars, the Westminster and the Warwick, to its Imperial Limited Service. They are 70 ft. long. The interior is finished in dark mahogany. Each car has 10 windows 6 by 10 feet.

The Von Echa Construction Co. propose putting new cars on the Brantford Street Ry. Co., which it has just acquired. The Co. has also under construction a line from Brantford to Paris, Ont., for which car equipment will be required.

The C.P.R.'s 500 thirty ton box cars, now being built at the Co.'s Hochelaga shops, Montreal, are 35 ft. long by 8 ft. 11 ins. wide over frame, and 34 ft. 5 ins. long by 8 ft. 4¼ ins. wide, by 7 ft. 1 in. high inside. They are equipped with M.C.B. couplers, Simplex truck and body bolsters, with Susemihl side bearings and Westinghouse air brakes. The cars will have 2,030 cubic feet capacity, and are designed to carry 1,000 bush. of wheat.

The C.P.R. has built for use on its mountain division in Alberta and British Columbia an observation car, of which plans are given on page 275. It is 56 ft. long, by 9 ft. 10 ins. wide over frame, and has a steel observation platform at each end enclosed by handrailings and gates. It is equipped with C.P.R. standard four-wheel trucks with 40 in. steel-tired wheels, inside hung brakes, Westinghouse high speed brake and hollow brake beams. The car is built without the usual monitor roof, or upper deck, and has an elevated platform with cupola above, at each end, each cupola being provided with revolving Vienna chairs for six passengers. The cupola, having two large windows on each side and end, allows of an unobstructed view in each direction. Access to the platform and cupola is gained by a stairway leading up from the passage connecting the end door and main room. The main room between the two cupolas is 28 ft. long, and has seating capacity for 14 passengers in similar revolving chairs to those in the cupola, placed in two rows opposite the side windows; the sashes in the latter are arranged to drop down inside the car frame so as to provide for a wide

range of observation. The car is finished both inside and out with polished mahogany, with panelled partitions round the cupola platforms in main room and passageways.

The C.P.R. has built a motor car for use on its mountain section in Alberta and British Columbia, an illustration of which is given on page 277. Its length is 13½ ft. over body of car, and 20 over all. Width, 20 feet. It has a four-wheeled truck, 25½ in. steel-tired wheels, and a 20 h.p. gasoline engine fitted up with an electric spark. The engine carries 20 gals. of gasoline, which will run the car 300 miles. On the level this engine is capable of 30 miles an hour. It is powerful enough to climb any of the mountains. The car carries three brakes, an emergency and two handbrakes, so that should one fail either of the remaining two are strong enough to hold it in check. The car carries lights at the corners and has an electric gong at each end. The car resembles the ordinary electric motor. It is open at the sides, cushioned seats running across as in the street cars, save in the centre, where there is an open space for the engineer. The ends are closed with large sheets of plate glass, and heavy curtains along either side serve as protection from the sun or shelter from rain. The machinery is of English manufacture, though of Canadian design, the car body being constructed at the Co.'s Montreal shops, where the motor parts were also assembled. The whole affair weighs four tons, and can be easily moved without the assistance of the machinery. The seating capacity is for 14, with lots of elbow room for all. We are informed that the car will at first operate between Banff and Hector, and ultimately between Banff and Field on a regular schedule.

RAILWAY FINANCE, MEETINGS, ETC.

Brantford Street Ry. Co.—The franchise granted to the Von Echa Construction Co. by the Brantford city council for the street railway, includes a clause providing for the payment by the Co. of \$1,000 a year for the second 25 years of the contract, no payment being required for the first 25 years. The old franchise, which had 14 years to run, has been cancelled.

The B.S. Ry. Co. has executed a chattel mortgage to the National Trust Co., Toronto, to secure a bond issue of \$125,000.

British Columbia Electric Ry.—Earnings and expenses for May:

	1901.	1902.	Increase.
GROSS EARNINGS.			
Railway—Vancouver division	\$10,045	\$11,514	\$1,469
Victoria "	9,224	9,854	630
Westminster "	7,199	8,795	1,596
Lighting—Vancouver division	9,144	10,431	1,287
Victoria "	4,255	5,080	825
Total gross earnings..	39,867	45,674	5,807
Working expenses.....	26,755	29,409	2,654
Net earnings.....	13,112	16,265	3,153

Aggregate gross earnings, 14 months to May 31.....	\$572,783	\$646,875	\$74,092
Aggregate net earnings, 14 months to May 31.....	\$223,232	\$247,791	\$24,559

Brockville, Westport and Sault Ste. Marie Ry.—Judgment was recently given in the action of the Knickerbocker Trust Co. of New York against the B., W. and S.S.M. Ry. Co. by Justice McMahon, in the Ontario Court. The Co. was given until the end of Aug. to redeem the property, when it was to be released; in default of payment the railway is to be sold and the proceeds applied first, in payment of plaintiffs' costs of action; second, in payment of the costs of the other parties, and the balance in payment of the claims as found by the Master.

Bruce Mines and Algoma Ry.—Shareholders, at a meeting held at Sault Ste. Marie, Ont., authorized the issue of \$250,000 of bonds.

Calgary and Edmonton Ry.—Net earnings for May, \$16,743.74, against \$6,801.53 for May, 1901. Net earnings for 5 months ended May 31, \$141,717 against \$87,916 for same period in 1901.

The Co. is suing the Crown in the Exchequer Court on a petition of right for a declaration that it is entitled to the minerals under the lands granted to it. The minerals under 1,000,000 acres are involved.

Central Vermont Ry.—C. M. Hays, 2nd Vice-President and General Manager, during his recent visit of inspection over the line, went over the route of the Montpelier and Wells River, and Barre Ry., about 45 miles, connecting with the Central Vermont Ry. at Montpelier, and extending to Wells River, Vt., connecting there with the Boston and Maine Ry. Press reports allege that the visit was one of inspection with a view to purchase.

Chicago and Western Indiana Rd.—C. M. Hays, 2nd Vice-President and General Manager, G.T.R., has been re-elected a director of the C. and W.I. Rd., of which the G.T.R. is part owner.

Consolidated Lake Superior Co.—The earnings of the railways owned by the Co.—Algoma Central and Hudson Bay, and Manitoulin and North Shore—for April were \$118,500 an increase of \$109,467 over April, 1901.

Dominion Atlantic Ry.—Gross earnings for May, \$68,600, against \$56,780, for May, 1901; making for 5 months ended May 31, \$303,000, an increase of \$55,274, over same period, 1901.

Grand Valley Ry.—Notice has been published that a mortgage on the whole undertaking of this Co., to secure an issue of \$800,000 of bonds, has been deposited with the Secretary of State.

Halifax Electric Tramway Co.—Gross receipts from railway:

	1902.	1901.	Increase or Decrease.
Jan.....	\$10,674.58	\$9,543.14	\$1,221.44+
Feb.....	8,408.39	8,042.11	456.28+
Mar.....	9,761.57	9,448.32	313.25+
Apr.....	10,025.66	9,370.08	655.58+
May.....	11,126.66	9,467.15	1,659.51+
June.....	11,528.19	11,339.52	188.67+
	\$61,705.05	\$57,211.52	\$4,493.53+

The Co. has entered into arrangements for acquiring the People's Heat and Light Co., the mortgage on which is being foreclosed by the Eastern Trust Co. The transfer was expected to take place at the end of July.

International Ry. Co.—The shareholders of the Niagara Falls Park and River Ry. Co., Queenston Heights Bridge Co., and Clifton Suspension Bridge Co., at their several meetings held June 23, passed the necessary resolutions for consolidation with the I. Ry. Co., which now controls and operates the principal street railway systems of Buffalo and the Niagara frontier, both Canadian and U.S.

Lake Erie and Detroit River Ry.—We were officially informed July 22 that no running rights, such as press reports stated, had been granted to the Pere Marquette Rd., on the L.E. and D.R.Ry. between Sarnia and Rondeau. The report probably originated in the fact that the L.E. and D.R.Ry. Co.'s ferry International is now ready for operation between Sarnia and Port Huron, and that in connection with its operation a traffic arrangement with the Pere Marquette Rd. has been made. The effect of this arrangement will, it is said, mean a large increase of traffic for both lines. It is an arrangement that has been necessitated by the demands of traffic, and will permit the transfer of loaded cars between Northern Michigan, via Port Huron, Sarnia and Rondeau or Port Stanley to Ohio. At a meeting of shareholders held June 23 the directors were authorized to issue bonds for an amount equal to \$15,000 a mile constructed or in course of construction, not exceeding 334 miles, \$5,010,000 in all. Of these