## CHAPTER IX.

ROLLING STOCK IN USE ON RAILWAYS IN CANADA, 1889 AND 1890.

Year.	Loco- motives.	Sleeper and Parlour Cars.	First Class Cars.	Second Class and Em- igrant Cars.	Baggage, Mail and Express Cars.	Cattle and Box Cars.	Plat- form Cars.	Coal and Dump Cars.
1889 1890 Increase Decrease	1,761 1,771 10	105 83 2	795 806 11		517 525 8	31,025 32,383 1,358	13,925 13,737 188	3,235 3,236 1

Rolling stock hired.

587. The above table represents the rolling stock in use. To ascertain the quantity owned, the following numbers of cars hired must be deducted in each year :---

YEAR.	Loco- motives.	Sleeper and Parlour Cars.	First Class Cars.	Second Class and Em- igrant Cars.	Baggage, Mail and Express Cars.	Cattle and Box Cars.	Plat- form Cars.
1889	43	17	32	17	33	3,583	326
1890	43	21	33	19	31	3,789	288

Rolling Canadian Pacific systems 1889 and 1890.

588. Out of the above numbers the following were in use by stock on the two great railway systems, the Canadian Pacific and the Trunk and Grand Trunk :--

	18	89.	1890.		
	Canadian Pacific System.	Grand Trunk System.	Canadian Pacific System.	Grand Trunk System.	
Engines Sleeping and parlour cars First-class cars Second-class and emigrant cars Baggage, mail and express cars. Cattle and box cars Platform cars Coal and dump cars	$\begin{array}{r} 425\\ 86\\ 116\\ 133\\ 124\\ 9,454\\ 2,788\\ 407 \end{array}$	687 No returns. 366 230 214 13,744 5,818	$\begin{array}{r} 435\\ 60\\ 125\\ 146\\ 135\\ 9,454\\ 2,729\\ 423\end{array}$	701. No returns 366 230 214 14,864 *5,818	