

this country, though Canadians in investing their capital can hardly be blamed for holding the G.T.R. in disfavor, in consequence of no revenue returns in past years. It is now, I am glad to say, in that position where it is on a paying basis. The time is now arrived when I shall assign myself to different service, & I trust that in the new service in which I am to confine myself, I shall be more useful than I can anticipate I should be in remaining in the service of the G.T.R. My service in connection with the G.T.R. was inaugurated in May, 1860, & on April 30 I shall have completed 40 years of continuous service with that Co., & nothing would have given me greater pleasure than to have worked 10 years longer under the most able management & the most kind-hearted General Manager that any railway official ever had the opportunity of serving under."

Mr. & Mrs. Reeve left Montreal May 1, in a private car, for La Pomelo Ranch, La Mirada, California, where they will reside in future.

A Weed-Burning Car.

E. A. Williams, Mechanical Superintendent of the Minneapolis, St. Paul & Sault Ste. Marie Ry., has favored us with photographs & drawings of the weed-burner used on that line, from which the illustrations on this page are made. In the construction of this weed-burner use is made of an ordinary flat car, on the front end of which (as it runs in service) is mounted an upright 30-h. p. boiler & pair of 7x10-in. engines. By means of sprocket chain connection between the engine shaft & car axle the car is made self-propelling. After some experience it was found necessary to connect the second axle of the truck with the first, or that driven by the engine, by means of a sprocket chain, in order to overcome slipping due to the lopping of long weeds over the rails. By this means of locomotion a speed of from 10 to 12 miles an hour is easily made, as when running for stations to meet passing trains. The water supply for the boiler & for extinguishing fires which may be caused by the machine is shown by figure 1, while the arrangement of the machinery on the car, & the principal dimensions are shown in figure 2.

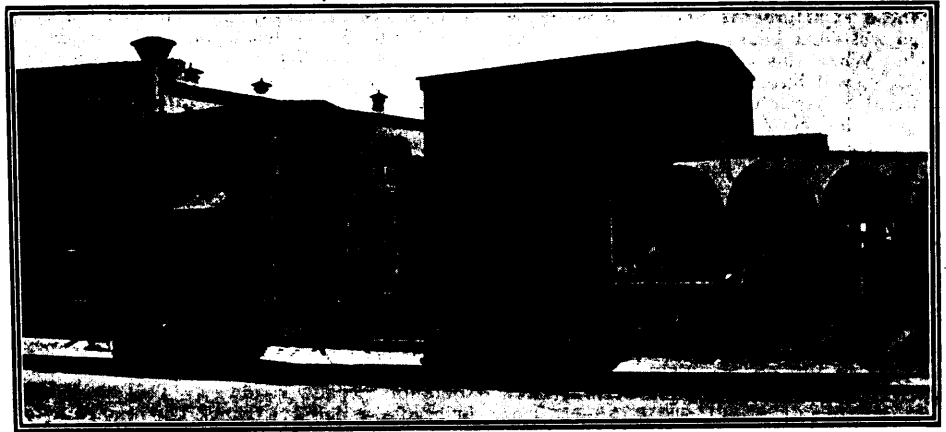


FIG. 1.—WEED-BURNING CAR, M., ST. P. AND S. STE. MARIE RY.

The burner shield, which is made of iron plate, covers the track around the burners, & serves the three-fold purpose of protecting the car from the heat of the burners, protecting the flame from the wind, & in confining the heat to the immediate vicinity of the ground surface. The shield has flaps, front & back, adjustable by chains attached to counterbalanced levers. There are 6 burners in all—4 being between the rails & one outside of each rail. The burners stand 15½ ins. apart, from centers, the burners outside of the rails being 7¾ ins. from the center of the rail. The details of these burners are made sufficiently clear in figure 3, it being understood, of course, that the burner, as used on the machine, stands in the vertical position.

The car is operated by two men: one to fire the boiler & run the engine & another to operate the burners. From 10 to 13 miles of track are burned over per day, & on an average about 20½ gals. of crude petroleum are consumed per mile of track burned over. Ordinarily the track is burned over only once during the season, but if the burning is not started until late in the summer, or until the weeds have got a good start, or where the growth is particularly heavy, it is sometimes found necessary to burn the same ground over twice during the season.

With reference to the cost of operating, the following statement of the performance of the car in burning over 722 miles of track during the season of 1899 gives the various items in detail: Total cost, including wages, \$253.49; oil, 14,768 gals., at \$.0389; coal, 93,150 lbs., at \$.282 a ton; & repairs, \$121.87, was \$1,081.17, or \$1.50 per mile. The average quantity of oil used per mile was 20.45 gals. This description is reproduced from the Railway & Engineering Review, to which it was furnished by Mr. Williams.

Grand Trunk Betterments, Etc.

A movement is on foot to secure an extension of the Montreal & Province Ry., which runs from St. Lambert to Farnham, Que., 32 miles, & is leased by the Central Vermont. The proposed extension would go via Stanbridge east & Frelighsburg to the boundary between Quebec & Vermont.

Contracts have been awarded for the roofing, metal work, carpentering, hardware & painting of the general office building on McGill st., Montreal. The masonry contract was awarded last year.

The enlargement of the St. Annes & Vaudreuil bridges, & the duplication of the track

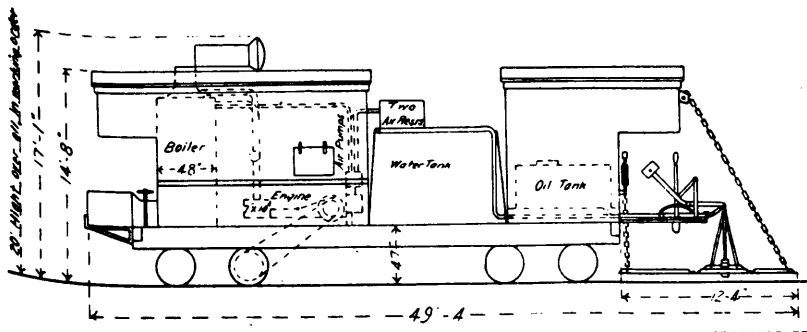


FIG. 2.—ARRANGEMENT OF MACHINRY IN WEED-BURNING CAR.

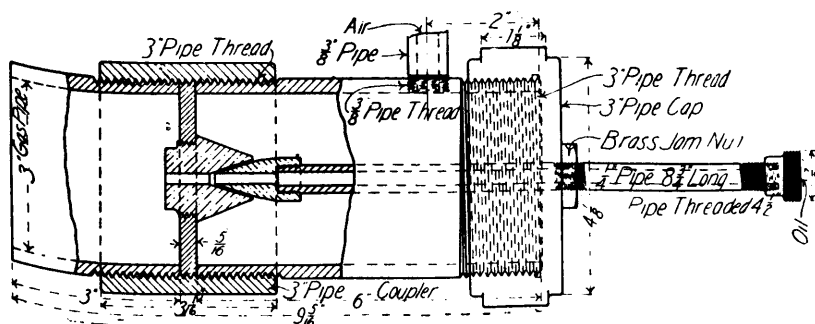


FIG. 3. DETAILS OF WEED-BURNING CAR.

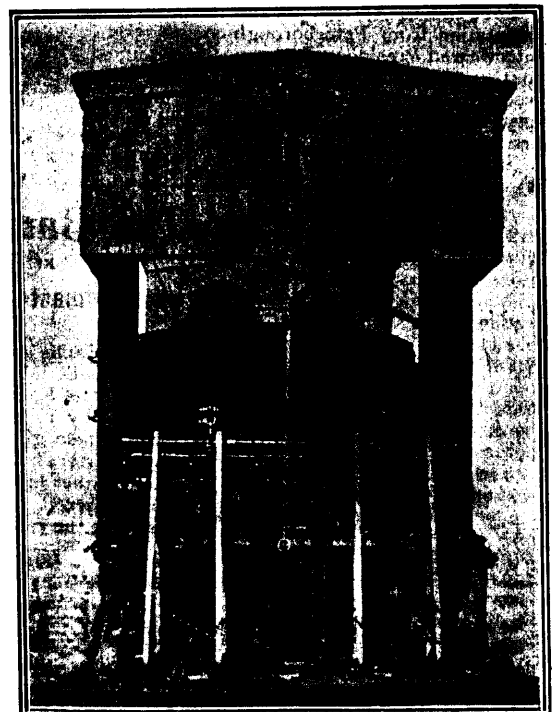


FIG. 4.—END VIEW WEED-BURNING CAR.