

over the boilers, each tank holding 1,200 galls. Following are the general dimensions :	
Cylinders (two sets)—diam. (high pressure).....	11½ ins.
" " (low pressure).....	19 ins.
" stroke.....	20 ins.
" valve.....	Balanced piston
Boiler—diameter.....	46 ins.
" thickness of sheets.....	½ in.
" working pressure.....	200 lbs.
" fuel.....	Wood
Fire-box—material.....	Steel
" length.....	53 11-16 ins.
" width.....	34 3-8 ins.
" depth.....	59 ins.
" thickness of sheets, sides.....	5-16 in.
" " back.....	5-16 in.
" " crown.....	3-8 in.
" " tube.....	½ in.
Tubes—number.....	136
" diameter.....	2 ins.
" length.....	12 ft. 9 ins.
Heating Surface—fire-boxes.....	148
" tubes.....	1,804
" total.....	1,952
" grate area.....	26
Driving Wheels—diameter outside.....	40 ins.
" diameter of center.....	34 ins.
" journals.....	6½ x 8 ins.
Wheel Base—rigid.....	9 ft. 9 ins.
" total.....	38 ft. 4 ins.
Weight—on drivers.....	161,400
" total.....	161,400
Tank capacity, aggregate.....	2,400 gals.

On pages 203 & 205 are an illustration & an elevation of C.P.R. locomotive no. 767, one of 12 compound consolidations which are being delivered to the Co. at Mattawakeag, Me., & Newport, Vt., by the Richmond Locomotive & Machine Works, of Richmond, Va. Following are the general dimensions :

Gauge.....	4 ft. 8½ ins.
Fuel.....	Coal
Weight on drivers.....	150,500 lbs.
" in working order.....	150,500 lbs.
Wheel base—Driving.....	14 ft. 10½ ins.
" Total eng. & tender.....	49 ft. 6½ ins.
Total length of engine & tender.....	60 ft. 9 ins.

CYLINDERS.

Diameter.....	22 ins. h.p. & 35 l.p.
Piston stroke.....	26 ins.
" packing.....	Cast iron
" rod diam. 4 extended material.....	Steel
Steam ports.....	H.p. 1½ x 20 ins., l.p. 2 3-8 x 23 ins.
Exhaust ports.....	H.p. 3 x 20 ins., l.p. 3 x 23 ins.
Bridge width.....	H.p. 1½ ins., l.p. 1½ ins.

SLIDE VALVE.

Style balance.....	Double ported
Greatest travel.....	H.p. 5½ ins., l.p. 6 ins.
Lap—outside.....	H.p. 1 in., l.p. 7-8 in.
" inside.....	Clearance H.p. ¼ in., l.p. ¼ in.
Lead in full gear.....	1-32 in.

WHEELS.

Driving—lumber.....	8 ins.
" diameter.....	57 ins.
" centres, material.....	C. steel
" box, ".....	C. iron
" axle journal.....	8½ x 10 ins.
Crank-pin—main, steel.....	6½ x 6 ins.
" side rods, steel.....	7½ x 4 3-16 ins., 5 x 4 1-8 ins., & 4½ x 3 ins.

Eng. truck—style.....	Cent. bearing swing motion
" wheels—no. 2, diam.....	30 ins.
" centres.....	D.p. chilled cast iron
" axle, steel, journals.....	5 x 8 ins.

BOILER.

Type "Belpaire".....	Sloping back, wide fire-box
Working pressure.....	200
Outside diam. 1st course.....	62
Thickness of plates—in barrel.....	11-16 & 5-8
" roof & sides.....	5-8
Seams—circumferential.....	Double riveted
" horizontal.....	sextuple riveted
Fire-box—length.....	109 7-8 ins.
" width.....	42 5-8 ins.
" depth.....	Front 64 ins., back 57 ins.
" material.....	Steel
" plates.....	Sides 5-16 in., back 3-8 in.
" water space.....	Crown 3-8 in., tube ¼ in.
" crown stays.....	Front 4 ins., side 3 ins., back 3 ins.
" stay bolts (cross stays 1 3-8).....	1 in.
Tubes—material, iron.....	Length, 12 ft. 11-16 ins.
" number.....	255, diam. 2, thickness.....
Heating Surface tubes.....	1,845 sq. ft.
" fire-box.....	151 sq. ft.
" total.....	1,996 sq. ft.
Grate—style.....	C. iron rocking finger
" area.....	32.7 in.
Exhaust Pipe—style.....	Single
" nozzle.....	4½ & 5 ins.
Smoke Stack—inside diam.....	Smallest 14½ ins.
" top above rail.....	15 ft. 2 ins.

TENDER.

Weight, empty.....	46,000 lbs.
Frame.....	Iron
Wheels—number 8.....	Diam. 33 ins., o. p. chilled
Journals.....	5 x 9 ins.
Wheel base.....	16 ft. 2½ ins.
Tank capacity—water.....	4,000 Imperial gals.
" coal.....	8 tons

Stream Diversion by G.T.R.—In the Trial Court at Toronto, June 11, Judge Street gave judgment in Town of Peterboro' vs. G.T.R., which was tried without a jury at Peterboro'. The action was for a declaration that the defendant is liable to rebuild or repair a certain bridge in the town upon Smith st., where a small stream (as diverted by the Midland Ry. Co., to whose liabilities the defendant has succeeded) crosses the street, & for a mandamus to compel the defendant to rebuild it & to make good & restore the highway to its former state. Held, that the G.T.R. Co. had acted within its rights in diverting the stream, & if the municipality had sustained damage by reason of the exercise of those rights, they must proceed under the Railway Act to obtain compensation. Should the defendant refuse to proceed the plaintiff would have a remedy by mandamus upon motion. Such a mandamus should not be granted in the present action, a motion being the proper course. Action dismissed with costs.

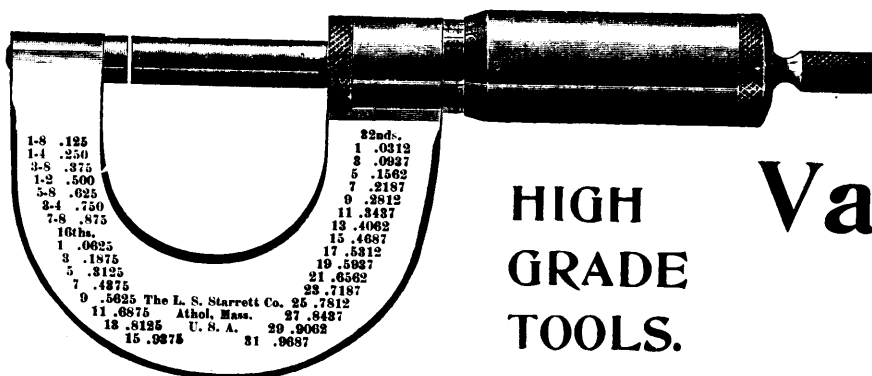
The Newfoundland Railway, Etc.

A correspondent writes from St. John's, Nfld., under date of June 14: One of the most comprehensive & audacious projects of present-day finance is that just launched by R. G. Reid, of Newfoundland, for the exploitation of this ancient colony. It involves the transfer of his varied holdings to a limited liability company, capitalized at \$25,000,000, & the development of his millions of acres of arable, mineral & forest lands, as well as the operation of his railways, steamers & kindred enterprises. At this juncture, when the sentiment in favor of the fusion of the several scattered groups of British colonies is being accentuated by the lessons of loyalty taught by the war, & concreted by the Australian Federation Bill, & when the movement for the inclusion of Newfoundland in the Dominion is again agitating the politicians & people of the two countries, it should be of more than passing interest to the Canadian public to become familiarized with the details of this Napoleonic undertaking.

The properties, franchises & concessions which Mr. Reid is enabled to put on the money market as the basis of his far-reaching schemes for development are as follows: The Island railway, 633 miles of main & branch lines, built by the colony at a cost of about \$11,000,000, & sold to Mr. Reid 3 years ago for \$1,000,000 in cash. About 6,000,000 acres of land throughout the island, granted to Mr. Reid as an equivalent for his operation of the road for 50 years. The monopoly of mail carriage by steamers on the great bays of the island for 30 years at \$135,000 a year, to fill which contract Mr. Reid has just completed a fleet of 8 steamers at a cost of another \$1,000,000. The dry dock at St. John's, built by the colony at a cost of \$560,000 & sold to Mr. Reid at \$325,000, to be used as a deep-water terminal for the railway system, in addition to its legitimate purpose as a convenience for repairing damaged ships. The Government system of telegraphs, constructed by the colony at a cost of \$280,000, & sold to Mr. Reid for \$125,000, he using them as accessories to the efficient operation of the railway & steamer services. The St. John's Street Ry., with franchises to supply light & power, the combined plant, with its possibilities, being estimated now to be worth fully \$1,000,000.

Mr. Reid, who, as a railway contractor, is well known throughout Canada as having built some of the heaviest sections of the west-

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