

have it completed by June, when the through traffic will be established between the terminal points of the road. The cost will be greatly enhanced, owing to the accident a year ago, which necessitated the tearing down of the large portion of the work nearly completed. (Jan., pg. 9.)

Ottawa Union Station.—As a solution of the difficulty which railways in Ottawa seem to experience in a marked degree at the present time, a terminal scheme is suggested by some local railway men & from the success by attending such projects in other cities, it is by no means an unreasonable proposition. The fact, however, that some of the railway corporations are already secure in their rights & naturally inclined to tenaciously hold on to them is likely to have a militating effect against the successful accomplishment of any such scheme at the present time at least, or as long as the city is disposed to grant franchises which is perfectly within its province. A terminal system, it is pointed out, would do much to mitigate difficulties experienced in the past & by no means unknown at present in local railway circles. The scheme as operated elsewhere consists in the construction of a belt line by a terminal company owning all the tracks as well as the depots & on the payment of their proportionate share, allowing all roads to come in on an equal footing as well as being of benefit to industrial enterprises located in such a line. At the present time if a new railway wishes to enter a city it can get as far as the limits but no farther, inasmuch as the older roads first on the scene have acquired control of the running powers.—Ottawa Citizen.

Pontiac Pacific Jet.—Track having been laid on the Aylmer-Hull extension from Aylmer to Deschenes, work has been suspended for the winter. The intention is to resume operations as soon as the frost is out of the ground. (Jan., pg. 9.)

Prince Edward Island.—A contract for grading the first 10 miles of the Murray Harbor branch, from Charlottetown towards Murray Harbor, has been awarded to J. W. McManus, of Memramcook, N.B., who is said to have commenced work. (Jan., pg. 9.)

Quebec Bridge.—Press reports say that the G.T.R. management has been approached with regard to undertaking the construction of this bridge, with the result that the management has intimated that it does not see its way clear to do so, but would co-operate by using the bridge and by paying therefor.

The Quebec Bridge Co. has given notice of application to Parliament for an extension of the limit of time to complete the construction of the bridge & for other purposes. (Dec., pg. 353.)

The Salisbury & Harvey Ry. Co. proposes to extend its railway from Turtle Creek, Albert County, N.B., to Moncton, if sufficient assistance can be procured from the Dominion & New Brunswick Governments to provide a crossing over the Petitcodiac River. It is said the present highway bridge over the river at Moncton could be made available for both a railway & traffic bridge by rebuilding the present superstructure at a cost of about \$100,000. The citizens of Moncton have endorsed the scheme at a public meeting. A great deal of interest is being taken in the shale beds in Albert County, & it is said that the Albert Manganese Co. will start similar works in Moncton if direct communication with that city is provided. (Dec. '99, pg. 353.)

The South Shore Ry., which now operates a line from St. Lambert, Que., to Sorel, 44.67 miles, is said to have about completed an extension from Sorel to Yamaska, between 8 & 9 miles in length.

United Counties.—The Rutland Railway, which recently secured control of this line, is anxious to build wharves & elevators at Sorel, & has approached the town corporation in regard to a bonus.

White Pass & Yukon.—The contractor for the section from Caribou Crossing to Closeleigh, M. J. Heney, arrived at Victoria, B.C., Feb. 14, from the North, & in an interview said:—"The railway from Skagway to Bennett is in excellent shape, & daily trains are running on the summer schedule. It has been blocked twice, once for 6 days, & once, when the rotary snow plough broke, for 16 days; but as soon as we got the plough partly repaired we opened the road, although one of the cylinders of the plough was gone. This has been replaced & the line will probably not be closed again. I am now working 750 men in construction, & on my return I will begin to increase the force steadily, so that by the time spring opens there will be fully 2,000 at work. We will then keep up work steadily day & night, working 2 shifts of 12 hours each, but as we pay by the hour men often work for more than 12 hours. It is never so dark that all kinds of work cannot be done as well at midnight as at midday. The 42 miles from Caribou Crossing to Closeleigh, at White Horse Rapids, is nearly all completed so far as the roadbed is concerned. Tracklaying will begin in April, for I have a lot of rails, a locomotive & a number of cars at the Crossing. There are two large bridges to be put in & the timber is about ready. By June 10 I will have a train running from Caribou Crossing to Closeleigh. From Bennett to Caribou Crossing the work will keep me very busy until the middle of Aug. But I am confident that by Aug. 15 a train will run from Skagway to Closeleigh without change. Of course these plans presuppose that nothing will happen to interfere with the work." There has been a good deal of cold weather in the Yukon valley, Mr. Heney says, but the snowfall has only been enough to make good roads. He is running his Red Line Transportation sleighs as far down as Five Fingers, where connection is made with the Canadian Development Co.'s horse sleds & dog teams running to Dawson. There is a splendid two-horse road all the way to Five Fingers. Below that the road is for single horses. He expects there will be a large passenger travel this way to Cape Nome, & he has already received a number of inquiries as to the carrying of freight for Nome down the river. (Dec., pg. 353.)

The Superintendent took the snowfall at various points along the line of the railway for Dec. last, with the following results:—Glacier, 90½ ins.; White Pass, 55; Fraser, 42½; Log Cabin, 74½.

York & Carleton Counties, N.B.—It is said that work on this line of 6 miles, from Cross Creek station, on the Alex. Gibson Co.'s Railway, to Stanley village, will be commenced early in the spring. (Oct. '99, pg. 297.)

A Mix-up Straightened Out.

The Railroad Gazette, New York City, says in a recent issue:—

"WINNIPEG, MAN.—It is stated that the Canadian Pacific has decided to rebuild the burned station & hotel here at a cost of \$1,000,000."

The C.P.R. station in Winnipeg has not been burned since the 80's, when it was immediately rebuilt. The C.P.R. never had an hotel in Winnipeg. The Northern Pacific station & hotel in Winnipeg were burned in 1899. The station & offices have been rebuilt, but the hotel is not to be rebuilt. The C.P.R. Co. intends to take down its present station in Winnipeg & to replace it by a combined station, train shed & hotel, which will cost about \$800,000.

Great Northern Ry. Equipment.

The G.N.R. Co. of Canada has invited bids for the following equipment to be delivered by June:—4 8-wheel passenger engines, 3 10-wheel passenger & fast freight engines, 2 10-wheel compound fast freight engines, 2 sleeping coaches, 2 parlor coaches, 1 official car, 6 1st class passenger coaches, 8 2nd class passenger coaches, 6 baggage, mail & express cars, 200 box cars, 25 cattle cars, 75 platform cars, 3 conductors' vans, 3 refrigerator cars, 3 snow plows, 19 hand cars, & 13 push cars. Following are extracts from the specifications:—

Eight-wheel passenger engines to weigh 86,000 lbs. on drivers & 44,000 lbs. on truck; cylinders 20 ins. diameter x 26 ins. stroke, single expansion type; driving wheels, centres 66 ins. diam., of steel, mounted with crucible steel tires 3 ins. thick, finished diameter to be 72 ins.; boiler extended wagon top type, working pressure 200 lbs. per sq. in., heating surface not less than 2,200 sq. ft.; tender 8 wheels, tank capacity 5,000 imperial gals.; coal 17,000 lbs.; high speed air brake; steel brake beams, automatic couplers with spring buffer; weight with supplies approximately, engine 130,000 lbs., tender 45,000 lbs., water 50,000 lbs., coal 17,000 lbs., total 242,000 lbs.

Ten-wheel engines for heavy passenger & fast freight service to weigh 124,000 lbs. on driving wheels & 36,000 lbs. on truck; cylinders 20 ins. diam. x 26 ins. stroke; 3 of single expansion type & 2 compounds of the 2 cylinder class; 6 driving wheels, centres 63 ins. diam., steel, with open hearth steel tires 3 ins. thick, middle pair without flange, finished wheel, 69 ins. diam.; wheel base driving 15 ft. 4 ins., rigid 15 ft. 4 ins., total wheel base 26 ft. 11 ins.; boiler extended wagon top, working pressure 200 lbs. per sq. in., heating surface not less than 2,200 sq. ft.; tender 8 wheels, air brake quick action, double spring buffer with coupler, other details same as passenger tenders; weight with supplies approximately, engine 160,000 lbs., tender 45,000 lbs., water 50,000 lbs., coal 17,000 lbs., total 242,000 lbs.

Sleeping coaches 70 ft. long, with vestibuled platforms, trucks 6 wheels, decks of imperial design, triple windows arched over in clear story, stateroom at one end, Westinghouse high speed air brake.

Parlor cars 65 ft. long, with vestibuled platform at one end, other end to have observation platform 7 ft. long, end of body being set back for purpose, less sides and roof which remain; truck 6 wheels; ceilings of upper & lower decks imperial design, triple windows arched over in clear story, lavatory apartments at one end; drawing room; smoking room; dividing partitions between parlor & rooms; chairs of revolving & reclining pattern; Westinghouse high speed air brakes.

First class passenger coaches, body 60 ft. long, with vestibuled platforms, trucks 4 wheels; ceilings of upper & lower decks of imperial design; triple windows; smoking room; Westinghouse high speed air brakes; seats standard plush high backs, wood frames; smoking room seats strong leather covering.

Second class passenger coaches, body 60 ft. long; vestibuled platforms; trucks 4 wheels; half of body to be partitioned off for smoking room; Westinghouse high speed air brakes.

Baggage mail & express cars, body 60 ft. long, with vestibuled platforms, 4 wheels, interior divided into 3 for baggage, mail, & express; Westinghouse high speed air brakes.

Box cars 70,000 lbs. capacity; length 37 ft.; cars to have an excess capacity of 6,000 lbs. inside for grain carrying.

Cattle cars 50,000 lbs. capacity; length 37 ft.; quick action air brake.

Platform cars 60,000 lbs. capacity; length 37 ft.; excess capacity 6,000 lbs.; air brake.

Conductors' vans, body length 28 ft.