

motives for the C.P.R., and 25 for the Intercolonial Ry.

The Intercolonial Ry. has ordered 100 box cars of 60,000 lbs. capacity, and 175 flat cars of 60,000 lbs. capacity from Rhodes, Curry & Co., Amherst, N.S.

The New Brunswick Southern Ry. is having 10 flat cars of 40,000 lbs. capacity, and three box cars of 40,000 lbs. capacity, built by Rhodes, Curry & Co., Amherst, N.S.

A. R. Macdonnell, contractor for the Temiskaming and Northern Ontario Ry., has purchased a passenger coach, which he is using on the line between North Bay and mileage 57.

The Canadian Northern Ry. recently placed an order for three baggage and mail cars and six second-class coaches to be delivered in May and June, and for 150 flat cars, to be delivered in March and April.

Record of Recent Construction, no. 46, issued by the Baldwin Locomotive Works, Philadelphia, Pa., deals with various types of compressed air locomotives, their uses, and the cost of haulage by this method.

The G.T.R. has leased two of the locomotives built by the Canadian Locomotive Co. for the Temiskaming and Northern Ontario Ry., and which were being stored by the builders until required for the use of the line.

The C.P.R.'s four vans, which are being built at its Perth, Ont., shops, are 33 ft. long by 9 ft. wide, and will be fitted with Westinghouse air-brake. They will have four upper hinged berths for trainmen's sleeping accommodation.

The Intercolonial Ry., we are advised, is not asking tenders for 300 box cars of 80,000 lbs. capacity, as stated in press reports, but it is asking for tenders for 175 platform cars, 60,000 lbs. capacity, and 100 box cars, 60,000 lbs. capacity.

The Quebec Central Ry. expects to place an order, in the near future, for two locomotives. They will be of the same type as the last purchased, with cylinders, either 18 x 24 or 17 x 24, and about 115,000 lbs. weight in running order.

The Intercolonial Ry. has received four consolidation freight locomotives from the Canadian Locomotive Co., Kingston, Ont., the main dimensions being: diameter of cylinders and stroke, 21 in. x 28 in.; steam pressure, 200 lbs.; weight, about 250,000 lbs.

The C.P.R., has recently added the following to its equipment: six freight locomotives from the Saxon Engine Works, Chemnitz, Germany; two snow ploughs and one flanger from its Hochelaga shops; 86 30-ton box cars from its Perth, Ont., shops, and four vans from its Farnham, Que., shops.

The C.P.R.'s 176 flat cars which are being built at its Perth, Ont., shops are 36 ft. 8 in. long, 8 ft. 10 in. wide, and 4 ft. 2 in. high from rail to top of deck. The special equipment includes Westinghouse air brake, Simplex brake beams, Simplex body and truck bolsters, with Susemihl side bearings.

The Reid Newfoundland Co., according to a press report, has specified copper sheathing for three passenger coaches now under construction. At present the coaches require the sea, and it is hoped by adopting copper sheathing to prevent this and to preserve the woodwork.

The C.P.R.'s four baggage cars under construction at its Hochelaga shops have the following dimensions, etc.: length, 60 ft.; breadth, 10 ft. 6½ in. over frame; standard steel I beams and buffing gear for blind end cars, Westinghouse air brake, acetylene gas, steam heat, etc., and will be carried on four-wheeled trucks with Krupp 40 in. steel-tired wheels and 5 in. x 9 in. journal axles and triple break gear. Capacity of car, 30 tons.

Grain Elevator Notes.

The Canadian Northern Ry. is considering a proposal to erect an elevator at Port Arthur, Ont., for the cleaning and treating of damaged wheat.

The Montreal Harbor Commission is of opinion that steps should be at once taken to recommend the Government to erect another elevator at that harbor.

A new marine leg has been put up at the Meaford Elevator Co.'s elevator at Meaford, Ont., and other repairs have been made to fit it for the season's business.

At the recent annual meeting of the Goderich Board of Trade, the President stated that the Goderich Elevator Co. had had a good year and was able to declare a dividend.

The Fort William, Ont., town council has decided to grant the Canadian Elevator Co. exemption from taxation for 20 years for the 1,500,000 bush. elevator it proposes to erect there.

The Chater Elevator Co., of Chater, Man., has decided to wind up its affairs, and has passed a special resolution authorizing the distribution of its assets pro rata among the shareholders after paying all debts.

The Montreal Harbor Commission has decided that the new elevator at Windmill Point shall be placarded "Harbor Commissioners No. 1," in letters 8 ft. high. The elevator will be completed ready for operation at the opening of navigation.

The elevator which it is proposed to construct at Collingwood, Ont., will be built on a site 250 ft. from the present elevator. It has been decided to erect a structure of steel and concrete, to consist of 18 circular bins 30 ft. in diameter, 90 ft. high, with a steel cupola at the corner containing two 1,500 bush. scales and garsers. The marine leg will be in a self-contained tower 72 ft. from the marine leg of the present elevator, so that both may be used at the same time in unloading the same vessel. The grain will be taken from the marine leg to the elevator by an overhead belt conveyor, and transferred to the bins by the loft-er legs and inside conveyers. The capacity of the new elevator will be 1,000,000 bush., and it will be equipped so as to load 30 cars an hour. The plans are being worked out in detail, and tenders will be called for at an early date.

The elevator which is under construction at Fort William, Ont., for the Ogilvie Flour Mills Co., will be of steel fireproof construction, having a storage capacity of 500,000 bush. It is located on the banks of the Kaministiquia river and is to be used for receiving grain coming from the west by the C.P.R. and to deliver either to cars or to vessels. The house will be divided into 40 steel cylindrical bins 90 ft. deep. The cylinders are built together in juxtaposition, having intermediate three-cornered spaces between them, which is also used for storage, so that there is no lost space in the storage part of the entire building. The foundation is all concrete carried on piles driven to solid rock. The first story, covering the entire area under the bins, is 10 ft. high and is built of armored concrete. There are two receiving tracks enclosed in the steel car-shed, two stories high, the upper story being used for cleaning and dust-collecting machinery exclusively. Four loaded cars may be set to be unloaded at once. It is intended to do the car handling with two operating crews, two cars being unloaded on one track while the empty cars on the other track are being removed and loaded cars placed in position, the handling crew alternating from one track to the other while the car setting operation is going on. By this means the elevating machinery is kept in continuous service, and the handling facilities kept at their maximum with minimum help.

The total handling capacity of the house will be 100 cars a day, and vessels may be loaded at the rate of 30,000 bush. an hour. There will be cleaning machinery installed capable of cleaning 12,000 bush. an hour and an elaborate system of dust-collecting and separating machines will be included. The scales and garsers will hold 1,600 bush. each, and the elevator legs will carry 15,000 bush. an hour. All floors throughout the building will be of reinforced armored concrete. The windows will have steel sashes with wire glass, and nothing of a combustible nature will be allowed in the construction excepting only the conveyers, elevating belts and rope transmission. The machinery equipment is to be of the very latest design and of the highest efficiency. Friction clutches and rope transmissions will be used on all drives, so that any one part of the machinery may be controlled independent of any other part without interfering with the motive power. The machinery will be driven by electricity furnished from the new central power station now being finished for the C.P.R. The current used will be the high tension alternating current using induction motors. Powerful car-pulling and car-unloading machinery will be installed so that when 100 cars of grain are placed on the storage tracks, the elevating machinery will be competent to handle the full day's run without further assistance from switching crews. The elevator will be equipped with the latest modern conveniences, such as telephone, passenger elevator, steel stairways, electric signals, fireproof offices and waiting rooms for the operating force, including steel lockers and fireproof furniture. It is intended to make the construction of this building of such extremely low combustion that it would cost more to burn it down than the original cost of erection. The contractors, the Macdonald Engineering Co., of Chicago, Ill., have just completed at Fort William a steel elevator of the same general character, holding 2,000,000 bush., for the C.P.R. Work has already been commenced on the Ogilvie plant, and it is to be ready to receive and deliver grain by Sept. 15 next.

SHIPPING MATTERS.

International Water Lines Passenger Association.

The preliminary committee appointed at the meeting in Toronto in Jan. to take steps to form an association with this title, called a meeting at Detroit, Feb. 17, to complete the organization. It was attended by representatives from the principal steamship lines operating on the Great Lakes and adjacent navigable waters, the Canadian lines represented being Algoma Central Steamship Co., C.P.R. Steamship lines, Deseronto Navigation Co., Lake Ontario and Bay of Quinte Steamboat Co., Niagara Navigation Co., Northern Navigation Co. of Ontario, Ottawa River Navigation Co., Richelieu and Ontario Navigation Co. Several lines were not represented but letters were received asking for membership, including the Montreal, Rochester and Quebec Transit Co. The object of the Association is to keep the interests of water transportation companies thoroughly in evidence, to disseminate knowledge of the facilities for passenger travel afforded by the various water lines; secure concerted action on all matters of common interest, and insure the proper issuance of tickets by furnishing correct information to ticketing connections. The Association proposes to issue information showing through rates from about 18 headline points, viz., Chicago, Milwaukee, Harbor Springs, Petoskey, Charlevoix, Mackinac island, Sault Ste. Marie, Marquette, Houghton, Hancock, Duluth, Port Arthur, Collingwood, Owen Sound, Detroit, Cleveland, Buffalo, Toronto, Kingston,