

Material of driving wheel centres.....	cast iron
Diameter and length of driving journals.....	8 in. dia. x 9 in. long
" " of cylinders.....	19 ins.
Stroke of cylinders.....	24 ins.
Working pressure of boiler.....	180 lbs.
Number of tubes.....	239
Diameter of tubes.....	2 ins.
Length of tubes.....	12 ft. 4 ins.
Kind of packing.....	Westinghouse American
Truck wheels.....	cast iron, double plate
Weight of truck wheels.....	28 ins.
Capacity of tender, loaded.....	96,000 lbs.
Capacity of tank.....	4,000 imp. gallons
Style of tank.....	U shape
Coal capacity.....	8 tons
Diameter of wheel.....	4 wheel
Kind of wheel.....	33 in.
Diameter and length of journal.....	5 ins. dia. x 9 in. long, M.C.B.

The specifications of the other two locomotives are similar in every respect, except that the weight in working order on drivers will be 111,000 lbs., and the total weight, 137,500 lbs.

The locomotive of which an illustration is given on page 147, is probably the oldest in active service in Canada. It is used on the Carillon and Grenville Ry., a 5 ft. 6 in. gauge line operated during the season of navigation by the Ottawa River Navigation Co. between Carillon and Grenville, Que., 13 miles, to connect the upper and lower stretches of navigation on the Ottawa River. The locomotive was built at Birkenhead, Eng., for the G.T.R. in 1857, and has been but slightly altered in general appearance since then. J. E. Halsey, General Superintendent of the line at Carillon, has supplied the following description:—"The cylinders are inclined up 15 in. diameter by 20 in. stroke; cylinders are outside, with valves of the old-fashioned D pattern, inside smoke box, and so placed as to work on their edges, as it were with their backs facing each other. They are connected direct to the pulling link. The link on this engine does not lift; the pulling link is connected to the reversing shaft, and as the shaft reverses the link block moves up and down in link. She has a good steady valve gear, as the link is supported on both sides by hangers, and works on a permanent shaft. The boiler is 48 in. diameter at smoke box end, and there are 180 brass flues 1 1/2 in. diameter, 10 ft. 6 in. long; fire box 3 ft. 6 in. by 3 ft. 10 in. and 4 ft. high. The fire box and boiler are both made of Low Moor iron; flue sheet 1/2 in. thick; fire box sheets 3/4 in. thick. The rigid wheel base is 7 ft.; total length of engine 21 ft. The tender is 17 ft. 6 in.; total length of engine and tender 38 ft. 6 in. The diameter of driving wheels is 60 in.; truck of the bogie type, with 26 in. wheels. This engine is a good steamer, and very economical in fuel, and can go a steady speed of 30 miles an hour."

The Intercolonial Ry. has been awarded a gold medal and diploma for its display at the Louisiana Purchase Exposition last year.

The Supreme Court of Canada has rendered a decision on the questions submitted to it by the Dominion Government, as to the respective powers of the Dominion and the Provinces in the matter of legislation for the better observation of Sunday. The court held that it was not within the powers of the provinces to pass acts similar to the terms of the draft bill submitted, such bill being undistinguishable from that which the Imperial Privy Council had already pronounced against in the case of the Hamilton Street Ry. The Privy Council held that such an act as was brought before its notice was ultra vires of the Provincial Legislature. The court added that legislation having as its object the compulsory observance of Sunday, or the fixing of rules of conduct (with the usual sanctions) to be followed on that day, was legislation falling within the jurisdiction of the Dominion Parliament.

C.P.R. Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases or decreases over 1903-04, from July 1, 1904:—

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
J'y \$4,398,833.95	\$2,949,181.81	\$1,449,652.14	\$131,125.02+
Aug. 4,474,237.64	2,946,307.21	1,527,930.43	93,827.91+
Sept. 4,220,876.03	2,952,068.47	1,268,807.56	66,541.75+
Oct. 4,743,961.93	3,177,848.02	1,566,113.91	87,913.10+
Nov. 4,751,970.43	3,082,395.69	1,669,574.74	191,593.56+
Dec. 4,562,142.45	2,899,473.62	1,662,668.83	81,523.57+
Jan. 3,252,501.93	2,820,833.46	422,668.47	65,016.44+

\$30,404,524.36 \$20,837,108.28 \$9,567,416.08 \$541,715.17+
Approximate earnings for Feb., \$3,022,000 against \$2,506,000, for Feb., 1904.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Jan., \$199,901.29; net earnings, \$59,235.32 against \$178,356.22 gross and \$44,316.07 net for Jan., 1904. Net earnings for seven months ended Jan. 31, 1905, \$529,168.09, against \$508,089.73, for same period, 1903-04. Approximate earnings for Feb., \$183,736 against \$165,780 for Feb., 1904.

MINERAL RANGE RY.—Approximate earnings for Feb., \$52,241, against \$46,051 for Feb., 1904.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Jan., \$662,827.76; net earnings, \$355,403.79 against \$307,423.97 gross and \$181,023.42 net for Jan., 1904. Net earnings for seven months ended Jan. 31, 1905, \$2,771,763.51 against \$2,308,651.67 for same period 1903-04. Approximate earnings for Feb., \$520,109, against \$402,007 for Feb., 1904.

Canadian Pacific Railway Land Sales.

Acres.	Amount.
1904-05	1903-04
July... 36,425.75	267,647.32
Aug... 15,669.90	263,339.45
Sept... 16,470.02	60,441.12
Oct... 23,792.84	15,950.07
Nov... 23,392.84	22,563.95
Dec... 32,196.59	30,146.00
Jan... 34,500.41	116,840.78
Feb... 27,503.56	14,729.69
209,951.91	791,639.38
\$957,570.61	\$3,490,424.12

Grand Trunk Ry. Earnings, Expenses, &c.

The following statement of earnings, supplied from the Montreal office, includes the G.T. of Canada, the G.T. Western, and the Detroit, Grand Haven & Milwaukee Rys.

	1905.	1904.	Increase.	Decrease.
Jan.....	\$2,556,340	\$2,253,378	\$302,962	....
Feb.....	2,163,683	1,649,525	514,158	....
	\$4,720,023	\$3,902,903	\$817,120	....

GRAND TRUNK RY. CO.

Revenue for Jan.:	1905.	1904.	Increase.	Decrease.
Gross receipts...	\$412,000	\$355,300	\$56,700	....
Working expenses	321,000	317,000	4,000	....
Net profit....	\$91,000	\$38,300	\$52,700	....

GRAND TRUNK WESTERN RY. CO.

Revenue for Jan.:	1905.	1904.	Increase.	Decrease.
Gross receipts...	\$87,000	\$83,500	\$3,500	....
Working exp's	77,400	77,000	400	....
Net profit....	\$9,600	\$6,500	\$3,100	....

DETROIT, GRAND HAVEN & MILWAUKEE RY. CO.

Revenue for Jan.:	1905.	1904.	Increase.	Decrease.
Gross receipts...	\$26,100	\$24,100	\$2,000	....
Working expenses	18,000	16,600	1,400	....
Net profit...	\$8,100	\$7,500	\$600	....

TRAFFIC RECEIPTS OF THE SYSTEM.

The following figures relate to the individual lines, and are made out in sterling:

Aggregate from Jan. 1 to Feb. 28:	1905.	1904.	Increase.	Decrease.
Grand Trunk...	£762,699	£616,276	£146,423	....
G. T. Western	162,276	145,792	16,484	....
D. G. H. & M.	44,894	39,899	4,995	....
Total....	£969,869	£801,967	£167,902	....

The C.P.R. and the G.T.R. have asked Toronto wholesale merchants to confer together and agree upon an arrangement whereby they would bring all their shipments of goods from Great Britain by way of one or other of the systems, with a view of benefiting the steamer lines trading to Canada.

Canadian Northern Ry. Construction.

Winnipeg Terminals.—The Manitoba Legislature last session passed an act guaranteeing bonds to the extent of \$1,000,000 to provide for the construction of adequate terminals in Winnipeg, Man. The present terminal facilities in Winnipeg are those formerly used by the old Northern Pacific and Manitoba Ry., and have been regarded as being only temporary, pending the completion of arrangements for the construction of a new station and yards. In connection with its plans the company has secured Fort Garry Park, and has arranged with the city council for the closing of Broadway from Main St. to the Red River. The probability is that the new station will be erected on Broadway at Main St., and that there will be an hotel in connection with it. The plans involve the construction of a double-track bridge over the Assiniboine River, and a line to connect the terminals with the branch to Oak Point. The package freight sheds will remain as at present, at Water St., the larger freight being handled at the Fort Rouge yards. The plans, however, are not yet finally completed, and nothing definite can be said as to when construction will be proceeded with, though it is likely to be started in the spring.

Branch Line Construction.—An act was passed at the recent session of the Manitoba Legislature guaranteeing the company's bonds at the rate of \$10,000 a mile for the construction of 189 miles of branch lines in the province as follows:—

From Carberry to Brandon, thence generally westerly to the westerly boundary of the province, about 100 miles.

From near Winnipeg generally easterly for 25 miles.

From some point on the last mentioned line northerly to Bird's Hill, about 7 miles.

From between Winnipeg and Oak Point, crossing the Assiniboine River and connecting with the company's line between St. Charles and Winnipeg, about seven miles.

From the present terminus of the line running east from Emerson easterly to connect with the main line from Port Arthur to Winnipeg, between Woodridge and Sprague, about 50 miles.

Oak Point Branch.—This line at present has its southern terminus on the C.P.R. main line about 3 miles west of Main St., Winnipeg. It is intended to extend the line south, across the Assiniboine River, and to connect it with the old Northern Pacific Ry. line to Portage la Prairie, which is now part of the C.N.R. main line.

Grand View Extension.—The first C.N.R. train crossed the North Saskatchewan River, Feb. 17, and tracklaying is being pushed towards Battleford.

Prince Albert Extension.—The Board of Railway Commissioners has approved of the plans for the construction of a bridge across the South Saskatchewan River. The point of crossing is in sec. 5, tp. 47a, range 25, west of the second principal meridian, about 15 miles east of Prince Albert. The bridge will consist of six steel deck spans, each 180 ft. long, with about 600 ft. of trestle approaches. The piers will be of concrete, faced with steel plate. The height from low water to the top of the piers will be 48 ft.; and to base of rail, 85 ft. The contract for the erection of the piers and abutments has been let to J. Gunn & Sons, Winnipeg, Man.

New Branch Lines in Alberta and Assiniboia.—The C. N. Ry. is applying at the current session of the Dominion Parliament for an act authorizing the construction of the following railways: From Regina, Assa., to the Red Deer River, Alta., with a branch west of the Saskatchewan River to tp. 45, range 4, west of the third meridian; from Regina to Humboldt, thence via the Carrot River to