

and the lumber shed and kiln, will be directly to the rear of the coal and iron shed, with lumber storage space to the rear of the lumber shed. The freight car shop, 100 by 300 ft., will be to the rear of the foundry, and the power house, 50 by 100 ft., to the rear of the pattern shop. All these buildings will be approached from the west from a ladder track, which will leave the service track along the south of the main line tracks near the west end of the main yards. The ladder, in addition to leading into the shop service tracks, will serve a 6 track freight car repair yard, and a 5 track passenger car storage yard, to the rear of their respective shops.

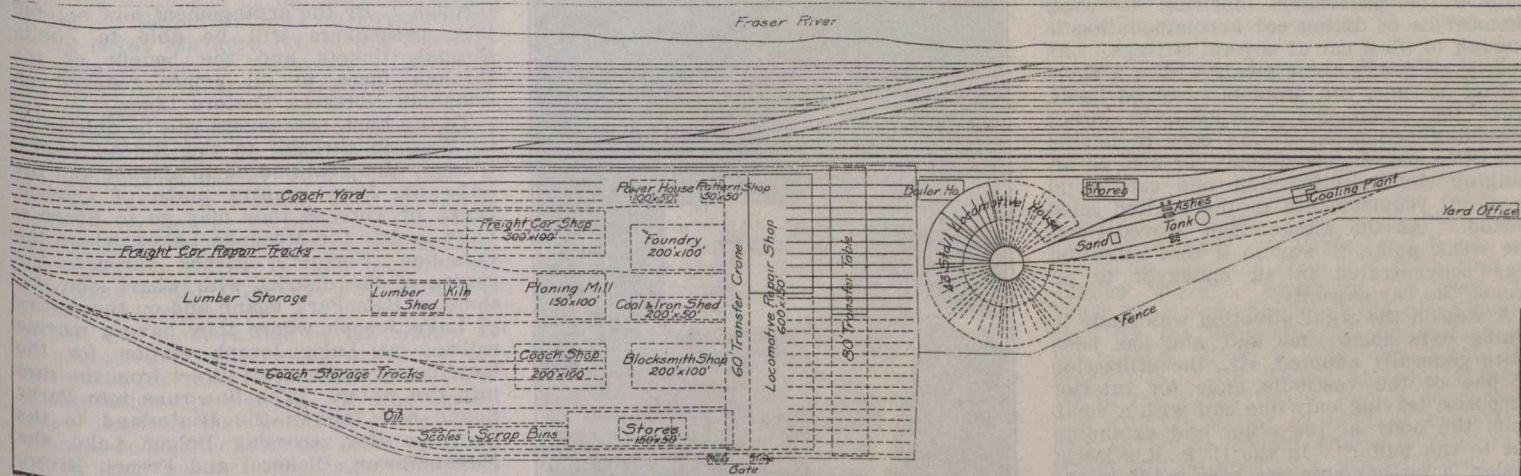
Canadian Society of Civil Engineers Annual Meeting.

The annual meeting was held in Montreal, Jan. 27 to 29. The reports of committees, and which are of interest to railway engineers, were published in Canadian Railway and Marine World for February.

The following officers were elected:—President, M. J. Butler, Montreal; Vice President, R. A. Ross, Montreal; Members of Council, J. M. R. Fairbairn, Montreal; Prof. H. M. Mackay, Montreal; R. McColl, Halifax, N.S.; A. R. Decary, Quebec; R. F. Uniacke, Ottawa; W. A. Bucke, Toronto;

Dominion Government Railway to Hudson Bay.

Replying to a question in the House of Commons, Feb. 2, the Minister of Railways said the length of this railway from Pas to Port Nelson, Man., is 418.5 miles. The whole mileage is under contract, viz.—Pas to Thicket Portage, 185.5 miles; Thicket Portage to Split Lake Jct., 68 miles; Split Lake Jct., to Port Nelson, 165 miles. The state of construction is,—Miles of steel laid, 86; miles surfaced, 56; grading fairly completed with the exception of a few cuts at miles, 110, 121 and 133 and some cross lay-



Canadian Northern Railway Port Mann Terminal Layout (Section 2).

The locomotive house at this point will be to the east of the locomotive shop, and will eventually be a 43 stall unit. Only a 15 stall section is being built now, and with it only half the mechanical yard accommodation. The locomotive house will be approached from the east. Of the mechanical yard arrangements, only the northerly half will be constructed at first, the southerly

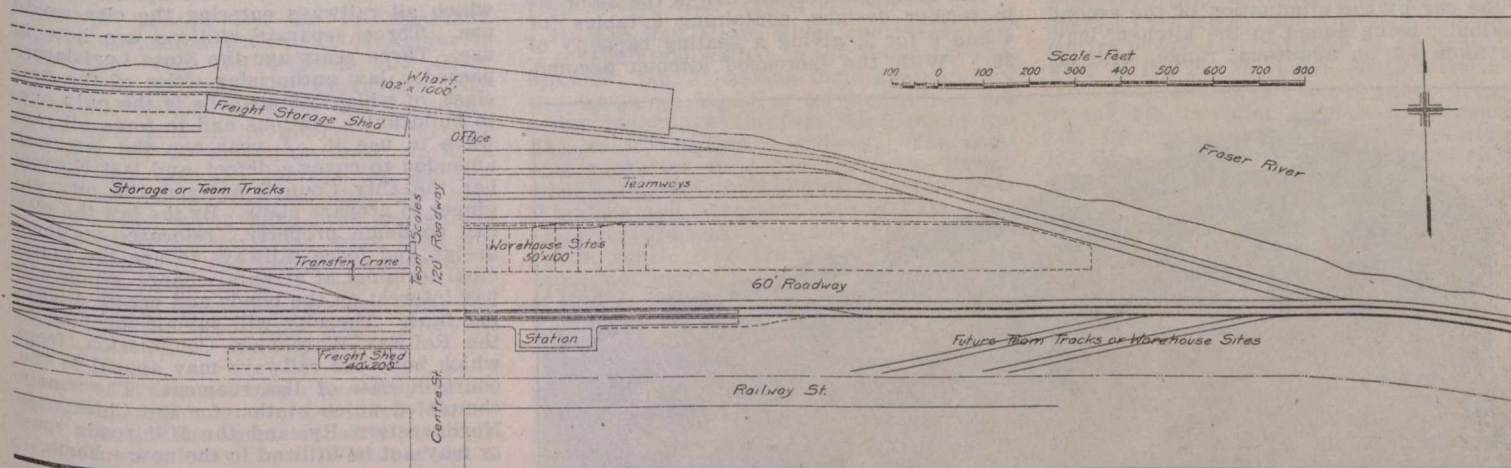
F. Lee, Winnipeg, and G. R. G. Conway, Vancouver.

The society has 2,794 members and assets of \$108,300, including the new premises on Mansfield St., Montreal, valued at \$90,000.

The features outside the business meeting included a luncheon tendered by the Montreal members; a smoking concert and a dinner at the Engineers Club, presided

ing, 137.

In a discussion on the project in the House of Commons, Feb. 11, the Minister of Railways stated that while Port Nelson is not an ideal harbor for the seaboard terminal of the railway, it is superior to Fort Churchill. To reach the latter port it would be necessary to carry the line across 70 miles of "badlands." The misadventures of



Canadian Northern Railway Port Mann Terminal Layout (Section 4).

half awaiting the completion of the locomotive house. Adjoining the locomotive house, there will be a boiler and engine house, and to the east, a stores building.

All the buildings will be of concrete, the same as the buildings of the shop layout, and all of them have been, or are being built by the Imperial Construction Co., Toronto. We are indebted to J. Montgomery of this company for the data on which this article is based.

The Canadian Northern Ex. Co. has opened offices at Solina, Ont., and Neelin, Man., and has closed its office at Polwarth, Sask.

over by the Vice President, H. H. Vaughan, Assistant to the Vice President C.P.R., in the absence of the President, Phelps Johnson. A visit was paid to the St. Lawrence Bridge Co.'s plant at Rockfield, and also to the Canadian Northern Ry.'s Mount Royal tunnel.

Dominion Railway Subsidy Agreement.—The Dominion Government entered into an agreement, Jan. 20, under the act granting aid in the construction of railways, with the Esquimalt and Nanaimo Ry., for lines from McBride Jct., towards Sandwich, B. C., 45 miles; and from Sandwich to Campbell River, B.C., 38 miles.

vessels during the last season of navigation were due to various causes but the loss and damage had not been anything like so serious as was reported. As much progress has been made with the terminal work as could reasonably be expected. It is intended to send in a strong force of men overland, so as to make an early start on the work, and make as much progress as possible during the open season this year. (Feb., pg. 70.)

The Canadian Northern Ex. Co. has opened an office at Hafford, Sask., and has closed its offices at Berton, Ladysmith, Neelin and White Plains, Man., and Chandler and Fairlight, Sask.