J. J. Long, who acted as chairman of the meeting on the previous day, read the memorial, and added a few words in reference to the collection of charges at government wharves, while short speeches were made by C. F. Gildersleeve, on tonnage dues; E. W. Rathbun, on fees to Customs officers after hours and on holidays; and by T. Harling, D. Murphy, Capt. Gaskin and Capt. Carter, generally in support of the memorial. Mr. Gildersleeve mentioned as a fact, that vessels of the R. and O. N. Co. which reached Montreal by running the rapids, were, on the return trip by the canals, charged toll as if they had used the canals both ways.

the canals both ways.

The Premier and the Minister of Railways and Canals replied on behalf of the Government, and promised to give every consideration to the memorials and what had been said in their support.

C.P.R. Betterments, Construction, Etc.

Since the form containing pg. 179 of this issue went to press we have received the following information as to the principal betterments which are to be undertaken this year:

ATLANTIC DIVISION.—Sidings are to be rearranged at Brownville Jet. and McAdam

on this division and embankments widened and curves spiralled. The work of extending the passing sidings on the entire division to accommodate the greater length of trains will be vigorously prosecuted.

Ontario Division.—Forty-two miles of track are to be reballasted and a large quantity of new 80-lb. rails laid. The yards at Toronto and Toronto Jct. are to be extended and new coaling stations built at these points and at Owen Sound and Windsor. A number of trestle bridges will be filled and replaced by permanent masonry or steel structures and passing sidings are to be extended.

LAKE SUPERIOR DIVISION.—One hundred miles of track will be reballasted and embankments widened and curves spiralled on this division. Some 20 passing sidings will be extended to accommodate trains of 60 cars in length. Great improvements are to be made at North Bay, consisting of new double gridiron yard, a double track two miles long, an 18-stall engine-house, with machine shop 60x-200 ft., a new freight shed, a new modern coaling station and a new turntable. When these improvements are completed there will be at this point a terminal of 2,000 cars capacity, in which trains can be made up and despatched in a most economical and modern

sion. Sidings at many points are to be extended to accommodate the increased length of trains, and 50 miles of ballasting, embankment widening, and spiralling of curves will be done. A large number of water tanks, section-houses and tool-houses are to be built. Extensive improvements are to be made at Golden, North Bend, Nelson and Vancouver. The Lulu Island Ry., from Hastings St. to Granville St., in Vancouver, will be double-tracked. Many trestles are to be filled or replaced by permanent structures.

Railway Equipment Notes.

The Winnipeg Electric Street Ry. is having built by the Toronto Ry. Co. 6 40-ft. double-truck closed motor cars of the Toronto Ry. standard type. The W.E.S.R. Co. is building at its Winnipeg shops 5 large double-truck open motor cars, and will probably build all of its cars in future in Winnipeg.

The American Locomotive Co. has issued a handsome booklet, in English and French, giving some details of its different works; a list of the railways for which it has built locomotives, the principle of classification of lo-



COMPOUND MOGUL LOCOMOTIVE, BUILT FOR THE QUEBEC AND LAKE ST. JOHN RY. BY THE BALDWIN LOCOMOTIVE WORKS.

Jct., and their capacity greatly increased. At Brownville Jct. an electric power plant is to be installed, and at McAdam Jct. a 100-ton track scale will be installed. Sidings are to be greatly increased in length, a large number of trestles are to be filled and a number of wooden structures are to be replaced by permanent masonry or steel bridges.

The St. John city council has decided to repair the wharves at berths 3 and 4 at West St. John, damaged by the recent fire, and a proposition will be considered to make the warehouses two stories, instead of one story high, the upper story at warehouse no. 4 to be used for the handling of passenger traffic until a special passenger dock along the Beacon bar is constructed, after which the upper story of shed 4 will be available for the receipt of inward freight, and the lower storey for the handling of export freight.

EASTERN DIVISION.—At Montreal extensive improvements are to be made. The yards at Place Viger and at Outremont are to be enlarged, and the tracks at Hochelaga and Montreal Jct. rearranged. The facilities at Sherbrooke are to be greatly improved by the rearrangement and extension of yard tracks, the addition of four stalls to engine-house and the completion of a new coaling station. The double track between Farnham and Brigham Jct. will be completed, and a new 100-ton track scale installed at Farnham. About 100 miles of ballasting is to be done

manner. Extensive improvements will be made in filling or replacing present trestles by permanent masonry or steel bridges.

CENTRAL AND WESTERN DIVISIONS. - A 400,ooo bush. elevator will be constructed at Por-The annexes to elevators B and D at Fort William and the new coal handling plant, where coal can be discharged directly into cars or storage, or vice versa, at the rate of 500 tons an hour, will be completed. The improvements contemplated at Winnipeg are extensive. It is proposed to construct a new passenger station and hotel, to remodel the yard, increasing its capacity to 5,000 cars; construct an eight-track subway at Main St., build a new 40-stall engine-house with a 70 ft. turntable, a modern coaling plant and a cinder and sand hoisting apparatus. At Ignace, Brandon, Broadview, Moose Jaw, Swift Cur-rent, Medicine Hat, Kirkella and Regina, as well as other points, extensive improvements in the yard facilities are being made, and new car shops will be erected at Calgary. About 200 miles of 80-lb. rails are to be laid on this division and 200 miles of track are to be reballasted. The extension of passing sidings to accommodate 60-car length trains will be continued. Many masonry piers and abutments are to be constructed and permanent bridges are to be erected to replace wooden trestles and wooden truss structures.

PACIFIC DIVISION. — Extensive improvements are to be made throughout this divi-

comotives adopted, and a number of illustrations of locomotives recently built for foreign governments and railway companies both in the U.S. and abroad. C.P.R. locomotive 851 is among those illustrated.

The Quebec and Lake St. John Ry. recently added to its equipment two compound mogul freight locomotives, built by the Baldwin Locomotive Works. An illustration of one of them is given on this page. Following are the general dimensions:

Cylinders	s—Diameter	(high p	ressure)		14 in.
	••	(low pro	essure)		24 in.
••	Stroke				26 in.
**	Valve			. Balanced	piston.
Boiler-	Diameter .				
	Thickness of	sheets		1	1-16 in.
** 1	Working pr	essure		· · · · · · · · · · · · · · · · · · ·	ann lhe
	Fuel				
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	I mcknes	or sneet	s, sides		5-10 in.
	••		Dack	· · · · · · · · · · · · · · · ·	5-10 111.
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T	Makaalal		tube		g m.
1 ubes	Material	• • • • •		• • • • • • • • • • •	iron.
	Number				
	Diameter				
	Length			12	ff. 6 in.
Heating	surface—F				
•••	<u>T</u>	ubes		1709.	.8 sq. ft.
				1876.	
	G	rate are	a	31.	6 sq. ft.
Driving	Wheels-D	iameter	outside		57 in.
**					
"	Jo	ournals,	main	g in.	x 10 in.
**	•	**		 8 in .	