

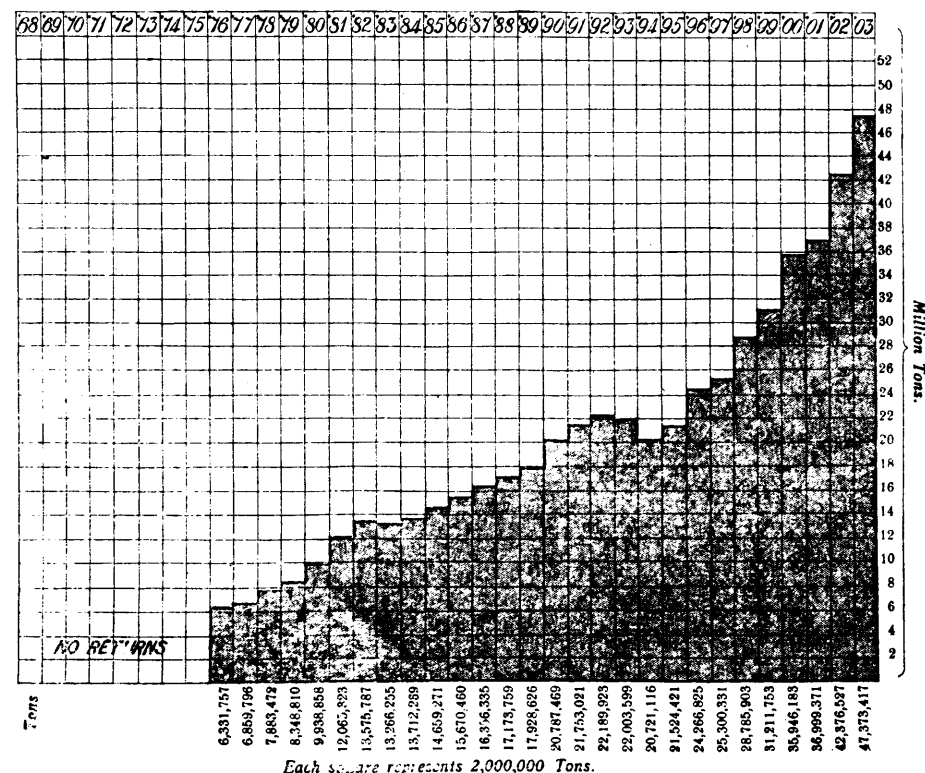
75 miles of ballasting will also be done this year, principally between Truro and Halifax, and on the Sydney branch.

The double-tracking between Rockingham and Bedford, N.S., including a diversion of the line—to reduce the curvature—at Birch Cove, will complete the double-tracking of the line between Halifax and Windsor Junction, N.S., a distance of 14 miles. The portion now under contract will involve a good deal of heavy work in widening the cuttings and embankments on the existing single track line. At Birch Cove diversion, the work is particularly heavy; it comprises 7,000 cubic yards of rock and earth excavation, 64,000 cubic yards of rock and earth filling, and 825 cubic yards of masonry. The entire work is to be completed by June 30, 1905; and, in addition to the above, the work will include a new double-track bridge of 280 ft. in length over the Sackville river at Bedford.

The freight shed to be erected on pier 8, at Halifax, will be of wood. It will be 649 ft. by 54 ft. 9 in. The roof will be of a double king-post type, a line of posts running through the centre of the building, spaced 18 ft. centres. Doors will be placed on each side of the shed, spaced 36 ft. centres, and two pairs of doors at each end of the shed. All these doors will be 16 ft. 10 in. wide, and 14 ft. 4 in. high, and will hang on the outside of wall, running on door hangers and rail of the heaviest pattern. The shed will be framed in hard pine, and will be constructed on a creosoted pile pier, with hard pine top. The walls of the shed will be 16 ft. 8 in. high, and the total height to the top of the tar and gravel deck roof will be 31½ ft.; the sloping portion of the roof will be shingled. Tracks will be laid on the wharf, on each side of the shed, the floor in the inside of the shed being 4 ft. above rail level, to facilitate loading, etc. When completed the shed will be one of the most permanent and largest on the I.C.R. Falconer & Dixon, Sydney, N.S., are the contractors. The cost is placed at \$25,000.

The new station at Antigonish, N.S., will be constructed of brick, faced with pressed brick, and trimmings, on a stone foundation. It will have a total length of 77 ft., with a general depth of 27 ft. On the ground floor there will be a general and ladies' waiting rooms, each 30 by 24 ft.; and an office 16 by 25 ft. The office will have ticket windows opening into each of the waiting rooms, and behind the office will be the stairway leading to the upstairs rooms, two 17 by 13 ft.; and two 28 by 12 ft., for the use of the station staff. There will also be adjoining the waiting rooms, ample lavatory accommodations. In the basement will be the furnace, etc. The internal finish of the building will be in wood—birch, maple, Douglas fir, and cypress being principally used. A wide verandah will extend on all sides of the building.

The new station to be erected at Pictou, N.S., will be constructed of stock brick, faced with red pressed brick, finished with cut stone trimmings, and will have a slate roof. The foundations will be of concrete masonry, on piles capped with scrap rails. The ground floor will contain the station agents' and ticket office, 14½ ft. by 20½ ft., with a hall and vestibule in the centre of the building; off the hall, on one side, will be a men's waiting room, 27 ft. by 27 ft. 6 in.; smoking room 10 by 10 ft., and lavatory; and on the opposite side, women's waiting room, 27 ft. by 27 ft. 6 in.; parlor, 10 by 10 ft.; and lavatory. The main entrance will be through the vestibule, in which will be placed a stairway leading to the upper floor, in which will be located offices for the station staff. The baggage room will be located in a flat-roofed annex, 27½ ft. by 33 ft. 9 in., in which there will be an office 5 ft. by 11½ ft. The internal finish will be in different kinds of wood—birch, maple, Douglas fir and cypress being principally used. A verandah, 10 ft. in width, will extend all round the building,



FREIGHT CARRIED BY CANADIAN RAILWAYS, 1876 TO 1903.

connected at each end by umbrella roofs covering platforms. These umbrella roofs will be 100 ft. long, of the single post design, and will be built of steel throughout. Hot water heating will be used, the plant being located in a basement under the centre of the building.

The new passenger station to be built at Windsor, N.S., will be of wood, resting on a masonry foundation. The building will be 77 by 26 ft., the central portion projecting 6 ft. on each side. The basement, which will be the full size of the building, will contain a hot water boiler, etc., for heating purposes. The ground floor will contain general waiting room, 30 by 24 ft.; ladies' waiting room, 30 by 24 ft.; office, 16 by 15 ft.; in the rear of which will be a stairway leading to the second floor, and lavatories. The second floor is divided into four rooms and a hall, and is for the use of the local staff. The internal finish is to be of different kinds of wood, maple, birch, Douglas fir, and cypress being used.

A two-story frame building is to be erected at Stellarton, N.S., for store and office purposes. The building, which will be 66 by 22 ft., will rest on a concrete foundation and will have a flat roof. The roof will slope to the centre line of the building, rainwater being taken down through cast-iron pipes to sewer. The ground floor will contain two offices, each 10 by 16 ft., for the master mechanic and his clerks, and a store room 27 by 22 ft.; while the first floor will be used as rest room, etc., for the train men.

The 30-stall roundhouse at Truro, N.S., for which tenders were recently invited, will be of brick resting on masonry foundation. Walls and piers and the roof will be supported by a system of hard pine posts and beams. The building will be divided into five sections by four fire walls. The length of the building inside is 85 ft., and of the engine pits 60 ft. The turntable is 75 ft., and the distance from its centre to outside wall of the building is 172 ft. 5 9-16 in., and to the inside wall of building 86 ft. 8½ in. An annex, 115 by 54 ft., will contain boiler, coal and compressor rooms and machine shop, and another annex will contain fan and engine for the hot blast

heating system, which will be forced through underground conduits and pipes into the pits. A drop pit will be provided covering two pits. The floor of the building will be of concrete with cement top; the finishing floor will be laid after the building is completed, and sufficient time allowed for the filling to become thoroughly packed. The roof will be covered with pitch and gravel. Standard cast-iron smoke-stacks will be provided with adjustable hooks to suit engine stacks. The building will be piped for water, steam, and compressed air. Roundhouses of similar design are nearing completion at St. John, N.B., 18 stalls; St. Flavie, N.B., 12 stalls; Riviere du Loup, Que., 24 stalls; Chaudiere Junction, 18 stalls.

The passenger station to be constructed at Memramcook, N.B., will be of wood resting on a stone foundation. It will be 22 by 63 ft., and will contain office, 15 ft. 2 in. by 16 ft. 6 in. in the centre, in the rear of which will be lavatory accommodation. On one side will be a general waiting room, 20 ft. by 20 ft. 8 in.; and on the other ladies' waiting room, 13 ft. by 20 ft. 8 in.; and a baggage and express room, 12 ft. by 20 ft. 8 in. The existing station building will be used in connection with the enlargement of the freight house.

The new station at Drummondville, Que., for which tenders were recently asked, will be 116 by 24 ft. wide, and will be constructed of brick, resting on a continuous concrete masonry foundation wall. It will contain men's waiting room, 22 by 30 ft.; women's waiting room, 22 by 25 ft., in each of which is lavatory, adjoining room; station master's office, 14 by 26 ft.; baggage room, 22 by 30 ft.; and trackmaster's office, 14 by 22 ft. The internal finish will be in different kinds of wood, birch, maple, Douglas fir, and cypress.

At Montmagny, Que., a one-story brick extension, 30 by 25 ft. long, is to be constructed as a general waiting room. This will permit of a rearrangement of the present accommodation as follows: The present office and waiting room will be converted into a ladies' waiting room, with toilet room; and the present general waiting room will be converted into the agents' office and lavatory