

freight at its destination, the consignees are to give notice as to the placing of cars, and penalties for default are to be enforced at the rate of \$1 a day per car; the consignee is to unload within 48 hours, or in 72 hours in the case of coal, coke or lime in bulk, and boards, deals and scantlings, under a penalty of \$1 a day per car, provided if the railway company removes the car after it has been placed for unloading, or obstructs the unloading, the consignee shall not be liable for the delay so occasioned. In cases where a shipper has made application for cars on several days which are all filled on the same day, the shipper shall be allowed certain delays. In the computation of time, Sundays and holidays are not to be included; the penalties may be recovered in any court of competent jurisdiction; the shipper's rights to recover actual damage are not to be affected by the Act; the period during which the movement of freight is suspended on account of unavoidable accident or by the act of Providence, shall be added to the free time allowed by the section.

PASSENGER RATES, ETC.

W. F. Maclean has also secured the second reading of a bill providing for the addition of sleeping car companies and telegraph com-

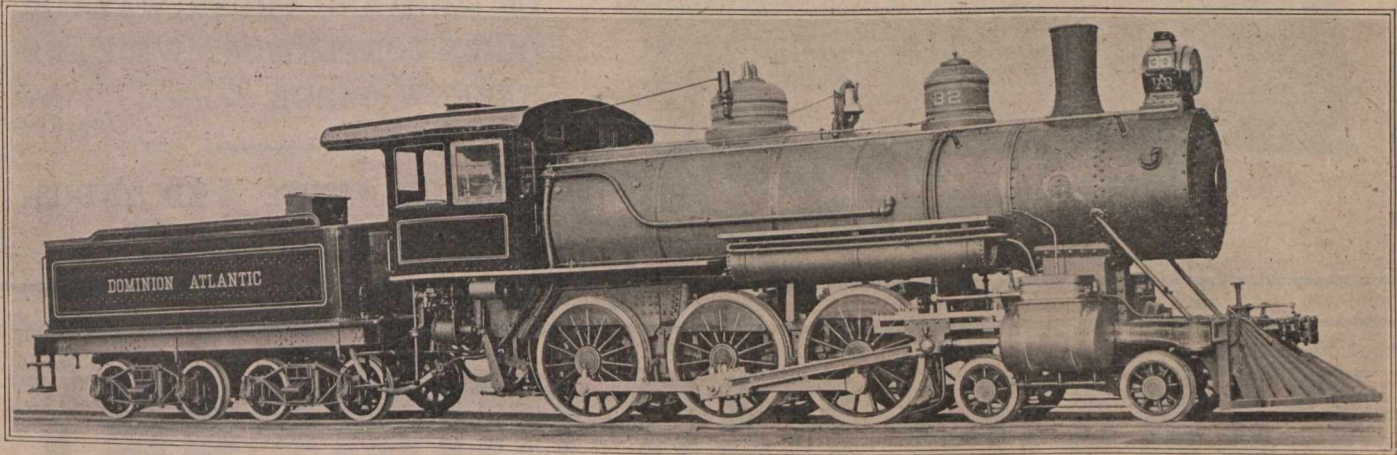
"Wherever damage is caused by a fire started by a railway locomotive," etc.

DAMAGES ON GOVERNMENT LINES.

Mr. Macdonald's bill, which proposes to amend sec. 29 and 61 of the Government Railways Act, has been read a first time. Sec. 29, at present in force, it is asked shall be repealed, and a new section substituted, providing that where animals are killed on the railway, the owner shall be entitled to recover damages except it is established in court that there was neglect on the part of the owner or agent, but the fact that the animal was not in charge of a competent person at the time of the accident shall not deprive the owner of his right to recover. The 61st sec. of the Act it is also proposed to repeal, and to substitute therefor another, providing that cleared land adjoining the railway shall be maintained free from dead and dry grass, weeds, thistles, and other unnecessary combustible material. The liability of the crown for damages to crops, lands, fences, plantations or buildings and their contents caused by a fire started by a railway locomotive working on the railway is to exist whether the officers or servants of the railway have been guilty of negligence or not, provided it is shown that modern and efficient

Dominion Atlantic Ry. Locomotives.

The Dominion Atlantic Ry. has received recently two 10-wheeled locomotives built by the Baldwin Locomotive Works, Philadelphia, Pa. These engines can exert a tractive force of 22,100 lbs., and they will be employed in freight service. The general arrangement of the design is shown in accompanying illustration. While no unusual features enter into the construction of these locomotives they are interesting as representing a type which, for many years, has been doing excellent work in both freight and passenger service. With driving-wheels 60 ins. in diameter they are capable of making good speed, and although their weight, including the tender, is approximately only 100 tons, they are suitable for a wide range of service. The cylinders are single expansion, equipped with balanced slide valves, which are actuated by link motion. The eccentric rods are straight, and the link blocks are connected to the rock shafts by transmission bars, which pass under the leading driving axle. The guides are of the two bar type, while the crossheads are of cast steel of the Laird design, fitted with brass shoes. The driving-wheel centres are also of cast



DOMINION ATLANTIC RY. TEN-WHEEL LOCOMOTIVE BUILT BY THE BALDWIN LOCOMOTIVE WORKS.

panies to those coming within the jurisdiction of the Board of Railway Commissioners; the addition of a sub-section to sec. 331, providing that the tolls of any standard passenger tariff shall not exceed 2c. a mile, and adding a new section (332a) to provide that "notwithstanding anything herein, or in any special act, the company may not (a) charge or receive a higher rate or toll per mile for the carriage of passengers in Canada than the maximum rate or toll per mile that it is permitted by law to charge for the carriage of passengers in any foreign country, state, or part thereof in which it operates a railway; (b) charge or receive a higher rate or toll per mile for passenger traffic beginning or ending in Canada, than it charges or receives for passenger traffic in Canada which originates in, or is destined for, a foreign country." It is also asked to amend sec. 358, which authorizes the Board of Railway Commissioners to order telephone companies to make connection with municipal telephone systems, by striking out the words "long distance" wherever they occur.

DAMAGES BY FIRE.

Mr. Kennedy seeks by a bill, which has been read a first time, to amend sec. 298, which provides the compensation to be paid by railway companies for damage by fire occasioned by sparks from locomotives, by striking out the words, "to crops, lands, fences, plantations or buildings and their contents," so that the section would read:

appliances have been used and that there has been no neglect; the total amount of the compensation to be recovered shall not exceed \$5,000, and the amount recovered is to be apportioned among the parties suffering loss as the court or judge determines.

The C.P.R. has made a special low rate from Fort William, Ont., to Liverpool, Eng., for damaged grain, and is making special efforts to get as much as possible out of the country before the frost breaks up. Large quantities of the frozen wheat are being exported to Europe for use as feed.

The Lieutenant-Governor at the opening of the British Columbia Legislature, Jan. 17, in referring to future legislation, said a proposal would be submitted for consideration for the exemption of certain railways from taxation for 10 years from completion. This measure would apply to railways already authorized to be constructed.

The appeal of the Quebec Improvement Co., Ltd., in its case against the Quebec Bridge and Railway Co., was dismissed, Jan. 24, by the Judicial Committee of the Privy Council. The litigation, which commenced in 1905, was to determine the question of right-of-way near the bridge approaches, and judgment was originally given in favor of the Improvement Co. This judgment was reversed by the Dominion Court of Appeal, which latter judgment is now upheld.

steel, and the engine frames are of the same material, with single front rails of wrought iron. The driving-boxes are of steeled cast iron. The engine truck is equipped with a swing bolster, and the wheels are steel tired with cast steel centres. The boiler is of the wagon top type, with three rings in the barrel, the middle ring being tapered. According to the specification, all holes in the boiler plates are drilled. The design is suitable for 200 lbs. pressure, while the safety valves are set at 180 lbs. The circumferential seams are double-riveted, and the horizontal seams are butt-jointed and sextuple-riveted. The front end is of the self-cleaning type, with a cast iron taper stack 16 ins. in diameter at the choke. Copper steam pipes are used in the smoke box. The tender is of the eight-wheeled type, with U shaped tank having a sloping floor in the fuel space. The frame is built of steel channels. The trucks are of the arch bar type, equipped with cast steel bolsters and steel-tired wheels having cast steel spoke centres. The threads on all the bolts used in these locomotives are made to the Whitworth standard. Following are the general dimensions:

Cylinder.....	19 ins. x 24 ins.
Valve.....	Balanced.
BOILER.—Type.....	Wagon top.
" Material.....	Steel.
" Diameter.....	.60 ins.
" Thickness of sheets.....	.9/16 in. and 5/8 in.
" Working pressure.....	180 lbs.
" Fuel.....	Coal.