

tral station as soon as permission is given & plans approved. Sir William Van Horne has written the City Clerk that he is not personally in favor of the terminal scheme, & that he cannot see his way clear to endorse it. He suggests, however, if convenient, that the committee should leave the matter over until Vice-President Shaughnessy's return from Europe, as such matters come more within Mr. Shaughnessy's department.

Quebec Bridge.—Tenders have been received from 1 Canadian & 3 U. S. firms for both cantilever & suspension bridges. It is said a committee of experts will be appointed to decide which shape the bridge shall take, & that then the contract will be awarded. (Feb., pg. 41.)

Rutland - Canadian.—Chief Engineer J. W. Burke advises us from South Hero, Vt., that work has been begun. The contractors are O'Brien & Sheehan, of New York City. The line from Burlington, Vt., to Rouse's Point, N. Y., will be about 50 miles in length. The Railroad Gazette says the bids ranged from \$499,000 up to \$1,100,000. The contract does not include the building of 800 ft. of steel bridging with three spans.

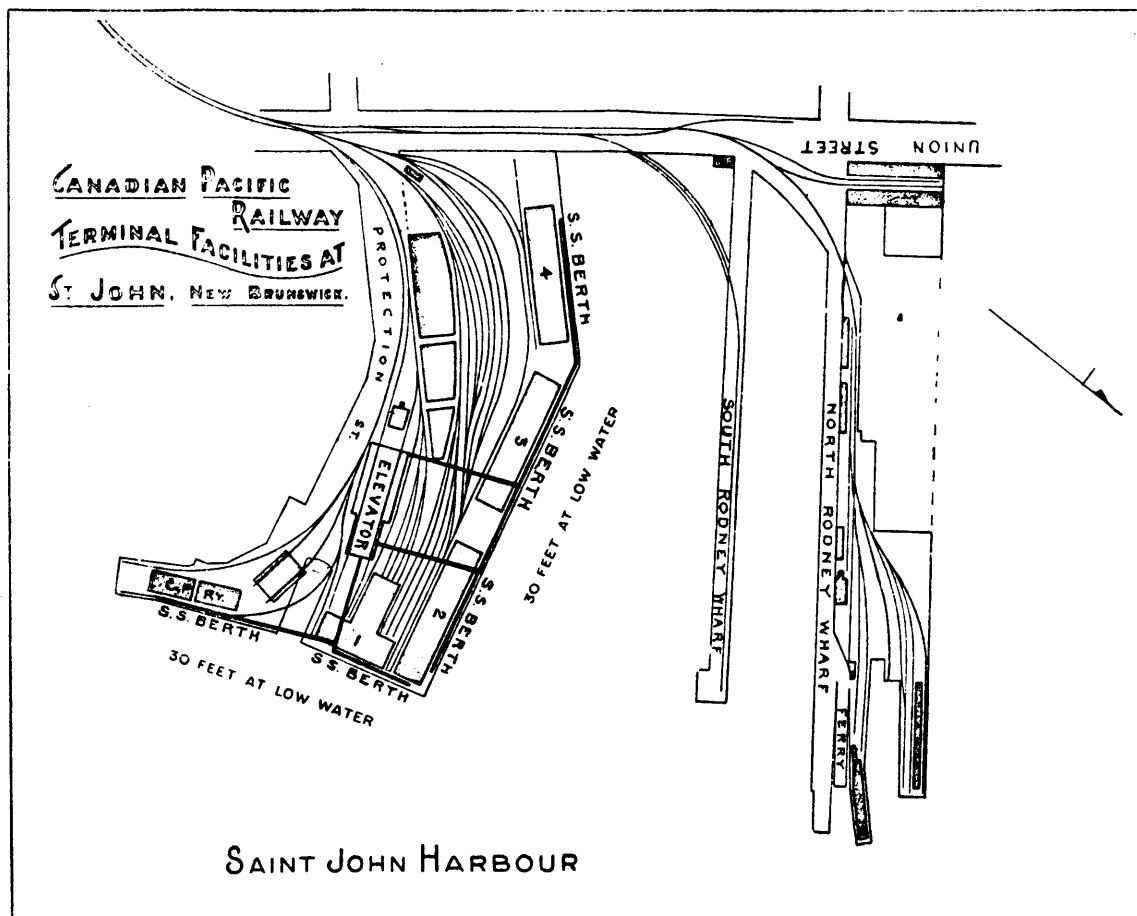
The Toronto, Hamilton & Buffalo is said to be taking options on property for the building of its proposed spur in the north-east part of Hamilton. (Feb., pg. 40.)

South Shore.—At a recent political meeting, A. A. Bruneau, M.P., said the Federal Government will next session grant a subsidy to this Co., & that the promoters are preparing to go ahead this spring with the work of connecting Sorel & Levis. The line now runs from St. Lambert, 6½ miles from Montreal, to Sorel, 45 miles. Mr. Bruneau also announced that it is proposed to erect 2 large grain elevators at Sorel.

Canadian Pacific Equipment.

Since Jan. 1 orders have been placed for building 10 heavy consolidation engines, 2 parlor cars, 4 first-class passenger coaches & 1 combination second-class coach & smoker at the Co.'s works in Montreal & for 500 30-ton box cars at the Co.'s Perth shops. An order has been placed outside for 120 stable cars for the transportation of Northwest cattle. The locomotives are for freight service & will in all probability be the same as the lot just completed, & which were equipped with cast steel driving wheel centres, compound cylinders & 4,000 imperial gallon tanks, with steel tender frame, the weight of locomotives in working order being 152,000 lbs.

The passenger cars will be finished on the outside with mahogany and will be equipped with wide end vestibules, standard steel anti-telescoping platforms, Westinghouse air brakes, air signals & steam heating, & while it is rather early to speak of the inside finish it is quite safe to say that it will be first-class in every respect.



SAINT JOHN HARBOUR

The stable cars will be wider and higher than the ordinary stock car, & will be equipped with feeding racks so that it will be unnecessary to unload the cattle en route for feeding purposes. They will be sheathed on the ends and on the sides half way down from the top, so as to protect the cattle from the weather. Both stable & box cars will be equipped with Westinghouse air brakes.

At the annual meeting April 5 the shareholders will be asked to authorize the purchase of rolling stock to the value of \$1,000,000 as the traffic may require it.

Grand Trunk Equipment.

An order has been given to build 12 locomotives in the Co.'s Montreal shops, 6 of them being 10-wheel passenger engines & 6 moguls for freight service. The driving wheels of the passenger engines are to be 72 ins., & the total weight of each will be 166,000 lbs., making the total weight of engine & tender 268,000 lbs. Forty-three in. wheels will be used under the tender, & the tank capacity will be 4,500 gallons; the weight of the tender alone being 55,000 lbs. The mogul locomotives will be constructed with all the modern improvements & the latest devices known to mechanical skill, & will be some of the most desirable engines placed on any railway. They will be used exclusively for freight service, & will be distributed over the different divisions of the system. The driving wheels of the moguls will be 62 ins. in diameter, the total weight of the engine & tender being 253,000 lbs. Some idea of the hauling capacity of these locomotives may be gathered from the fact that the weight of these locomotives that rest on the drivers alone is in the neighborhood of 130,000 lbs.

The Co. has made a great improvement in its rolling-stock, which enables it to very considerably increase the carrying capacity of

freight cars, by replacing the small journals with heavier ones, in cars of 30,000 lbs. capacity. The device has enabled the General Superintendent to issue a circular giving authority for these cars to be loaded hereafter up to 10% above their marked carrying capacity, whereas the former regulations permitted an addition of only 5%. This will enable the load of each car to be increased 3,000 lbs. The Co. has, however, very few cars that carry less than 40,000 lbs.

Intercolonial Railway Equipment.

The illustration on page 77 shows one of the compound consolidation locomotives recently built for this line by the Baldwin Locomotive Works. The general dimensions are as follows:

CYLINDERS.—Diameter, high pressure.....	15½ in.
" Diameter, low pressure.....	26 in.
" Stroke.....	28 in.
" Valve.....	Balanced piston
BOILER.—Diameter.....	66 in.
" Thickness of sheets.....	11-16 in.
" Working pressure.....	200 lbs.
" Fuel.....	Soft coal
FIRE-BOX.—Material.....	Steel
" Length.....	114½ in.
" Width.....	41½ in.
" Depth, front.....	65½ in.
" Depth, back.....	62½ in.
" Thickness of sheets, sides.....	¾ in.
" Thickness of sheets, back.....	¾ in.
" Thickness of sheets, crown.....	¾ in.
" Thickness of sheets, tube.....	¾ in.
TUBES.—Number.....	236
" Diameter.....	2½ in.
" Length.....	14 ft. 0 in.
HEATING SURFACE.—Fire-box.....	161.1 sq. ft.
" Tubes.....	1934.6 "
" Total.....	2,095.7 "
" Grate area.....	32.69 "
DRIVING WHEELS.—Diameter, outside.....	56 in.
" Diameter of centre.....	50 in.
" Journals.....	8 x 12 in.
ENGINE TRUCK WHEELS.—Diameter.....	33 in.
" Journals.....	5 x 9½ in.
WHEEL BASE.—Driving.....	15 ft. 3 in.
" Total engine.....	23 ft. 6 in.
" Total engine and tender.....	49 ft. 0 in.
WEIGHT.—On drivers.....	145,000 lbs.