

well as additional smaller cranes not decided on as yet.

THE SHOP OFFICES will be located in a three story and basement building 60 ft. square, near the end of the locomotive shop, and back from it. All the shop officials will be located in this one building, dispensing with minor shop offices. This building will differ slightly from the others, but will be similar in the main, of brick construction on concrete foundations.

THE STORES BUILDING will be of reinforced concrete throughout, 104 by 79 ft., flush with the midway, and with a 10 ft. platform extending around three sides, with ramps leading up from the ground level on the platform at two of the corners. It will also contain a basement. The platform on the midway side will be served by a 20 ton midway crane, facilitating the delivery of stores to and from the different units of the plant.

THE FORGE SHOP is a building 155 by 107 ft., of the typical construction, except that the flooring is to be cinder instead of dressed concrete, as is usual in forge shop practice. It will contain the usual complement of forges, hammers, etc. The steel work of the roof is designed to support the jib cranes.

THE POWER HOUSE will be 125 by 107 ft., divided by a fire wall into engine and boiler rooms, with a pump pit running along this fire wall in the engine room, and a basement extending under the whole area of the boiler room to accommodate the coal and ash handling apparatus, a construction closely approximating that at Transcona in most particulars. The power house will be close to the midway, and quite centrally located with regard to all the buildings of the plant, minimizing electrical transmission losses, and supplying dry steam for the hammers. The engine room will be served by a light travelling hand crane.

THE OIL HOUSE will be a reinforced concrete main floor and basement building at the rear end of the plant. The oil house itself will be 30 by 40 ft., standing on a platform 50 by 70 ft., which will form the roof of the basement. The usual oil house stores will be kept upstairs, with the oil tanks for the plant located in the basement.

THE FREIGHT CAR SHOP, 265 by 130 ft., will be the principal of the car department buildings. In common with the other purely car department buildings, it will be located back from the midway, with the buildings used in common with the locomotive department, such as forge shop and power house, centrally located between. It will be divided into three bays, two of which will be served by cranes. There will be six through repair tracks, with rip track accommodation at each end, where future extensions may be made.

THE PLANING MILL, 82 by 265 ft., will be conveniently located to the rear of the freight car shop. It will be but a short distance across from the power house, to which the mill shavings will be forced under a fan system.

THE DRY KILN, to the rear of the planing mill, will be 38 by 71 ft., of the usual construction.

THE LUMBER SHED, 40 by 225 ft., will be of wooden frame construction on concrete foundations. It will be noticed in connection with the four buildings of the car department that they are so arranged as to give a continuous forward movement of the lumber from the lumber shed, through the dry kiln and planing mill to the freight car shop. The latter is also to be used as a passenger

car shop. There will thus be no retrograde movements of the material in passing through the plant.

The whole layout of the Quebec shops, as well as the detail design of the individual buildings, have been prepared under the supervision of W. J. Press, Mechanical Engineer, N.T.R., to whom we are indebted for the data for this article.

Birthdays of Transportation Men in September.

Many happy returns of the day to:—

G. W. Alexander, Local Treasurer, G.T.R. Western Lines, Detroit, Mich., born at Lightcliff, Yorks., Eng., Sept. 10, 1859.

H. Bailey, Bridge and Building Master, Dominion Atlantic Ry., Yarmouth, N.S., born at Huntsville, Ont., Sept. 2, 1879.

W. B. Bamford, Division Freight Agent, Atlantic Division, C.P.R., St. John, N.B., born at Belleville, Ont., Sept. 10, 1863.

G. T. Bell, Passenger Traffic Manager, G.T.R. and G.T.P.R., Montreal, born there, Sept. 7, 1861.

W. H. Biggar, K.C., General Counsel, G.T.R. and G.T.P.R., Montreal, born at the Carrying Place, near Trenton, Ont., Sept. 19, 1852.

E. R. Bremner, ex-Division Freight Agent, G.T.R., Ottawa Division, Ottawa, born at Toronto, Sept. 9, 1875.

M. H. Brown, Division Freight Agent, Ontario Division, C.P.R., Toronto, born at Victoria Square, Ont., Sept. 2, 1866.

W. B. Bulling, ex-Assistant Freight Traffic Manager, C.P.R. Eastern Lines, Montreal, born there, Sept. 16, 1858.

C. F. Burns, Auditor of Disbursements, Intercolonial Ry., Moncton, N.B., born at Clements Port, N.S., Sept. 10, 1854.

A. D. Cartwright, Secretary, Board of Railway Commissioners, Ottawa, born at Kingston, Ont., Sept. 20, 1864.

A. W. Davis, Locomotive Foreman, G.T.R., Stratford, Ont., born at Sittingbourne, Kent, Eng., Sept. 5, 1854.

A. S. Dawson, M. Can. Soc. C.E., Chief Engineer, Department of Natural Resources, C.P.R., Calgary, Alta., born at Pictou, N.S., Sept. 6, 1871.

O. L. Dickeson, President, White Pass and Yukon Route, Vancouver, B.C., born at Ottumwa, Ia., Sept. 16, 1877.

M. B. Dube, General Foreman, Transcona Shops, G.T. Pacific Ry., Transcona, Man., born at Quebec, Que., Sept. 6, 1877.

W. E. Duperow, General Agent, Passenger Department, Grand Trunk Pacific Ry., Vancouver, B.C., born at Stratford, Ont., Sept. 4, 1872.

W. H. Estano, Traffic Auditor, Intercolonial Ry., Moncton, N.B., born at Halifax, N.S., Sept. 29, 1874.

C. B. Foster, Assistant Passenger Traffic Manager, Eastern Lines, C.P.R., Montreal, born at Kingston, N.B., Sept. 30, 1871.

J. P. Ferguson, representing Galena Signal Oil Co., Ottawa, Ont., born at Drummondville, Que., Sept. 12, 1856.

John Gray, General Agent, G.T.R., Toronto, born at River Beaudette, Que., Sept. 28, 1863.

D. W. Hatch, Travelling Agent, Atchison, Topeka and Sante Fe Ry., Montreal, born at Bedford, Que., Sept. 1, 1841.

W. R. Howard, Chief Dispatcher and Trainmaster, District 1, Atlantic Division, C.P.R., Brownville Jct., Me., born at St. Andrews, N.B., Sept. 14, 1871.

J. E. Hutcheson, General Manager, Montreal Tramways Co., Montreal, born

at Brockville, Ont., Sept. 15, 1858.

C. B. King, Manager, London St. Ry., London, Ont., born at Galena, Ind., Sept. 12, 1871.

E. L. Landorff, Resident Engineer, C. P.R., Brandon, Man., born at Copenhagen, Denmark, Sept. 9, 1888.

R. E. Larmour, Division Freight Agent, British Columbia Division, C.P.R., Vancouver, born at Brantford, Ont., Sept. 26, 1868.

H. D. Lumsden, M. Can. Soc. C.E., engineering department, C.P.R., Toronto, born at Belhaire, Scotland, Sept. 7, 1844.

F. J. Mahon, Superintendent Telegraphs, Eastern Division, C.P.R., Montreal, born there, Sept. 18, 1865.

R. E. Merkley, Trainmaster, District 3, Saskatchewan Division, C.P.R., Saskatoon, born at Ottawa, Sept. 3, 1882.

J. F. Mundie, City Freight Agent, C. P.R., Montreal, born at Prescott, Ont., Sept. 20, 1857.

M. B. Murphy, Superintendent, District 2, Central Division, Canadian Northern Ry., Winnipeg, born at Napa, Cal., Sept. 11, 1866.

B. S. Murray, Route Agent, Canadian Express Co., London, Ont., born at Glenwood, N.Y., Sept. 17, 1856.

J. Paul, District Freight Agent, Canadian Northern Ry., Winnipeg, born in Euphrasia tp., Grey Co., Ont., Sept. 13, 1858.

W. J. Pickrell, Master Mechanic, District 3, Ontario Division, C.P.R., Toronto, born at London, Ont., Sept. 15, 1880.

C. S. Richardson, District Freight Agent, C.P.R., Buffalo, N.Y., born at New York City, Sept. 26, 1870.

W. D. Robb, Superintendent of Motive Power, G.T.R., Montreal, born at Longueuil, Que., Sept. 21, 1857.

W. H. Rosevear, ex-General Car Accountant, G.T.R., Montreal, born at Wadebridge, Cornwall, Eng., Sept. 26, 1837.

F. W. Sterling, Travelling Freight Agent, C.P.R., Vancouver, B.C., born at Thornbury, Ont., Sept. 14, 1881.

E. W. Taylor, General Freight Agent, Reid Newfoundland Co., St. John's Nfld., born at Carbonear, Nfld., Sept. 8, 1870.

Sir William Whyte, Director, C.P.R., Winnipeg, born at Charleston, Scotland, Sept. 15, 1843.

H. A. Young, Traffic Manager, Canadian Lake Line, Toronto, born at Brooklyn, N.Y., Sept. 1, 1864.

The Dunsmuir Colliery Litigation.—It is understood that both Mackenzie, Mann & Co., Ltd., and James Dunsmuir will appeal against the decision given by the British Columbia Court of Appeals in the cross actions arising out of the sale by the latter of the colliery properties and effects of the Dunsmuir estate on Vancouver Island. The court found that Mackenzie, Mann & Co. were entitled to receive from the vendor all the seagoing vessels engaged in transporting the coal, except the ship Oregon; the stock fuel at the C.P.R. bunkers at Vancouver, B.C., and other collateral properties, and that the vendor is entitled to all the earnings of the properties up to the payment of the purchase money, and not up to the date of the option, as claimed by the purchasers.

In the operation of steam railways throughout the Dominion, during June, there were 24 fatal and 89 non fatal accidents. Of the fatalities, 7 were due to being run over by trains; 4 each to being crushed between cars, to falling from trains, and to being struck by falling material; 3 to being struck by trains, and one each to a derailment and to being crushed by an elevator.