

shipped from Quebec is here delivered by the C.A.R. to the G.N.R.

The summit between Riviere à Pierre and Hawkesbury occurs at St. Paulin, 120 miles from Quebec, the elevation being 555 ft. above sea level. From Riviere à Pierre to St. Tite, the maximum grades are 2% and maximum curvature 7°, but the proposed line from St. Catherine's on the Q. & L.S.J.R., to Garneau Jct. on the G.N.R., will cut out all these grades and curvature and substitute instead 6/10's grades compensated opposed to east bound traffic and 1% compensated opposed to west bound traffic with a maximum curvature of 4°. From St. Tite to Hawkesbury, with the exception of 1½ miles near Grand Mere where 1.25 grades are used, the maximum gradient is 1% and maximum curvature 6°. With very little expense and by making use of momentum speed, the heavy locomotives now in use on the G.N.R. will be able to haul 1,730 tons per train from Hawkesbury to Quebec, with the exception of the short distance at Grand Mere, where a pusher will have to be resorted to. The embankments are all substantially built, the excavations taken out wide, the drainage is in good condition and when the ballasting,

The Joliette station is built of stone and brick and would be considered a first-class station on any road. When the improvements, now under way, or contemplated, are done, the G.N.R. from Quebec to Montreal will be slightly longer than the C.P.R., but it will have the advantage of being the shortest line between Quebec and Ottawa by several miles.

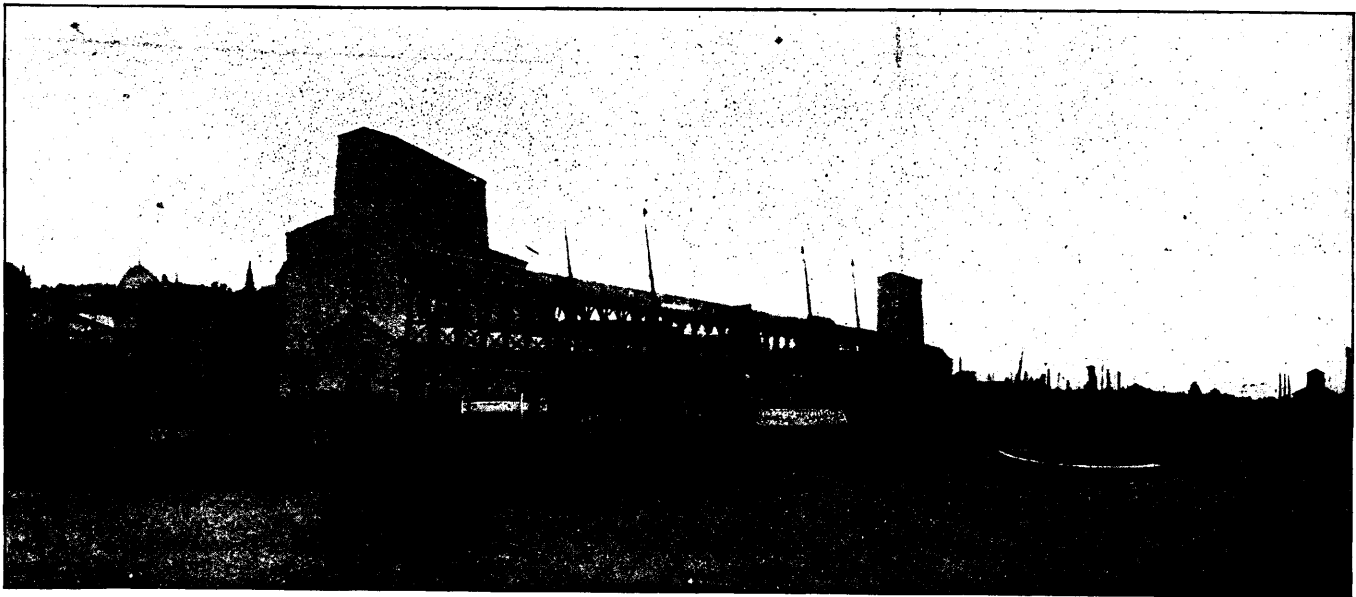
The G.N.R. is in its infancy as yet, but it is gradually spreading in a quiet, unobtrusive way, and will at no distant day form one of the important railway systems of Canada. It has an elevator and up-to-date car shops at Quebec. From its elevator are loaded and despatched weekly steamers of the Leyland line, which has not been backward in recognizing the importance of the port of Quebec, which is fed by the Quebec and Lake St. John, Great Northern, Canadian Pacific, Grand Trunk, Intercolonial and Quebec Central railways. It will be but a very short time before several lines of steamers will doubtless follow the example set by the Leyland line in taking advantage of the natural port of the St. Lawrence, which, in addition to its unrivalled water facilities, also enjoys a much longer season than other ports of the

clutches are provided to enable the machinery to start or stop while the shafting is in motion. The vessels now load on the outer portion of the Louise basin, but it is intended very shortly to build another conveyer from the eastern end of the elevator to enable the Co. to load two vessels at the same time.

We are indebted to Chief Engineer Doucet for the facts above mentioned.

The illustration of the Co.'s Quebec elevator below shows the S.S. Indian, 11,500 tons, of the Leyland line, at the wharf on May 31, loaded with what is said to have been the largest cargo of grain and general merchandise ever taken by the St. Lawrence route. It comprised 217,304 bush. wheat, 44,299 bush. oats, 2,495 bales wood pulp, 922 cases match splints, 80 cases leather, 42 cases boots and shoes, 8,542 bundles, 205 bags and 8,784 pieces chair stock, 18,463 sacks flour, 255 bags oatmeal, 420 tcs. oleo oil, 7,000 pails lard, 25 boxes meat, 50¼ standard birch planks and 615 standard deals.

The Kootenay Central Ry. Co.'s annual meeting will be held at Fort Steele, B. C., Sep. 2.



GREAT NORTHERN ELEVATOR AT QUEBEC.

now being attended to, is finished, the G.N.R. will have one of the best ballasted roads in Canada. The bridges are all built of steel to Government specifications on masonry. Where ravines are crossed, which cannot be filled in, steel trestles of 30 and 60 ft. spans are used. The culverts are built of cedar, but it is intended to replace these with stone or cement arches as repairs are needed. The fencing is mostly with cedar posts. The ties are of black spruce, cedar or tamarac, and the older portion of the road is being entirely re-tied this year. The rails from Riviere à Pierre to St. Boniface are 56 lbs. except at Grand Mere where six miles have been relaid with 70 lbs. From St. Boniface to Montcalm the rails are 70 lbs., from Montcalm to St. Jerome 56 lbs., and from St. Jerome to Hawkesbury 70 lbs. The 70-lb. section is of English make and very similar to the section known as the Canadian Society of Civil Engineers' section, but with a wider base and with angle bars having a substantial bearing on the ties. The telegraph line is operated by the G.N.W.T. Co., which has two wires strung. The sidings are generally 1,600 ft. in length and equal in character to the main line. The stations are substantially built of wood and combine elegance with comfort.

St. Lawrence. The elevator has a capacity of 1,000,000 bush., is thoroughly equipped with all the modern conveniences for handling export grain, and is provided with a marine leg to enable vessels and barges to have their grain unloaded and stored in the elevator. The elevator is of wood covered with corrugated iron; the engine house is of brick. The foundations of both elevator and engine house are of stone built on pile foundations. The elevator contains two tracks capable of holding eight cars which can be unloaded in 12 minutes, and the unloading capacity is 12,000 bush. an hour, but this amount has been exceeded on trial, as 13,000 bush. an hour have already been loaded. The power is derived from a battery of four boilers and one horizontal Corliss engine of 500 h.p. The elevator is supplied with a fire pump of 750 gallons a minute and is equipped throughout with electric light and electric bells. The Quebec Harbour Commissioners have erected a freight shed in connection with the elevator, 500 ft. in length, over which is built a conveyer so that the loading spouts can be moved from one hatch of the vessel to the other, thus enabling vessels to take in their cargo without changing their moorings. All power is transmitted by means of rope drives, and friction

The Master Car and Locomotive Painters' Association of the U.S. and Canada will hold its annual convention at Buffalo, N.Y., Sept. 10 to 14.

New Brunswick Ry.—At the annual meeting at St. John, N.B., Aug 1, the following directors were elected:—Lord Strathcona, R. Meighen, J. Turnbull, J. Hardisty, Montreal; J. S. Kennedy, S. Thorne, J. K. Tod, D. W. James, New York; E. R. Burpee, Bangor; H. H. McLean, J. McMillan, St. John.

Canadian Transfer Co.—G. W. Verral, who has been Superintendent of this Co. for Toronto and Hamilton, with office at Toronto, since he sold out the Verral Transfer Co.'s business in Toronto and Hamilton to the C. T. Co. about a year ago, has resigned, and will in future devote himself to his other interests comprising the Dominion Livery Co., on York St., Toronto, the Verral Storage Co., on Bay St., Toronto, and the Canadian agency for Dunville's Irish Whiskey. He has been succeeded as Superintendent of the C. T. Co. at Toronto and Western agencies by J. Thomson, recently chief clerk of the C. P. R.'s general baggage department at Montreal, and formerly baggage master at Toronto Union Station.