

The Lake Temiscamingue Colonization Ry., now owned and operated by the C.P.R., which extends from Mattawa to Temiskaming with a branch to Kipawa, 47 miles in all, was constructed by a company incorporated by Dominion letters patent issued under the authority of the act of 1886 voting subsidies in aid of railways. In 1891 power was given the Co. to extend its line to the head of Lake Temiskaming, the time for the completion of the work being limited to five years. No construction has been done under this act, but it is reported that the Dominion Government has promised that Parliament will be asked next session to vote a subsidy for the extension of the line from Temiskaming or Kipawa to the head of the lake.

Sault Ste. Marie Branch.—The Railway Committee of the Privy Council has ordered the C.P.R. to construct a highway crossing over its tracks between mile-posts 45 and 46, near Bruce station.

Sault Ste. Marie Union Station.—In reference to the press reports that arrangements had been completed between the C.P.R. and the Algoma Central and Hudson Bay Ry. for the erection of a union station at Sault Ste. Marie, a C.P.R. official, who should be in a position to know, advises that no such arrangement is known of by him.

Fort William Elevators.—The Macdonald Engineering Co., of Chicago, Ill., has under construction a steel annex to elevator B, having a capacity of 2,000,000 bush. One-half of this capacity is to be completed by Jan. 1, 1903, and the remainder as soon thereafter as possible. There is also under construction a steel annex to elevator D, of a capacity of 1,750,000 bush. to be completed by Jan. 1, 1903.

Fort William Power and Lighting Plant.—A press report states that it is contemplated to install a complete electrical plant for power and lighting purposes. The Co. at present obtains its light from the municipal plant, which has reached the limits of its supply.

Dinorwic to Lake Minnetakie.—We were recently advised that nothing had been decided on as to the construction of this branch, and that no decision would be reached until the reports of a further examination of the country tributary to Lake Minnetakie, then being made, had been considered. (June, pg. 201.)

Hotel at Rat Portage.—Sir Thos. Shaughnessy, on the occasion of his recent visit, was shown a number of sites suitable for the erection of a large tourists' hotel, and promised that the Co. would take into consideration the desirability of erecting an hotel in Rat Portage. (June, pg. 201.)

Winnipeg Bridge.—The new bridge over the Red River has been completed, and was ready for traffic early in July. (June, pg. 202.)

Winnipeg Station.—In connection with the proposed new station the Co. has purchased the north-west corner of Main st. and Point Douglas avenue. Press reports state that the station will not be built this year, as the tenants of certain properties acquired by the C.P.R. have been notified that they will not be required to move this summer. (June, pg. 201.)

Winnipeg Shops and Yards.—During his recent visit to Winnipeg Sir Thos. Shaughnessy went over the shops, which had previously been reported on by E. A. Williams, Superintendent of Rolling Stock. The round house, shops, engine houses and yards, as well as the yards, are inadequate to meet the present requirements or to provide for future extensions. Mr. Williams reported that the shops would have to be greatly changed, and the whole system of the yard altered. The President saw what was required, and recently Chief Engineer McHenry went over the

yards and shops with a view of preparing plans for their rearrangement and enlargement.

Bridges at St. James and Headingly.—Tenders are under consideration for the masonry abutments for bridges at St. James and Headingly, near Winnipeg, the work to be completed this year.

Osborne to Morden.—Some grading will probably be done this year on the proposed cut-off between Osborne and Morden on the Pembina Mountain branch. (June, pg. 202.)

Carman to Boissevain.—There is no prospect of any construction this year on the line proposed between these points. (June, pg. 202.)

Glenboro-Lauder Extension.—Some grading is expected to be done from Lauder eastward this year. (June, pg. 202.)

Manitoba and Northwestern Ry.—Authority was given by the shareholders, at a meeting held in Montreal, July 2, to extend the line from Yorkton, Assa., to Prince Albert, Sask., to issue bonds and to execute the necessary trust deed in connection therewith.

Work has been in progress for some weeks on the extension of the line, a contract having been let to J. D. McArthur for the grading of 33 miles. The Co. will do its own tracklaying and will build the bridges, buildings, etc. (June, pg. 202.)

McGregor Branch.—We were advised July 17 that track would be laid on the 10 miles graded last year from Wellwood to Brookdale, and that there was no likelihood of any further extension being made this year. (June, pg. 202.)

Brandon Improvements.—On the occasion of his recent inspection of the line the President informed a Brandon deputation that the Co. had decided to build an overhead bridge between Eighth and Ninth streets, at a cost of \$25,000, and it was also in contemplation to rearrange the yards so as to give increased accommodation and better facilities.

Hartney Station.—The station buildings recently destroyed by fire are being reconstructed.

Phasant Hills Branch.—Owing to the necessity of giving accommodation to a well settled district north-east of Moosomin, it was deemed advisable to change the location of the projected branch from Moosomin, mileage 1,643 from Montreal, to Kirkella, a point 16 miles east. It is expected to complete about 100 miles this year, carrying the line to Neudorf. Foley Bros. and Larson, of which firm J. W. Stewart is a member, are the contractors for the grading. (June, pg. 202.)

Portal Section.—Press reports state that two new stations are to be built this year on the Portal section, one between Milestone and Yellow Grass, and the other between Yellow Grass and Weyburn.

Perth Shops.—The blacksmith and machine shops, oil house and main offices, together with a large quantity of machinery and some box cars, under construction, were destroyed by fire July 5. The burned buildings will be rebuilt immediately.

Crow's Nest Pass Ry.—On June 11 we were advised that the tunnel at the Loop had been completed, and on June 29, that the roof had been lined with sheet steel, and all the timbering had been fireproofed. The structure thus being rendered immune from fire, traffic was turned through it on June 26. As previously stated, the tunnel is through a very loose gravel, which ran like grain in a bin. The lack of cohesiveness in the material caused a side pressure at the west portal, where the tunnel enters the ground skew to the hill face. During last winter a large amount of excavation was done to remove this pressure, and this was accomplished with suc-

cess. The material was taken out by means of a large scraper suspended from a standing wire cable running up and down the hill slope. The scraper was propelled by a steam hoist with fore and back lines. It filled on the down trip and discharged through a chute into the bottom of the canyon. A large earth buttress has thus been formed against the hill face. The tunnel is lined with sets of 12"x12" mountain fir set only 3 ins. apart, and owing to the looseness of the gravel it was necessary to drive close lagging around the entire interior. Over 1,000,000 ft. of timber were used in the tunnel, which is 900 ft. in length and on a 10 degree curve. The track consists of 80 lbs. steel rails laid on ribbed tiebeams with a patent rail joint. The tunnel, which cost about \$100,000, does away with three high trestles, one of which was on a 25' curve, turning through a full half circle, and a gumbo cut that cost thousands to keep free from slides. Work on the tunnel was commenced in March, 1901, by Olaf Olson, who built the Bulldog tunnel just previously, and who has a wide reputation for tunnel work. C. R. Coutlee was the engineer in charge. (Jan., pg. 7.)

Midway to Spence's Bridge.—We are officially advised that there is no foundation for the press reports stating that it is the intention to shortly begin construction of a line between these points. During his recent trip of inspection Sir Thos. Shaughnessy said that the matter of the extension from Spence's Bridge to the Similkameen had not been considered in a final way. (June, pg. 203.)

Field-Ottertall Deviation.—Grading on the 7 mile deviation between these points is reported to be completed, and tracklaying to be in progress. (June, pg. 203.)

Improvements at Nelson.—We were recently advised that while a large number of improvements were in contemplation nothing had been decided on except the removal of the repair shops from Trail, and the installation at Nelson of the repair shops for the Kootenay section. (June, pg. 203.)

Kootenay and Arrowhead Ry.—We were advised July 17 that tracklaying had been completed on this line, from Lardo, on Kootenay Lake, to Trout Lake, about 38 miles, and it was expected that the line would be handed over to the operating department by the end of the month. (June, pg. 203.)

Emerald Lake and Yoho Valley.—In connection with the hotel at Field, and the chalet at Emerald lake, the Co. has constructed a wagon road between the two points, and has completed a number of trails and shelters thereon, commenced last year. About five miles of road across the river at Field has been constructed along the north shore of the Kicking Horse valley to the mouth of Yoho valley, giving a magnificent view of Mount Stephen and other peaks.

The Vancouver and Lulu Island Ry., from Vancouver to Steveston, about 15 miles, has been completed and a train service was put in operation July 7. The last nine miles is reported to have been graded and the track laid in 22 days by 30 men. The ballasting on this section of the line is now being done. Station buildings have been erected at Inglewood and Eburne, and stations are to be erected at Magee road, and at three or four other points. Ferry connection is to be provided at Steveston with Ladner, and a steamer will, it is reported, be placed on a route from Steveston to Chilliwack. S. Wood is acting as Manager of the railway. (Jan. pg. 7.)

Minneapolis, St. Paul and Sault Ste Marie Ry.—A contract is reported to have been let for the construction of an extension from Braddock, N.D., to Bismarck, about 40 miles. The main portion of the work consists of repairing an old grade made 13 years ago. The maximum grade is .8 of 1%, and the maximum curvature .3°. (June, pg. 203.)