

The double tracking of the line between Montreal & Toronto will soon be undertaken. Surveys will speedily be made, with the view of entering upon this work, rendered necessary by an increase of traffic—an increase which is now found difficult to handle, & which could not, in the future, be handled successfully with the single track. The work will be a costly one, but as Sir Wm. Van Horne recently pointed out, it is one of the most urgent things at present before the executive. Mr. Shaughnessy says there is, of course, the preliminary work of surveying to be done before the work itself can be started, but indicates that there will be little delay in proceeding.

At Toronto Junction an addition of 60 x 130 ft. will be made to the car shops, costing about \$6,000. Some \$13,000 will be spent in increasing the facilities of the Toronto yards.

At Owen Sound there will be a general improvement of terminal facilities, including the erection of a large brick engine-house, & track extensions, costing about \$21,000.

The bridge over the Grand River at Galt, which now consists of 5 iron spans of 150 ft. each on stone piers, with timber approaches, will be replaced at a cost of about \$70,000. The piers will be raised about 10 ft., to carry 5 steel spans of 150 ft. each. Two iron spans of about 90 ft. will be added at the west end, & 1 at the east end to take the place of the wooden approaches, & the track will be raised so as to improve the grade from the bridge for about 2 miles west, & also west from the station.

The wooden stations at Galt & Woodstock are to be replaced by brick structures, costing about \$13,000 each, & comprising general waiting room, ladies' waiting & retiring room, agent's office & baggage room. The present Woodstock station will be moved eastward a little, & converted into a freight shed. The Woodstock yard will be altered to provide greater convenience for passenger trains & additional room for freight business.

The C.P.R. short line to Ottawa will be ready for operation by July. This will be the shortest line between Montreal & the capital, & it will, from the start, be the fastest. The question whether the C.P.R. will use the Ottawa Union station, or put up a structure of its own, is, according to Mr. Shaughnessy, under the consideration of the executive. The Co. will continue its transcontinental service, by the old line via Calumet, the new line, splendidly equipped, being used chiefly for fast passenger service between the commercial & political capitals. The C.P.R. looks forward to seeing this new line one of the best paying in the system. Its construction has been rapid, but solidity has not been sacrificed to speed; the rolling stock which is to be placed on it will be among the finest used on the system.

WESTERN DIVISION.

About 100 miles of 73 lbs. steel rails will be laid on the main line between Fort William & Winnipeg, & a large amount of ballasting will be done. The wooden truss bridge over the Kaministiquia River is to be replaced by solid stone arches. A small dock is being built at Wabigoon to facilitate the transshipment of mining supplies, &c. A neat frame station has been built at Morden to replace the one burned last year. Six elevators standing in a row by the tracks at Morden handle nearly a million bushels of grain every season. A number of other stations are to be built on the division, the principal one being at Moose Jaw, which has become an important station point, owing to the traffic to & from the "Soo" connection at Portal. There will also be a new dining-hall, & offices for the Superintendent & dispatchers. At Carberry a station 29x65 ft. will be built on stone foundations. Smaller stations will be built at Sinaluta, Altona, Winkler, La Riviere, Rathwell, Elva, Pipestone, Reston, Pierson, Maple

Creek & Dinorwic. The Co. has acquired the Caldwell Block, opposite the Post Office, in Winnipeg, for its city ticket and telegraph offices. The building will be remodelled & a four-storey extension will be built at the rear. The railway offices will be on the ground floor. It is expected the building will be ready for occupation in July.

The C.P.R. shops at Winnipeg have never been so busy as at present, & overtime is being put in by hundreds of employees to a greater extent than in any previous season. Owing to the great increase in traffic, all the repairs necessary for the division cannot be done at the Winnipeg shops, & it has been decided to establish another divisional point near the Rockies. A proposition has been made to the town of Calgary, & if it is accepted the Co. will build there.

On the Crow's Nest Pass branch the rails have been laid to Bull's Head Prairie, which is within 80 miles of the Columbia River. Trains are running regularly from Macleod to the end of the track. The work between Lethbridge and Macleod is being pushed, & it is expected the link will soon be completed so that trains can run through from Dunmore via Lethbridge to the end of the track.

PACIFIC DIVISION.

A large amount of work will be done, particularly in replacing wooden structures with permanent fills & steel bridges. At Mountain Creek the trestle is being filled by hydraulic.

The Co. is proceeding with the construction of a station building at Vancouver. It will be a splendid structure, of Calgary sandstone & brick, 190 ft. long, 60 wide & 126 high, with 6 storeys on the front. It will cost in the vicinity of \$200,000. The Co. will make extensions to its mountain hotels at Revelstoke, Field, North Bend & Glacier, at all of which the traffic has outgrown the accommodation. It is said brick offices will be erected in Nelson, & a sawmill, with a capacity of 100,000 ft. a day, is to be built by the Co. at Elk River.

Collingwood Schreiber, Deputy Minister of Railways, states in his recently issued annual report that he made a trip over the C.P.R. from Ottawa to Vancouver, & examined the work done & in course of erection under the arbitrator's award. On the division between Savona's Ferry & Emory's Bar the work was almost finished, giving permanency to the character of the road, the alignment having been greatly improved. The total award to the C.P.R. was \$579,255.20. Previous to the award in July, 1891, \$202,675.20 worth of work had been done. The work done from Feb., 1891, to Feb., 1892, amounted to \$11,966.79. In 1892-3-4-5-6-7, the work proceeded steadily, so that there is now only a balance of \$6,809.50.

The Deputy Minister remarks on the undertakings of the Co. for the substantial improvement of the railway in the directions of steel bridge construction, the formation of solid embankments & the adaptation of the most recent appliances to rolling stock, in order to ensure safety & comfort to passengers & employees, & states it has equipped with self-couplers 7,589 freight cars, & has fitted 5,056 freight cars with automatic brakes.

THE QUEBEC CENTRAL is about to extend its shops at Newington, near Sherbrooke, which will require an expenditure of not less than \$70,000.

THE TILSONBURG, LAKE ERIE & PACIFIC is constructing a connection at Tilsonburg, Ont., with the M.C.R. & will build a \$20,000 steel bridge across Otter Creek.

TORONTO, HAMILTON & BUFFALO.—A plan to increase the yard-room at James St. Station, Hamilton, is under consideration, the 2 tracks not affording sufficient room.

Railway Building in 1897.

Following is a record of construction during last year:

Asbestos & Danville.—From Danville, Que., to Asbestos.....	4.75
Atlantic & Lake Superior.—From Caplin to Paspebiac.....	20
Canada Atlantic.—From Lacolle Jct. to Vermont State line.....	5.5
Canadian Pacific.—Columbia & Kootenay extension from Slocan Jct. to Slocan Lake, 32 miles; Crow's Nest Pass extension from Lethbridge west to ward Nelson, 65 miles; Montreal & Ottawa extension from Alfred toward Ottawa, 42 miles; total.....	139
Coast Railway of Nova Scotia.—From Belleville to East Pubnico.....	17.2
Columbia & Western.—From Trail to West Robson.....	21.5
Drummond County.—From Moose Park to Chaudiere.....	42
East Richelieu Valley.—From Iberville to Henryville.....	12
Irondale, Bancroft & Ottawa.—Extension to Bancroft.....	5
Lake Manitoba Railway & Canal Co.—Extension to Winnipegosis.....	23
L'Epiphaïne & L'Assomption.—Extension from L'Assomption.....	4
Montford Colonization.—From Brunet to Arundel.....	12
Ottawa & New York.—From Ottawa to Cornwall.....	52
Phillipsburg Railroad & Quarry.—From main line to wharf on Missisquoi Bay	.7
United Counties.—From Iberville to Island Thomas.....	22

Total.....380.65

The total mileage of new roads built in the whole of the United States during the same period was only 2,108.82 miles.

Work on the Grand Trunk.

In addition to equipping its system with extra 60,000 lbs. freight cars the G.T.R. is making arrangements to have the roadbed, locomotives, &c., between Toronto & Portland put in condition to haul 35 cars to a train-load from the former to the latter city without having to cut the train. To do this means that all the bridges between Vaudreuil & Portland are being materially strengthened, & some of the heavy grades east of Montreal will be overcome by building a track round them, which will perhaps increase the mileage to some extent, but the amount of time saved by running over flat country will equalize the loss, if any. This departure will enable the Co. to rush through its trains much quicker than formerly, when the trains had to be cut & reduced in load at several terminals in order to overcome the grades.

Arrangements have been made to commence extensive improvements on the Southern Division, which is now being jointly used by the G. T. & Wabash. Traffic will now be much heavier than formerly, in view of the change, & it will be necessary to lay standard 80 lbs. steel rails to replace 56 to 66 lbs. ones now down, & put in additional sidings.

The masonry work on the Victoria Jubilee Bridge at Montreal has been completed, & the work of erecting the superstructure will now go on from both ends.

General Manager Hays informs us that it is the Co.'s intention, as soon as the necessary legislation can be obtained, to somewhat improve the International Bridge connecting Fort Erie, Ont., with Buffalo, N.Y., so as to better facilitate the Co.'s business over it. The plans, however, have not yet progressed far.