

St. John, N.B., Terminals.—T. Tait, Manager of Transportation, recently stated that the extensive alterations and additions to the terminal facilities at St. John were nearly completed. One section of the new freight shed has been in use since the middle of Jan., and the other was expected to be ready by the end of Jan. The new roundhouse has been completed and is in use. The improvements in connection with the elevator will enable five vessels to be loaded simultaneously. (Dec., 1901, pg. 360.)

Bridge at Greenville, Jct., Me.—It is reported that the wooden bridge carrying the C.P.R. tracks over the Bangor and Aroostook Ry. at Greenville Jct., Me., is to be replaced by a permanent bridge, and that a contract for the substructure has been let to J. Grady, Bangor, Me., the seven piers to be completed so as to allow the substructure to be placed in position in May or June. We are informed that the substructure will be placed on five piers and two abutments, and that the whole bridge is to be completed by June 1. It will consist of one through steel truss 128 ft. 3½ inches; one deck plate girder 44 ft., one half deck plate girder 69 ft. 2½ in.; and three deck plate girders 65 ft. 8 in., resting on five granite piers and two abutments.

Montreal Shops.—Referring to the proposition to spend \$1,500,000 on additional locomotive and car shops and plants, Sir Thos. Shaughnessy recently stated in an interview that the present locomotive works on Delorimer ave., Montreal; the freight car shops at Perth, and the passenger car shops at Hochelaga could not be carried on so economically as if they were consolidated. In order to do this a lot of land was required, and the Co. fixed on a piece of ground some 300 or 350 acres in extent, which would have been utilized for the various workshops, but some of the owners were demanding such exorbitant prices that it was impossible to come to terms with them. If a site could not be obtained in Montreal the Co. would have to go elsewhere.

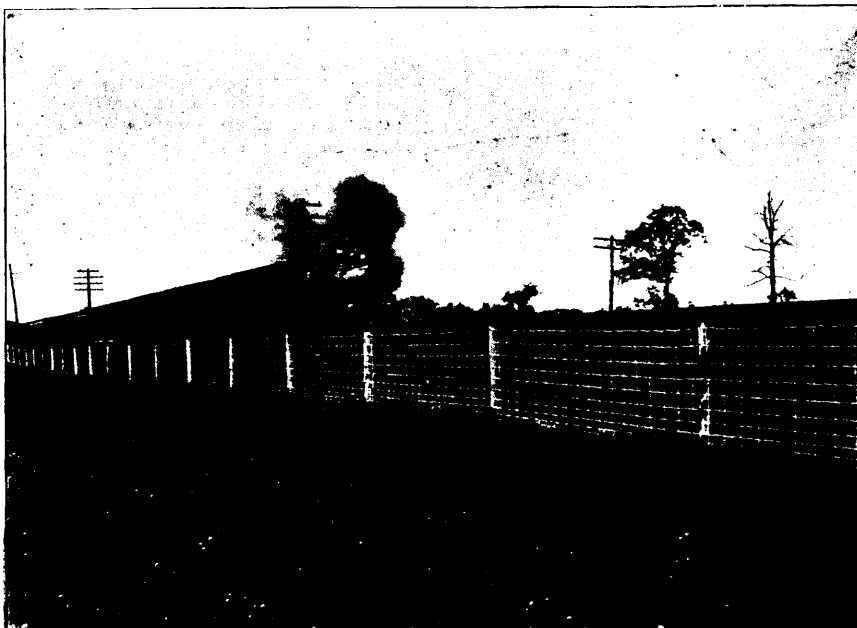
Montreal was, for many reasons, the best center for the purpose of building locomotives and other rolling stock, but if the land could not be obtained for the additional works in Montreal, the Co. would have to remove its existing works from Montreal and Hochelaga and consolidate them elsewhere. Reports from Montreal state that as much as \$20,000 an acre is being asked for land which the Co. desired to purchase. The assessed value of the property ranges from \$200 to \$700 an acre, which is equal to about 5/6 of an acre. The General Superintendent of the Western Division states that it is not contemplated to remove the Winnipeg shops in the event of a concentration at Montreal or elsewhere. Representations have been made to the Co. in favor of having the shops located either at Ottawa, St. John, N.B., or Toronto, in the event of the Montreal negotiations falling through.

Montreal Cattle Yards, Etc.—It is said that the Co. will build large cattle yards in the east end of Montreal, and that an up-to-date abattoir will be constructed there.

Piles Jct. to Grand Mere.—Notice has been given of application to the Dominion Parliament next session for an act authorizing the Co. to construct a line from Piles Jct., on its north shore branch, to Shawenegan Falls, thence to Grand Mere, about 24 miles.

Montreal-Toronto Track.—On the Smith's Falls section east of Smith's Falls, 45 miles were laid with 80-lb. rails last year. It is proposed to completely improve the Montreal line between Montreal and Smith's Falls this year. (Jan., pg. 6.)

Fort William Terminals.—The General Superintendent of the Western division states that there is no truth in the report that the Co.'s elevator capacity at Fort William is to be doubled this year, but that it is the intention to build a drying and cleaning elevator similar to the one at Port Arthur. Its capacity will be about 500,000 bush., and it will cost about \$100,000.



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