

between Guy & Aqueduct streets, that is to say, a retaining wall on each side of the right of way, sustaining the filling on which the tracks would be laid. The streets would pass under the tracks by a series of arches, which would not be all similar in design. It is expected that all masonry would have to be placed on a cement foundation on account of the unstable nature of much of the ground. An iron pipe railing would run on each side of the right of way, on the masonry coping, adding to the appearance of the work.

Canadian Pacific Betterments, Etc.

Ottawa Short Line.—The Co. is purchasing right of way for a line of 6 miles, which it is proposed to build to facilitate the handling of freight between the Co.'s Sussex St. Station, Ottawa, & the Union Station there. The new line will leave the Prescott line some distance east of the white bridge over the Rideau River, running away from the river till it reaches the Co.'s Montreal & Ottawa short line near the junction of that road with the Ottawa & New York Ry. The remainder of the distance will be covered as at present & will shorten the freight route about 8 miles as against the present haul by way of the Chaudiere Jct. No bridges will be required. It is not certain that the line will be built this year.

Montreal to Toronto Double Track.—The grading is completed between Montreal & St. Anne's. The second track is being laid with 100 lbs. rails & will very soon be completed. The 72 lbs. rails on the old track are being replaced by 100 lbs. rails. It is expected the work of double tracking will be pushed on from St. Anne's westward next season.

Considerable work is being done just east of Sharbot Lake, on some 6 miles of the line, by reducing curvature & by reducing gradients from a maximum of 1% to .8%.

Fort William.—The yard sidings are being extended for about 4 miles. The new round-house is well under way, the work being done by the Co. Altogether about 300 men are employed on the local improvements. (May, pg. 139.)

Rat Portage.—The station is expected to be completed by the end of Oct., except the inside finishings, & the round-house should be completed a month later. (Aug., pg. 233.)

Winnipeg Station & Hotel.—The plans are still under consideration, & will probably be changed considerably before being finally adopted. The building will probably be 6 stories high, & will certainly be a magnificent one. It is probable work will be commenced this fall. (Aug., pg. 233.)

Winnipeg to Brandon.—Crossing sidings 2,000 ft. long are being put in at a number of stations between Winnipeg & Brandon not already served in this respect, to facilitate the shipment of grain.

Branch from McGregor.—In our last issue we gave, on pg. 236, under the head of "Great Northwest Central Ry.," particulars of a line which is being built from McGregor, on the main line of the C.P.R., 22 miles west of Portage la Prairie, to a point near Forrest or Varcoe on the G.N.W.C. We are informed that this line is being built by the C.P.R. Co., the contract having been let to A. D. McRae. It will be 56 miles in length, & it is intended to grade as much as possible this year.

Snowflake Branch.—In the middle of Aug., H. D. Lumsden, C.E., stated that work was progressing very satisfactorily, that 16 miles had been graded, & that the branch should be completed by the end of Aug. (Aug., pg. 234.)

Deloraine to Waskada.—H. D. Lumsden, C.E., reported in the middle of Aug. that contractor Egan had 100 men & 60 teams at

work, & that 20 miles of the line should be completed by Sept. 15. It runs through a splendid wheat district. (Aug., pg. 234.)

Pipestone Branch.—Track has been laid this season from Reston, 18 miles west to Antler, which is 49 miles from Menteith Jct. In the middle of Aug., H. D. Lumsden, C.E., reported grading completed 7 miles west of Antler, & that contractor Strevel hoped to complete the 50 miles from Antler by Nov. 10. This will carry the line a few miles west of Carlyle in the Moose Mountain District. (Aug., pg. 234.)

North Star Mine Branch.—Reports about this branch are conflicting. In the middle of Aug. a Cranbrook, B.C., correspondent stated that contractors Reid & McRae, & Grant & Shady were pushing work, while at about the same time a correspondent wrote from Fort Steele that work had been stopped by instructions from Montreal. (Aug., pg. 234.)

Crow's Nest Pass Ry.—The Nelson Miner asserts positively that it has information to the effect that the construction of the portion of this line between Nelson & Balfour will be gone on with this season. (July, pg. 208.)

Nelson.—The Nelson Miner asserts that that town will shortly become the divisional point for the C.P.R. lines in southern British Columbia, & that on the completion of the Crow's Nest Pass line from Kootenay Landing to Nelson, a round-house, repair shops, & probably a foundry will be erected by the Co. at Nelson.

Kaslo Wharf.—A floating wharf has been built in the Co.'s yard at Nelson, to be used at Kaslo, B.C. It is built in the form of a large scow with a square stern. At the rear is a 50 ft. frame building, to serve as a warehouse. The roof of the building projects 25 ft., terminating in a large mast, to which is affixed a chain, which, passing over a smaller mast at the bow, is attached to a movable platform fixed in front of the bow, & which can, by means of the chain, be lowered as the water of the lake falls.

Arrowhead & Kootenay Lake Branch.—This line runs from the north end of Kootenay Lake, via the Duncan & Lardo valleys, to Arrowhead, on Arrow Lake, connecting there with the Arrow Lake branch & is intended to tap the rich mining districts of Duncan & Trout lakes, & Fish Creek. The distance from Kootenay Lake to Arrowhead is 78 miles, with a branch of 20 miles from the summit at Trout Lake, passing by Ferguson at the north fork of Lardo River to Gainer Creek, on the south fork of the same river. The grading from Kootenay Lake to Duncan Lake is fairly heavy, & is mostly rock & debris. From Duncan Lake to the summit at Trout Lake the work is light, & from the summit to Arrowhead rather heavy. The gradients & curvature throughout are easy, with the exception of that portion from the summit to Arrow Lake, where a 2.8 grade is necessary. The distance between Kootenay & Duncan lakes will be ready for tracklaying by the middle of Sep. There are 500 men at work. A. E. Doucet is engineer in charge. (July, pg. 208.)

Columbia & Western Ry.—On Aug. 11 the first train on the extension from West Robson to Midway, reached Cascade. Grading is completed to Midway, 99 miles from West Robson, & it is thought the rails will be laid to Midway by the end of Sept. The long tunnel through Bull Dog mountain, which is half done, or over 1,500 feet, is now progressing rapidly, & will be completed by winter. Pending its completion, the mountain is crossed by switchbacks. It has been decided not to put in false work for the span over Kettle River, at the head of the falls, but to put in the 120 ft. span itself. It is the intention to use a lighter steel from Cascade on, than the 73 lbs. rail laid in the mountains. All

the stringers for the bridges come from the Coast, & it is difficult to get rolling stock to handle them.

It is stated that the Co.'s engineers are running a line south of that previously run between Midway & Rock Creek.

Snow Sheds in the Selkirk.—Some trouble having been experienced last spring from small snow slides between Bear Creek & Illecillewaet, in the Selkirk mountains, it is said the snow sheds will be extended so as to prevent temporary interruption of traffic.

Vancouver Terminals.—As soon as the new station is completed the present ticket office, platform and all, will be moved to Heatley avenue crossing, so as to give a station to the east end of the city. Filling is proceeding for the yards along the water front. There will be a wide net-work of tracks & a system of gates will probably have to be provided for an exit to the water-front. At Gore avenue there will be a city crossing. Richards street will be extended & a bridge will be put across with a continued wharf, & of course there will be the same entrance to the larger part of the wharf as there is at present. (May, pg. 140.)

Vancouver to Steveston.—When Assistant General Manager McNicholl was in Vancouver recently, he attended a special meeting of the Board of Trade to consider the subject of securing communication between that city & Steveston, on the Fraser River. He stated that the executive had the matter under consideration. He was inclined to favor a steam railway rather than an electric one, thinking it could be more easily handled, & he promised to lay the whole question before the executive on his return east. (Aug., pg. 234.)

Duluth, South Shore & Atlantic.—It is said that surveys have been completed, & that grading is to be started at once on the extension from Newtonville, Mich., to Greenland, 60 miles.

Surveys, Construction, Betterment, &c.

Algoma Central.—J. Conmee, M.L.A., Port Arthur, has been awarded the contract for building this line between Sand Beach, Michipicoton Bay & the iron mines of the Lake Superior Power Co. & has already started work. (Aug., pg. 235.)

Atlantic & Lake Superior.—At the last session of the Dominion Parliament a subsidy was voted for the construction of 32 miles of railway from Paspebiac, Que., the terminus of the A. & L. S. Ry., to Gaspe. Mayor Prefontaine, of Montreal, recently had an interview with the Minister of Railways & afterwards stated that it was certain that the railway would be built from Paspebiac to Gaspe Basin, by the people interested in the coal oil fields, with the assistance of the Dominion subsidy.

At a recent meeting of the Canada Petroleum Oil Co., in Manchester, Eng., the Managing Director stated that the board was so convinced that the oil fields had a successful future that the Dominion Government was approached to secure assistance to place the property in direct communication with the Dominion railway system. He added that the railway would pass through the oil properties & give an outlet for the Co.'s products to all parts of Canada & the U.S. & that the Government had decided to erect wharves & harbor facilities at Paspebiac. The Gaspe Board of Trade recently discussed the route for the railway between Port Daniel & Gaspe. It is said to be the intention of the Co. to carry the line a distance of from 25 to 30 miles in the interior & the Board want it to run not more than 10 miles from the shore. (Aug., pg. 235.)

The Canada Atlantic will not rebuild the car shops at the foot of Elgin St., Ottawa, which were recently burned, as the shops