

line, in the event of the railway between Victoria and Seymour narrows not having been completed; providing that the Victoria and Seymour Narrows Ry. should form part of the C.N.R. transcontinental line, and that neither the main line, nor any of its branches, or leased lines, are to be amalgamated with the C.P.R. or any of its leased lines or branches, or any line controlled by it. (June, pg. 199.)

C.P.R. Betterments, Construction, Etc.

Standard Station Plans.—The C.P.R. engineering department has prepared a set of three standard plans for stations. The first is for the larger towns, while the two smaller have dwellings attached, and will be for the small towns and way stations. The designs are artistic, and it is intended to adopt the standard plans in replacing old stations and erecting new ones, so that in time there will be a uniform design of stations all over the system.

St. John, N.B., Terminals.—J. Osborne, General Superintendent, Atlantic Division, has made a number of suggestions to the St. John city council in reference to the wharf accommodation, and a committee has been appointed to arrange for the carrying out of some of the improvements. Mr. Osborne said the C.P.R. would put in all the portable tools necessary for handling heavy cargoes, and would raise the grain conveyers 14 ft., at a cost of \$10,000.

Work has been commenced on the second section of the new yards at Bay shore. The material being taken out is being used for filling north of Rodney wharf. A large coal handling plant will be erected at the Bay shore yard this year. (April, pg. 139.)

Fredericton Freight Shed.—Plans have been completed for a 60 ft. addition to the freight shed at Fredericton, N.B., making it in all 200 ft. long.

McAdam Jet. Station.—We are advised that there is not the slightest ground for the press reports that the station building is to be removed to the original site half a mile distant, in order to make room for the enlargement of the yards.

A contract has been let for the erection of 10 houses adjoining the station, for employees. (April, pg. 139.)

Windsor St., Montreal.—Arrangements have been made for the remodelling of the underground quarters at this station, and the addition of new plant, including steel coal hoppers and a compressed air plant.

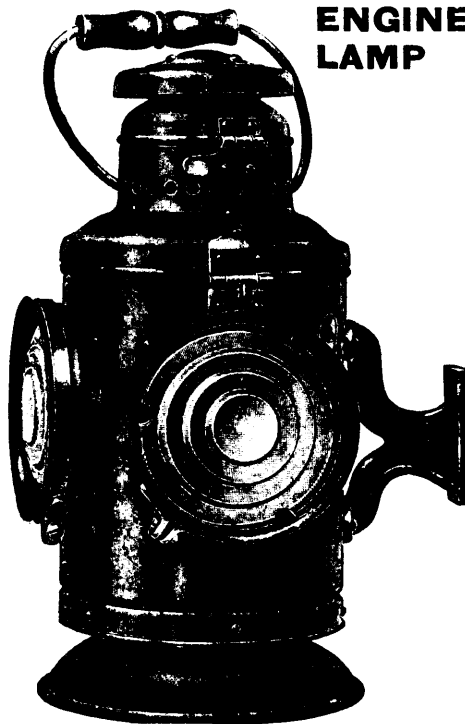
Montreal Shops.—It is said contracts will be let and work started in a short time on the new shops at Hochelaga, the plans having been finally approved. (June, pg. 201.)

The Northern Colonization Ry. Co. has been reorganized, the C.P.R. having obtained control. A new board of directors has been elected with the following officers: President, Hon. J. D. Rolland; Vice-President, D. McNicoll; Secretary, H. C. Oswald; Treasurer, H. E. Suckling; other directors, C. B. Major, G. Langlois, C. W. Spencer, I. G. Ogden and T. Tait. The Co. has power to construct a line from Labelle, Que., the terminus of a C.P.R. branch from Ste. Therese Jct., 81 miles in length, to Rapide de l'Original, about 56 miles. Surveys have been completed for the first 26 miles of this line to Nominiguet, and the Quebec Legislature has granted a subsidy of \$8,000 a year for 12 years for this section. A contract is expected to be let shortly. (June, pg. 201.)

Montreal-Toronto Line.—E. H. McHenry, Chief Engineer, recently inspected the Ontario division, and looked into the matter of the reduction of the gradients between Smith's Falls and Toronto. Contracts had not been let for the work up to July 21. (June, pg. 201.)

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JOHN FOY, General Manager, Toronto, Ont.