

Robson Bridge.—It was expected that the bridge over the Columbia near Robson would have been completed by Nov., but high water in the river has retarded the work. Track was laid over the eastern approaches in Aug. to permit material being delivered at the river, and the short girder spans placed in position, but the construction of the substructure for the long spans across deep water was delayed by the high water. Genl. Supt. Marpole says that when the bridge is completed Nelson will be a more important divisional point than ever, and a larger force of men will be employed.

Similkameen Branch.—It is reported that a route is being surveyed for a line through the Similkameen country via Spence's Bridge, Nicola and Princeton, B.C. Two survey parties are said to be working, one from Keremeos and the other at Spence's Bridge. Since the above was put in type we have been advised that surveys for a branch from Spence's Bridge via Nicola into the Similkameen country were made a year or two ago, but that nothing further has been done in the matter.

Vancouver and Lulu Island Ry.—Construction has been commenced on the bridge over the north arm of the Fraser river. It will be 1,790 ft. long, and will consist of 4 spans of 80 ft. each, one of 100 ft., and a steel swing measuring 150 ft. in all. The swing span will be built on a masonry pier, the other spans being of timber. (Sept., pg. 277.)

C.P.R. SUBSIDIARY LINES.

Duluth, South Shore and Atlantic Rd.—A greenhouse is to be erected at Marquette, Mich., for the supply of flowers for dining cars, and for the gardens at stations.

The Hancock and Calumet Rd.—11.2 miles, connecting with the Duluth, South Shore and Atlantic Rd. at Houghton, Mich., is being changed from narrow to standard gauge.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—The extension from Wishek, N.D., to the Missouri river, S.D., has been opened to Ashley, N.D., 20 miles, and it is proposed to carry the line as far as Herba, N.D., this winter. Grading has been completed on the branch from St. Croix Falls, Wis., to the north line of Polk county, and track laying has been commenced.

The C.P.R. and the G.T.R. have exhibits at the annual exhibition of the International Forest, Fish and Game Association of Philadelphia, which opened Nov. 27 and will continue open until Dec. 21.

Grand Trunk Betterments, Etc.

Portland, Me., Terminals.—The smelting works property below the eastern promenade has been acquired with a view to further track extension at the terminals. The station building will not be gone on with until next spring, and its location will be on the corner of Fore and India streets.

Point St. Charles.—The new station on Wellington St., Montreal, has been completed. It is 60 by 28 ft., and has a floor space of 1,700 sq. ft. It is built of brick with stone dressings and cornice, and contains waiting rooms, ticket office and baggage room.

Montreal Freight Offices.—Plans for the new freight offices on Chaboillez square have been approved. The building will be of the same style of architecture as Bonaventure station, and will front on Chaboillez square on a line with Colborne st. It will be 250 by 50 ft., and will be built of brick at an estimated cost of \$40,000.

The new General Offices in Montreal will not be ready for occupancy until towards spring. The boilers for the machinery from the Polson Iron Works, Toronto, have been erected.

Montreal Elevator.—It is proposed to erect an elevator at Windmill point, or some other convenient point in Montreal harbor, and R. A. Waite, of Buffalo, is preparing plans.

Montreal-Toronto Double Track.—With the exception of a small section between Port Hope and Whitby the double-tracking of the line from Montreal to Toronto will be completed this year. The improvements carried out this season include the raising of the grade in order to reduce the gradient in getting over the Scarboro' heights. General Supt. McGuigan has recently been inspecting the progress of the work. (Sept., pg. 277.)

Toronto Jct. to Wexford.—We are officially informed that there is no foundation for recent press reports that the Co. was securing running powers over the C.P.R. from Toronto Jct. to Wexford, and would build a connection from that point to the main line.

Hamilton-Niagara Falls Double Track.—Owing to heavy traffic this season work on the completion of the double-tracking of this section has been delayed, and nothing will be done beyond Jordan this year. The 26 miles required to complete the work will be gone on with in the spring, and the work prosecuted to an early finish.

Point Edward Elevator.—The 40 year old elevator at Point Edward, Ont., has been burned to the ground. It had a capacity of

90,000 bush., and at the time of the fire contained 75,000 bush. An elevator having a capacity of 1,500,000 bush. is to be erected by the Botsford-Jenks Co.

Windsor-Detroit Ferry.—A plant has been installed at Windsor, Ont., for the purpose of operating the turntables at the ferry slip docks by steam instead of by hand as formerly.

G.T.R. Western Ry.—The double-tracking between Port Huron and Durand, Mich., 82.29 miles, was expected to be completed by the end of Nov. Men have been scarce and the work was somewhat delayed. Surveys have been made by T. S. Henley, assistant engineer, for double-tracking the line between Battle Creek and Lansing, Mich., 45 miles. (July, pg. 211.)

Press reports credited the G. T. Western Ry. and the Pere Marquette Rd. with having combined to build a belt line round Lansing, Mich., but this has been denied.

Speaking of the elevation of the tracks of the five companies owning the terminal lines entering Chicago, the G.T.R. Western being one, G. W. Vaux, Assistant General Passenger Agent at Chicago, recently stated that the G.T.R. passenger traffic in the west is increasing by rapid strides, and there is every reason to believe it will continue to expand. The elevation of the tracks, while it will be a very expensive affair, will mean great additional facilities for the handling of the growing traffic.

Central Vermont Ry.—The Quebec Southern Ry. has been notified that it must place interlocking switches at the point where its line intersects the C.V. Ry. at Irberville, Que., 28 miles from Montreal.

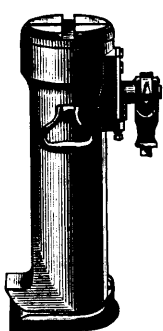
In connection with its proposed terminal improvements in New London, Conn., the C. V. Ry. made application to the U.S. War Department for permission to erect a trestle bridge at Hartford, Conn., in place of the present drawbridge. At a public hearing considerable opposition was made against granting the permission, the main ground being that the erection of the trestle would close the port to commerce except for the smallest boats. The cove now accommodates vessels of 1,500 tons, and could be dredged to a depth of 40 ft.

The city council of New London, Conn., has rejected the petition of the C. V. Ry., to appropriate \$21,000 for eliminating two highway grade crossings, on condition that the Co. erected a grain elevator and made other improvements at East New London at a cost of \$500,000. A committee was, however, appointed to confer with the Co. as to a new proposal which, if obtained, will be submitted to the voters at a general election.

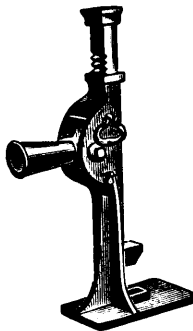
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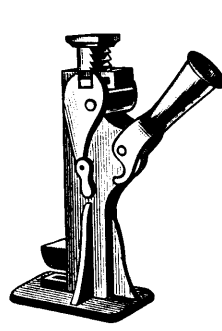
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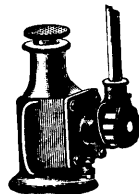
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