

Tait says the C.P.R. offered to pay the C.A. one-half the interest on the original cost of the line, & a wheelage percentage on the cost of maintenance. (Nov., pg. 324.)

Fort William.—When at this division point recently General Superintendent Osborne said the Co. contemplated further improvements in the yards. (Oct., pg. 292.)

Fort William to Winnipeg.—Surveys for the double tracking of the line between these points have been completed as far as Dexter, 372 miles from Winnipeg. (Nov., pg. 324.)

The Bonnet Lake Branch, from the main line at Molson, 45 miles east of Winnipeg, has been graded for about $3\frac{1}{2}$ miles. On Dec. 4 we were informed that grading was then going on, owing to favorable climatic conditions, & that work would be continued as long as necessary this winter. It is not expected any rails will be laid before spring. (Nov., pg. 324.)

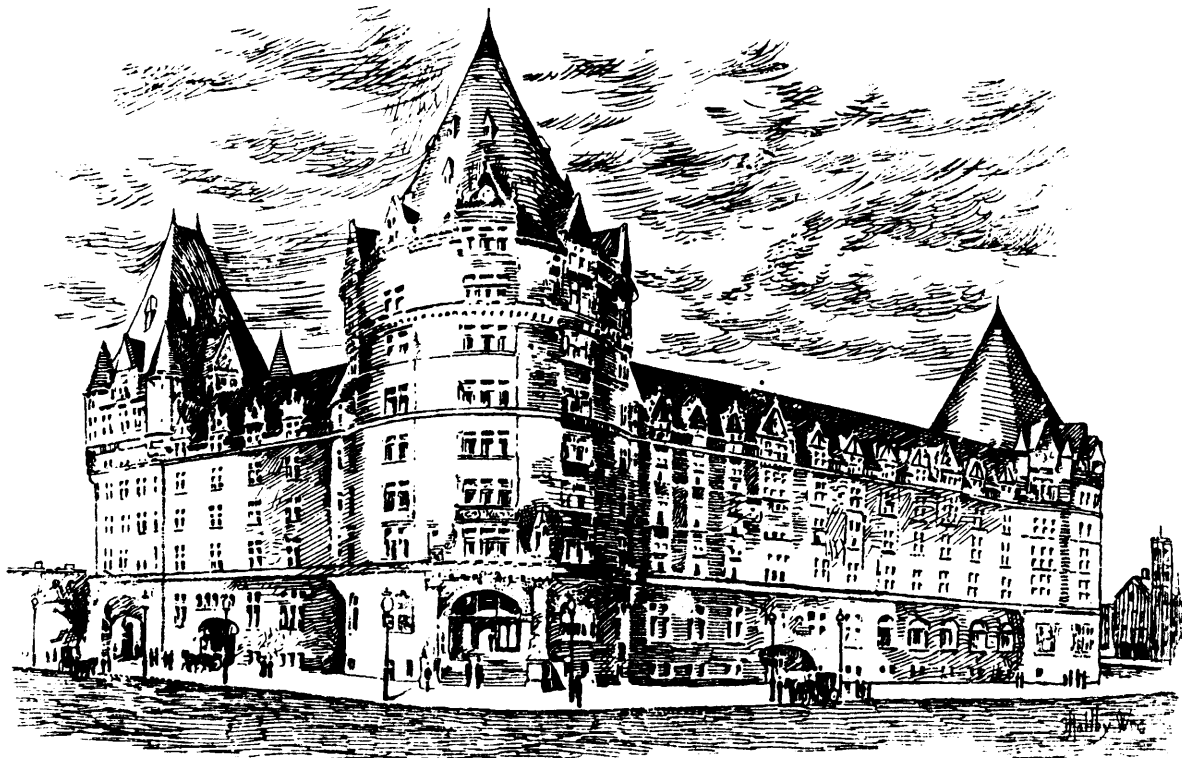
Winnipeg Terminals.—The illustration on this page is from a rough preliminary perspective sketch of the proposed hotel & station

the importance of Main st. These steep grades are made necessary by the intersection of Fonseca & Sutherland streets, which would be blocked if the bridge approaches were made longer. The approaches might be made longer & allowed to cross these streets if the side streets were also raised to meet the approach. That would not, however, be quite satisfactory, unless Main st. & the two cross streets were permanently raised to their full width. With reference to the subway, the grades are much easier than on the bridge, & he considers that the subway would be the least obstruction to traffic, both in the subway & on the portions of Main st. alongside of it. The approximate cost of the subway, exclusive of the railway tracks, ties, etc., he estimates at \$73,000. The portion of the subway covered by the tracks, a distance of 148 ft., would have to be furnished with lights during the day. There might also be occasions when the water in the river would rise sufficiently to flood the deeper part of the subway. If a subway is adopted provision should be made to cross the tracks on the surface temporarily, to

Souris, Man., Locomotive House.—A 3 or 4 stall building is to be built at this point on the Southwestern Branch.

Pipestone Branch.—On Nov. 30 track was reported as being laid to the North Antler Creek, over which a large bridge was being built. (Nov., pg. 324.)

Crow's Nest Pass Ry.—H. S. Holt, of Montreal, who went over this line recently, said on his return: "It is a well-built road, & can be made as good as the older portions of the C.P.R. with a little effort, & this will be done as circumstances justify. Part of the work has been very heavy, yet, no doubt, a great deal of freight will be carried over this road, & the heavy outlay will be amply justified. The heavy sections no doubt cost \$50,000 a mile, & I believe the entire line from Lethbridge to Kootenay Lake will, when finished, have cost \$30,000 a mile." The development of the coal & coke industry was alluded to, Mr. Holt saying that the Crow's Nest Coal Co. had 108 ovens at work, & were erecting 80 more. They cannot, in fact, begin to supply the demand for coke, which is sent to the



PROPOSED CANADIAN PACIFIC RAILWAY HOTEL AND STATION FOR WINNIPEG.

building, shown by President Shaughnessy in Winnipeg recently. On Dec. 2 we were officially informed that the plans were still in the architects' hands and that they had not been finally decided on, so that the design as shown in the illustration may be varied. It is said that the architects have recommended the use of white stone & white brick, but some of the officials favor red sand stone & Bonnet Lake brick. The Co. has not yet secured all the land it requires for hotel & yard purposes. It is said one owner is asking a very large price for his property & that he disputes its being expropriated for an hotel site. The question of expropriation has been submitted to the Minister of Railways.

Winnipeg's City Engineer has reported to the Council on his examination of the plans of the overhead bridge on Main st. & the subway proposed for this crossing. He does not think that the overhead bridge as proposed would be found satisfactory on account of the grade on the south side approach, which is 9.1 per 100 ft. The north approach at 6.8 per 100 ft. he considers too steep for a street of

avoid the possibility of obstruction to traffic by high water. (Nov., pg. 324.)

The Snowflake Branch, which runs from the first siding on the Pembina Mountain branch, 118 miles southwest of Winnipeg, to Snowflake, 17 $\frac{1}{2}$ miles, has been completed & opened for traffic. A grain elevator & warehouse have been erected at Snowflake, also an elevator at Purvis, about 7 miles from Snowflake. The country through which the line runs is well settled with prosperous farmers. (Nov., pg. 324.)

The Deloraine-Waskada Branch, 18 miles, has been completed & opened for traffic. Grain elevators are being built at the midway station, Goodlands, & at Waskada. (Nov., pg. 324.)

The McGregor Varcoe Branch, from McGregor, on the main line, 22 miles west of Portage la Prairie, to Varcoe, on the G.N.W.-C.R., had, on Dec. 4, been graded about 22 miles. No track had then been laid & we were informed that it was unlikely, taking into account the advanced stage of the season, that any track would be laid this year.

smelters at Trail, Northport, & at Great Falls, Mont., & the fact of the Canadian article being able to compete with the U.S. at the last named point, speaks for its quality. As a matter of fact, the smelters claim it is the best coke made, while the cost of smelting ore has been reduced from \$11 to \$6 a ton. (Nov., pg. 325.)

An unconfirmed press report credits the Co. with the intention of building a branch from Bruce's Point, on the C.N.P. line, to Golden.

There appears to be no doubt that the construction of the section of this line between Nelson & Balfour on Kootenay Lake will be gone on with at an early date. Between Nelson & Five Mile Point, 4.3 miles, the ground is pretty well covered by the Spokane & Northern Ry., whose track is close to the lake shore almost the entire distance, leaving scarcely room for another line. It is thought the C.P.R. will endeavor to secure running powers over this section. Tenders have been received for building between Five Mile Point & Balfour, & an announcement is daily expected in regard to them. (Nov., pg. 324.)