

recently advised that 17 miles of the grade had been completed. The contractor is A. C. Mackenzie. (July, pg. 243.)

Rosburn Branch.—Grading is being pushed on this line which will extend from Rosburn Jct., about 10 miles north of Neepawa, to the western boundary of the province. Of this line 13.1 miles were completed in 1902. The work in progress this year is not in direct construction of this line, as the route is not finally approved of, an endeavor being made to secure a change of route between Clanwilliam and a point about five miles northwest of Indian Reserve no. 67. Grading is in progress between this latter point and a point near Ranchvale, the route located passing through or near Glenforse, Elphinstone and Oakburn. It is expected that 85 miles of this branch will be completed this year. The McDonald, McMillan Co., of Westbourne, Man., are the contractors. (July, pg. 243.)

McCreary Branch.—Tracklaying on this branch has been completed, and it was expected that the surfacing-up would be finished so as to permit of the running of trains from Neepawa by the end of July. (July, pg. 243.)

Manitoba Branches.—In respect to the other branch lines, for the construction of which the Manitoba Government was authorized at the last session of the Legislature to guarantee bonds, the surveys have not been undertaken owing to the difficulty of obtaining engineers for locating purposes. It was expected that the difficulty would be overcome and the work undertaken later in the season. The branch lines to which this refers are: Roland or Myrtle to Morden, 20 miles; Minto or Elgin, southwesterly, 30 miles; Fairfax to Souris, 15 miles. (July, pg. 243.)

Prince Albert and Edmonton Extensions.—The act authorizing the guarantee of bonds in respect of the construction of the 100 miles from Prince Albert easterly, and for the line from Grand View to Edmonton, about 620 miles, has been passed by the Dominion Parliament. (July, pg. 244.)

Grand View—Edmonton Extension.—The following contractors are at work on this extension: G. H. Strevel, Winnipeg; The McDonald, McMillan Co., Westbourne, Man.; Alex. Fisher, Winnipeg, and J. D. McArthur, Winnipeg. It was expected that another contractor would be started between the contracts of the two last named by the end of July. The right of way to the south Saskatchewan river is all under contract, and it is expected that track will be laid to that point before the freeze-up. The work on the substructure of the bridge over the south Saskatchewan river is being pushed under the charge of the C. N. Ry. foreman. (July, pg. 244.)

Swan River Branch.—A contract has been let to John Hunter, of Swan River, Man., for grading the branch from Swan River southwesterly to the boundary of Manitoba, about 20 miles. Work will be commenced immediately thereon. (April, pg. 131.)

Prince Albert Extension.—It is intended to get the track laid as far as Prince Albert this year, 180 miles from Erwood, but if this is not possible, Melfort will at any rate be reached. The contractors who are grading on the extension are: Neil Keith, A. D. Mann, and Stanley & Gerrond. (July, pg. 244.)

Hudson's Bay Line.—A survey party left Prince Albert, Sask., recently on a trip to Cumberland House, via the Saskatchewan river, from which point the survey to Hudson's Bay will be started. The party is not expected to return until the winter.

Edmonton.—M. McCrimmon, of Edmonton, Sask., is grading the line to the new station and yards at the Hudson's Bay reserve recently acquired, and as soon as this work is finished, he will work easterly on the main

line. Although the distance between the terminal point of the line completed in 1901, and the site of the station is only five blocks apart it is necessary to construct about $4\frac{1}{2}$ miles of line to connect them, owing to the height of the hill. (July, pg. 244.)

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

Sand Point Wharves.—The permanent repairs to the wharves at Sand Point, St. John, N. B., and the construction of the new conveyors from the C.P.R. elevator, necessitated by the fire, are being delayed until it is seen whether any alteration in the plans will be required, on the approval by the city council of the plans for No. 4 shed. (May, pg. 179.)

Selbois Sinkhole.—A sinkhole near Selbois, Me., 314 miles from Montreal, which from time to time has given a good deal of trouble, has been filled in, and the new embankment is completed. One of the gravel trains employed upon the work has been taken off and placed at work ballasting on the Maine sections of the Atlantic Division.

East End Stock Yards.—C. W. Spencer, General Superintendent of Transportation, Eastern Division, recently waited on the finance committee of the Montreal city council to arrange for the enlargement of the stock yards at the east end. An appropriation of \$47,000 was asked for this purpose. The question was held over for full consideration.

Chateau Frontenac, Quebec.—Sir T. G. Shaughnessy, President C.P.R., recently visited Quebec in connection with the projected extension of the Chateau Frontenac. The proposal is to erect a new building in the Lower town, directly below the Terrace and facing the present structure. The new building will be run up to a height on a level with the Terrace, and the main office will be in the Lower town. An elevator will carry passengers from the new to the present structure and vice versa. A definite decision as to what will be done has not been arrived at. (Feb., pg. 52.)

Caledonia Springs Hotel.—The hotel at Caledonia Springs, Ont., has passed under the control of the C.P.R., the price paid, press reports state, being \$100,000. A number of improvements are being made to bring the hotel in line with the other hotels belonging to the C.P.R.

White River, Ont.—Office buildings and houses for employees are under construction at White River, Ont., to which point the officials, now at Schriber, will be removed.

Fort William Elevators.—Press reports state that the C.P.R. contemplates the erection of a 6,000,000-bush. storage elevator at Fort William, Ont.

Winnipeg Station and Subway.—In connection with the erection of the new station, the agreement for the construction of which has not been reached, the Postmaster-General recently stated in the House of Commons, that provision was to be made in the new building for a post office department. If the C.P.R. did not immediately proceed with the construction of the station the Government would consider the question of erecting a new building at the station for the department. (July, pg. 245.)

Winnipeg Yards.—The following details have been published relative to the alterations and improvement in progress and to be made at the Winnipeg yards. About 350 acres of land have been acquired for additions to the yards, and some 35 miles of additional sidings will be laid. The land embraced in the addition to the yards is about half a mile wide by about a mile long. It is bounded on the east by McPhillips st. and on the west by Keewatin st. The southern boundary is the line between blocks 11A and 35 St. John, and the

northern boundary—the line between blocks 35 and 36 St. John. All the important additions will be located in the newly acquired ground except the cattle yards. These will be to the south of the main line and east of McPhillips st., which extend along Fonseca st., where they will have a frontage of 1,000 feet; their width will be 250 feet and the yards will have accommodation for feeding, watering and rest purposes. The plans are so laid out that the yards can be extended westwardly as the increase in the cattle trade goes on. The additions to and reconstruction of the yards will include a change of tracks in several of the branch lines. The branches to Souris, Teulon and Selkirk and Winnipeg Beach will be moved further west from their present diverting points. The new buildings to be put up will include two passenger car shops, 100 x 240 feet; a freight car shop, 100 x 400 feet; a planing mill, 100 x 200 feet; power house, 100 x 100 feet; blacksmith shop, 100 x 200 feet; locomotive shop, 162 x 700 feet; foundry and stores building, 100 x 100 feet; freight sheds, 100 x 400 feet. Besides these there will be additional storehouses, oil houses, coaling sheds and bins and new stock yards. (July, pg. 245.)

New Westminster, B.C.—The C.P.R. has decided to appeal to the Government against the decision of the Railway Committee of the Privy Council giving the Vancouver, Westminster, Northern and Yukon Ry. an entrance into the city. The V.W.N.Y. Ry. is practically the Great Northern Ry., U.S., and the route by which it is proposed to get into New Westminster crosses the C.P.R. tracks, and, it is alleged, interferes with the C.P.R. right of way.

Vancouver, B.C.—A spur line is under construction from the southern end of Granville st., along the south side of False creek. McQuarrie & Co. are the contractors.

Victoria, B.C.—The C.P.R. is negotiating for a site in Victoria on which to erect a building for office purposes.

G.T.R. Betterments, Construction, Etc.

Track Elevation in Montreal.—The Chairman of the level crossings committee of the Montreal city council recently had an interview with the management relative to the building of a viaduct, so that the tracks may be raised from St. Henri into Montreal. The interview terminated with a message from the management to the members of the level crossings committee to the effect that the company at the present time was much disposed to have the level crossings abolished. The company wished the city council to know that it would pay half the cost of the improvement. The cost of the work is estimated at \$4,000,000. The question is under discussion. (June, pg. 195.)

Toronto Freight Sheds.—The application for the construction of crossings at John and Front streets, Toronto, in connection with the new yards on the old Parliament Buildings grounds is being considered by the railway Committee of the Privy Council. (July, pg. 243.)

The Dufferin Street Crossings.—The G.T.R. has made application to the Toronto city council for permission to construct an additional crossing over Dufferin st., and the matter is under consideration.

Burlington Swing Bridge.—The new swing bridge over the canal at Burlington Beach, Ont., on the old Northern and Northwestern Ry., has been opened for traffic. The bridge is 372 ft. in length and is swung by electric power. It cost about \$80,000.

London Switching Agreement.—An agreement has been reached between the railway companies entering London, Ont., respect-