

at Roberval he has 75,000 young ouananiche ready for planting in the rivers tributary to Lake St. John. Both the C.P.R. & the Lake St. John Ry. will have fish & game exhibits at the Sportsmen's Show in St. Louis, Mo. The Province of Quebec will not make a separate show, but will probably lend the C.P.R. trophies of its woods and waters which were exhibited in New York last March, & which are to be sent to Paris next year.

After Jan. 1 next a new form of clergy half-fare permits will be used by the roads running east from Chicago, on all of the lines in the Central Passenger Association. In place of the present annual clergy permit each person entitled to the credential will be furnished with a book containing 100 coupons. Whenever a ticket is requested the applicant will be required to fill out one of these coupons in the presence of the selling agent. These coupons will be turned in to the auditors of the respective roads as authority for the sale of the half-rate ticket. In this way an excellent check will be kept on clergymen's signatures, & the work of auditors will be greatly simplified. A nominal charge will be made for the books.

Much is being done to make known Canada's varied attractions. On both sides of the Atlantic the C.P.R. has advertised Canada extensively as a summer pleasure ground. In the U.S. the G.T.R. has drawn attention to the Muskoka Lake district. The steamship lines running between Boston & the Maritime Provinces are developing a large tourist business, & the tourist associations of St. John & Halifax have done much to help them by distributing beautifully illustrated pamphlets setting forth the attractions of those cities & the neighboring districts. The Dominion Atlantic Ry. has made the beauties of the Annapolis Valley of Nova Scotia well known to New Englanders, & the Quebec & Lake St. John Ry. has brought many sportsmen to Quebec Province. All this is to the good. The tourist not only takes away with him a knowledge, & it is to be hoped, a favorable impression, of the country he visits; he leaves his dollars behind him.—Canadian Gazette.

Grand Trunk Betterments, Etc.

The Co. is seeking to acquire some lots at St. Lambert, probably for the purpose of building a dyke to protect the Victoria Jubilee bridge.

The galvanized iron sheeting which is to hide trains from horses, is being put in position on the Victoria Jubilee bridge, & it is expected the structure will be opened for foot & vehicle traffic during Sept.

It is reported, but not confirmed, that the Co. will improve the Port Dover division, moving the track about half a mile further east at Norwich, in order to be near the town, & altering the approaches at Woodstock.

Work is proceeding on the new stations at Arthabaska, St. Hyacinthe, St. Anne's & Vaudreuil, Que., & Galt, Ont., & will shortly be started at Pickering & Cardinal, Ont. The St. Hyacinthe & Galt buildings will be handsome structures, costing from \$15,000 to \$18,000 each.

The last relic of the first epoch of railway engineering in Canada is passing away in the form of the tubular bridge at St. Anne's. This old bridge, which spans the Ottawa near its junction with the St. Lawrence, is being removed, & a truss bridge erected in its place. This old bridge is not only the last of the tubular bridges in Canada, but the last on this continent, & its removal is a historic event.

The new round house at Sarnia has been turned over to the Co. The Co. has some piping, etc., to do, but the building will soon be ready for use. It is situated about half a mile west of the station, & is built of white brick with stone foundation & gravel roof. The length is about 760 ft., depth 76 ft. & height 20 ft. There are 30 stalls, each accommodating one locomotive. The foundation of the stalls is composed of 4 ft. of brick, & 2 ft. of cement. In addition to the round house proper there has been constructed an office & machine shop building, 56 by 32 ft., & a 70-ft. turntable. The buildings are the exact counterpart of those being erected at Port Huron.

On returning to Montreal for a recent inspection of the lines west of there, General Manager Hays said a steady improvement

has been going on during the past year, a great many of the stations having been thoroughly overhauled, redecorated, & steam-heating appliances added. The out-buildings, train sheds, baggage rooms & freight sheds have also been renovated & improved. With regard to the road bed, he said that steps are constantly being taken to ensure safety for the traveling public. New switches & semaphores have been placed in position during the past few months, & the greatest care is exercised in the matter of signaling. The work of double-tracking the main line at Murray Hill is being actively pushed forward, & will be completed in a few months. When it has been finished the whole of the line between Toronto & Montreal, with the exception of a strip extending from Newtonville to Scarborough, will be double-tracked.

The Montreal City Council has appointed a committee to confer with General Manager Hays as to the abolition of level crossings in Montreal between St. Henri & Bonaventure station. The plan proposed is to construct a viaduct between the points named. The elevation from St. Henri to Atwater avenue is estimated at about 2,860 ft. in length. The tracks from Atwater avenue would then be on a level for 200 ft., descending on a grade of 18 1-2 ft. per mile to a point half-way between Seigneurs & St. Martin streets. From the latter street the tracks would be on a level to Bonaventure station. This would somewhat alter the present station, the elevated portions of which would be reached by staircases & elevators. Into the station proper there would run from Mountain street at least eight tracks, with platforms covered in & provisions made for the handling of baggage. The scheme also includes the building of a series of arches of 20 ft. span each, & iron bridges at all the streets, & iron trestle-work at the station. It is estimated that the iron trestle-work necessary for the whole work would cost, with wooden floorings, about \$927,000, & with buckled plates & permanent filling for tracks, \$1,034,000. The proposed work on the viaduct would be most substantial. The entrance to the station would be something like the entrance to the C.P.R.

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