

that this wharf will ultimately be enlarged and be utilized for local business. The cattle sheds have been improved and enlarged and now have accommodation for 1800 head, and extra siding accommodation has been provided to facilitate unloading. D. W. Clark & Sons, who had the contract for the cattle sheds, have also a contract for the erection of a freight shed 420 by 40 ft. at the easterly end of the new yard near the city line at Fort Dufferin, to be used for the storage of delayed freight. It was proposed to erect a new six-stall roundhouse, but after the foundations were put in the work of erection was postponed until spring. A large number of additional tracks have been laid down to the different warehouses, in each case doubling the number of cars that can be handled without shunting. When all the alterations are completed it is expected that accommodation will be provided for 1,500 more cars than the yard would hold last winter. The Dominion Government has completed the erection of a large immigrant shed to accommodate 1,200 persons.

**Carleton Place to Sharbot Lake.**—It was recently reported that the C.P.R. was about to construct a line from Carleton Place to Sharbot Lake, Ont., which would give such connections that it would have a direct route between Toronto and Ottawa, 30 miles shorter than its present one. These rumors probably refer to the surveys made by the Kingston and Pembroke Ry., referred to in our Sept. issue, pg. 273. It is not known what effect the recent acquiring of the K. and P. Ry. by the C.P.R. will have on the carrying out of this extension.

**Norwood to Apsley, Ont.**—J. R. Pearce, President of the Norwood and Apsley Ry. Co., has received a letter from Sir Thos. Shaughnessy stating that the C.P.R. does not wish to proceed with construction at present, although Dominion and Ontario subsidies had been voted for the work. The decision of the C.P.R. was based on reports of the country to be opened up and the cost of construction. (June, pg. 178.)

**Fort William, Ont.**—Extensive improvements are contemplated at these terminals, on which it is reported that \$500,000 will be expended within the next 18 months. The new works include an addition to the coal docks, which Gen. Supt. Leonard says will increase the storage capacity from 200,000 to 250,000 tons. Increased facilities for handling the coal will also be provided, and it is stated that the other improvements will include a cleaning elevator, an annex to elevator B and a flour and freight shed.

**Lac Seul Branch.**—Surveys are being made for a branch of about 21 miles from Dinorwic, Ont., 197.5 miles west of Port Arthur, northwesterly to Lac Seul. The Co. asks the Ontario Government to carry out such improvements in the waterway as will permit free navigation between Lac Seul and Lake Minnetakie. The railway and the water communication would open up a fertile country extending for 100 miles. A. W. Campbell, Deputy Commissioner of Public Works for Ontario, recently paid a visit to the country and made arrangements to have a survey of the waterways made so as to decide what would have to be done in the way of building dams and dredging. N. McDougal, of Fort William, was given charge of the survey, but was forced to return as the lakes were frozen up.

Speaking of this projected branch, Hon. G. W. Ross, Premier of Ontario, said at Ottawa recently: "Means of communication are being opened up through New Ontario, and before long there will be in operation a branch line of the C.P.R. up to Lac Seul. Here is a district capable of yielding a handsome return to those who want to enter it. The Co. has given its promise that it will shortly provide

transportation facilities. Lac Seul is a grand body of water that lies on the old route of communication with James Bay by way of the Albany river. We will spend some money on locks, and should with a very moderate outlay be able to provide a through waterway down to the main line of travel east and west. The waterway is there to our hands already. It has been travelled by the Indians for centuries on their way in and out from the great northern sea, and would need but little attention here and there to give settlers what they need—cheap transportation for their grain and other products to the markets of the world."

**Winnipeg Bridge.**—The last of the piers for this bridge was expected to be completed by Nov. 15. The steel superstructure is being rapidly gone on with, and the grading necessary for the approaches is being pushed. The bridge is expected to be ready for traffic by Christmas. (Sept., pg. 277.)

**Winnipeg Water Supply.**—The new system of water supply for the station and yards is reported to be completed and Red river water is being used in place of water from the artesian wells hitherto relied on. The new works, including pumping plant, etc., were constructed by W. F. Lee.

**Winnipeg Subway.**—C. Schrieber, Deputy Minister of Railways, while in Winnipeg recently, looked into the question of the proposed subway under the C.P.R. tracks on Main St. He is of opinion that one 66ft. wide, the same as at King St., Toronto, will be ample. The local authorities ask for a subway 100ft. wide.

**Winnipeg Hotel.**—The General Manager has written to the President of the Winnipeg Board of Trade stating that the Co. has no intention of building an hotel at Winnipeg.

**Manitoba Branches.**—Very little track has been laid on the new branches in Manitoba this year owing to the impossibility of getting rails during the trackmen's strike. The greater portion of the rails for these branches are now on hand at Winnipeg, and track-laying will be actively proceeded with in the spring.

**Winnipeg Beach Branch.**—In consequence of the extension of the West Selkirk branch to Winnipeg beach, the name has been changed to the Winnipeg beach branch. The grading of the extension to Winnipeg beach has been completed, but no track has been laid. (Sept., pg. 277.)

**Carman Extension.**—Surveys have been made for the extension of the Carman branch south-west towards Killarney, Man., crossing the valley between Rock and Pelican lakes. The extension will be about 100 miles in length.

**Osborne and Morden Cut-off.**—Surveys have been made for a branch between Osborne and Morden, Man., on the Pembina Mountain branch, which would serve as a cut-off between these two points.

**Snowflake Branch.**—Good progress has been made with the grading of the extension of this branch from Snowflake some 10 miles towards Mowbray, Man. But no track has been laid. (Aug., pg. 235.)

**Waskada Branch.**—About 16 miles of the extension from Waskada has been graded, but no track has been laid. (Sept., pg. 277.)

**McGregor Branch.**—Grading has been completed on the extension of 7 miles from Wellwood, last year's terminus, 26.4 miles from McGregor, but no branch has been laid. (Sept., pg. 277.)

**North West Central Section.**—A connecting track has been built between the old G.N.W.C. Ry. and the C.P.R. main line at or near the original location of the grade of the G.N.W.C. Ry. between Chater and Brandon. This gives a direct line from

Brandon in place of the old route via Chater.

**Branch from Forrest.**—Good progress has been made with the grading and track laying on the branch of 42 miles from Forrest, Man., on the old Great North West Central Ry., west through the municipalities of Daly and Woodward towards the Assiniboine river. Grading is practically completed, and about 20 miles of track has been laid. (Sept., pg. 277.)

**Branch from Moosomin.**—Surveys have been completed from Moosomin, on the main line, 219.1 miles west of Winnipeg, for 90 miles beyond the Pheasant hills, north of Qu'Appelle river, but no decision has been arrived at in regard to construction. (June, pg. 178.)

**Water Supply in Assinibola.**—A contract has been let for the construction of a water supply plant at Suffield, 25 miles west of Medicine Hat, Assa. The works include the laying of 4½ miles of pipe to the lake, and the installation of an electric pumping plant.

**Banff Hotel.**—An extension to provide 80 or 90 additional rooms at the hotel at Banff Springs has been planned, and construction work will be commenced in the spring.

**Sullivan Mine Branch.**—H. D. Lumsden, C.E., has made a survey for a branch from Kimberley, B.C., on the North Star branch, to the Sullivan Mine.

**Porteous Branch.**—A contract has been let to Mr. Tierney, of Nelson, B.C., for the construction of a branch of 1½ miles from Porteous, B.C., on the North Star branch, to Senator Turner's proposed smelter near Marysville.

**Field-Ottertail Deviation.**—A contract has been let to J. W. Stewart for building a deviation of about 7 miles of the main line between Field and Ottertail, B.C., the main object being to reduce the gradients. The deviation will start from 1.1 miles west of Field, running north of the present line, and will rejoin the latter half a mile east of Ottertail. It will increase the mileage 0.91 miles. The present steepest gradients are 2.2% west bound, and 2.6% east bound. These will be reduced to 1.2% compensated. The work will be very heavy, and it is said it will cost about \$100,000 a mile, but it will effect a great saving in operating expense and in time.

**Kootenay and Arrowhead Ry.**—Track has been laid on this line from Lardo, on Kootenay lake, B.C., to the first crossing of the Lardo river, about 20 miles, and grading has been completed for 8 miles further, to within 4 miles of Selkirk. With the exception of a 300-ft. bridge at the 2nd crossing of the Lardo, all the bridge work has been completed. It is expected that the line will be completed into Selkirk this season. The construction has been comparatively easy, nothing but earthwork having to be done, and a gradient of only 7-10 of 1% being met with. Of the further extension of the line round Trout lake nothing has been decided. The lake is 25 miles in length, thoroughly landlocked and navigable for steamers of considerable draft. Contracts have been let for the building of a station, roundhouse, freightshed, tank and section house at Lardo, and for the necessary buildings at Selkirk. (Sept., pg. 277.)

**Kootenay and Boundary Districts, B.C.**—Increased locomotive house accommodation and additional terminal facilities are being provided at Nelson, and further track is being laid at Phoenix, and at Smelter Jct., in order to provide accommodation for the increasing traffic at these points.

A six stall locomotive house is to be erected at Eholt, in connection with which there will be a small shop for the repair of light engines. In order to accommodate the increased traffic at this point 4,000 ft. of additional side track is to be laid.