

Vancouver, Westminster, Northern and Yukon Ry.—An official recently denied press reports to the effect that construction had been suspended on this line near New Westminster, B.C., and the contractor, K. Ffolliott says the work is being pushed ahead, there being about 400 men at work. (June, pg. 219.)

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

Whitby Station.—A new station is under construction at Whitby, Ont., about midway between the present station and the center of the town.

Don Yard Improvements.—In connection with the improvements at the Don yards, Toronto, the two old single track bridges have been removed outwards to be used for switching tracks, which will enable the whole of the switching to be clear of the main line. A new double track bridge has been constructed for the main line tracks. The extension of the tracks for the switching system to Queen st. is under way, and it is proposed that all the switches will be connected with these lines so as to relieve the main line of all switching operations. It is contemplated to extend these switching lines to York. (Dec., 1902, pg. 405.)

Toronto Freight Sheds.—Possession of the land for the new freight sheds between John and Simcoe streets was taken July 1, and arrangements are in progress for commencing work thereon. The plans are all complete, and only one or two small matters require to be adjusted between the company and the city council before a start can be made on construction. (June, pgs. 195 and 201.)

Hamilton Freight Yards.—Work is in progress at the new freight yards at Hamilton. The site includes the entire block bounded by Canon, Elgin and Robert streets, and Ferguson ave., and one-half of the two blocks running to Barton st., a total length of 1,188 ft. The yard will be approached by a switch from near Kelly st., and there will be three tracks the whole length of the yard, then the freight house, a transfer platform, then two tracks, and the rest of the yard will be laid out in tracks in pairs with roadways between for loading or unloading by carloads. The freight shed and offices will run through from Barton st. to Cannon st., and will have a width of 40 ft., the office building having a depth of 85 ft. 3 in., and the freight shed proper a depth of 1,103 ft. The office building will have on the ground floor the office for the working of the yard, while the agents' and clerks' offices will be on the first floor. The whole of the freight work will be concentrated at the new yards, and the present freight sheds near Stuart st. station will be utilized for freight storage purposes. (June, pg. 195.)

Hamilton Improvements.—Following up the agreement between the company and the city council relative to construction of some overhead bridges and the connection of the main line and the old Northern and Northwestern Ry. at Strachan st., plans of the bridges and estimates of the cost have been submitted by the G.T.R. to the city council. As soon as the city approves of the plans and estimates the work will be proceeded with. Under the terms of the agreement the city has to pay a proportion of the cost of the bridges. (June, pg. 195.)

Brantford Deviation.—The improvements at Brantford and Paris, Ont., which are being worked out in connection with the carrying of the Niagara-Sarnia main line through Brantford, are to be on a very extensive scale. The plans for the whole of the works contemplated have not been finally adopted. One piece of work which is being carried out is

the lowering of the level of the Harrisburg-Tillsonburg line, and the raising of the main line, so as to do away with the crossing of the tracks in Brantford. (June, pg. 196.)

Stratford Shops and Station.—Local press reports quote Manager McGuigan as having recently stated that the company proposes spending \$1,000,000 or \$1,500,000 upon improvements in that city. What these improvements will be has not been definitely settled, but it is understood that there will be a new passenger station and offices, and extensive additions to the shops. Several properties have recently been acquired north of the Buffalo-Goderich tracks, giving the company possession of a sufficient area to build a large and modern station building, and to rearrange the tracks. (June, pg. 196.)

Sarnia-Kingscourt Jet. Double-track.—A contract has been let for double-tracking the line from Kingscourt Jct. to Sarnia Tunnel, 21.39 miles. The grading will be done by Ross & McRae, and the ballasting and tracklaying will be done by the regular employees of the road department. It is expected that the grading will be completed and double-track laid from Wyoming to Sarnia Tunnel, 13.62 miles, this year.

Grand Trunk Pacific Ry.—The proposals of the Dominion Government in reference to the aid to be given the G.T.P.Ry. Co. have been foreshadowed by the Ottawa correspondent of the Toronto Globe, and will, though with some alteration in detail, in all probability be passed. If the plan is carried out as outlined the G.T.P.Ry., while operating what will be practically a transcontinental line, will only own that section of it lying between Winnipeg and the Pacific coast, the line east of Winnipeg being owned by the Government. The proposal is that the Government shall construct a line from Moncton, N.B., via Quebec, to Winnipeg, Man., which will be leased to the G.T.P.R. Co. for 50 years, free for five years, for the net surplus of receipts over working expenses for the second five years, and for 3% upon the cost of construction for the remaining 40 years. Running rights are to be granted to other companies over this section of the line, and the rates to be charged are to be under the control of the Government, but they cannot be reduced to such an extent as will prevent the payment of the rental. The construction of this section of the line will be under the control of a commission appointed by the Government, but whether the work will be done by the commission, or by the G.T.P.R. Co. under contract is not stated. It is reported that the company has 60 survey parties in the field, of whom 10 are said to be working between Quebec and Lake Abitibi, near the Ontario-Quebec boundary. This, however, is not confirmed and no official information in regard to it appears to be obtainable.

In respect of the portion of the line from Winnipeg to the Pacific coast to be owned by the company, the Government proposal is to guarantee the bonds of the company to the extent of 75% of the cost of construction, but not exceeding \$13,000 a mile for the prairie section, and \$30,000 a mile on the mountain section, the length of which is fixed at 500 miles. The capital of the company is to be reduced from \$75,000,000 to \$45,000,000; \$5,000,000 has to be deposited in the Bank of Montreal in cash or approved securities, and as far as possible the materials used in the construction of the line are to be of Canadian manufacture. A majority of the directorate are to be residents of Canada, and it is reported that the British directors will comprise a representative of the Rothschilds, Lord Welby, Sir C. Rivers Wilson and A. Smithers, of the G.T.R., while the Canadian directors will include C. M. Hays, who is to be President, and W. Wainwright, who will be Vice-President.

A Montreal despatch states that Senator Cox, Jas. Ross and others will form a company, which will be entrusted with the construction of the G.T. Pacific Ry. from Winnipeg to the Pacific coast, as well as the line from Moncton to Winnipeg, proposed to be constructed by the Dominion Government. (June, pg. 196.)

Canadian Northern Ry. Construction.

Port Arthur Elevators.—Regarding the additional elevators to be erected, D. D. Mann is reported to have recently stated in Montreal that two more would be built, bringing the capacity up to 7,000,000 bush. We were advised July 6 that the matter was not in a sufficiently forward condition to say whether construction would be gone on with this year. (June, pg. 205.)

Winnipeg Terminals.—The negotiations between the company and the city council respecting the erection of a station and hotel are still in progress, and consequently nothing definite can be said in regard to the plans of either, or when work is likely to be commenced. (June, pg. 205.)

Branch Through Springfield.—A deputation from the municipality of Springfield, Man., waited on officials of the C.N. Ry. recently, asking that the route of the projected line to Lac du Bonnet, via Birds' Hill and Tyndall, be changed, so that the line will run through Oak Hammock. Surveys are being made with a view of locating the line in accordance with the suggestions of the deputation.

Branch to Oak Point.—Track is being laid on the old Winnipeg and Hudson's Bay line from Winnipeg to Oak Point, on Lake Manitoba, 53 miles, and the work is expected to be completed during July. (Feb. pg. 51.)

Greenway Southwesterly.—Construction is in progress on this branch from Greenway on the Morris-Brandon branch, southwesterly, 40 miles. (May, pg. 174.)

Carberry to Neepawa.—Construction is being pushed on this 20 mile branch connecting Carberry, Man., with the Neepawa branch line. (June pg. 205.)

Portage la Prairie.—General Superintendent James recently informed a deputation from the Portage la Prairie, Man., Board of Trade that plans for a new station at that place had been prepared. When the new station is erected the old one will be used as a freight shed.

Portage la Prairie Southwesterly.—Construction is reported to have made considerable progress on the line through the Rosendale district, southwesterly from Portage la Prairie, Man. (June, pg. 205.)

Rosburn Branch.—The extension of this branch from Rosburn Jct. to the western boundary of the province, 80 miles, of which 13.1 miles was completed in 1902, is being gone on with, and will be completed this season. (May, pg. 174.)

McCreary Branch.—Construction on this branch from Neepawa to McCreary has been completed. (May, pg. 174.)

Manitoba Branches.—Of the branch lines which the Western Extension Ry. Co. contracted with the Manitoba Legislature to construct during 1902, track was laid on 27.1 miles, and the grading for a further distance of 23.40 miles was completed in 1902. The unfinished portion of the McCreary branch has been completed, and construction is being gone on with on 160 miles of the other lines authorized. Of the 343 miles of line authorized there are now completed or under construction 212 miles, leaving 131 miles, for the construction of which the Government is authorized to grant an extension of time. The lines on which no work is at present being done are: Emerson, easterly, 20 miles,