

informed that there is no truth whatever in the rumor.

Spur from Webbwood.—The Spanish River Pulp Co. is building a spur from $1\frac{1}{2}$ to $1\frac{1}{2}$ miles long, starting from the Sault Ste. Marie branch about 4 miles east of Webbwood. (Aug., pg. 232.)

Dyment to New Klondike.—The spur of 7 miles from Dyment, 182.1 miles west of Fort William, to the New Klondike mining district, has been completed. (Aug., pg. 233.)

Branch to Manitou Lakes.—A deputation waited on Manager Whyte in Winnipeg a short time since urging the construction of a branch from the main line of the C.P.R. to the Manitou lakes. Several routes were discussed, the one from Dyment to Mosher Bay being considered the most favorable, owing to a spur having been built from Dyment to the New Klondike. A charter for a line through this district, starting from the C.P.R. main line, between Dryden & Tache stations, & connecting with the Ontario & Rainy River Ry., between Sturgeon Falls & Fort Frances, was granted at the last session of the Ontario Legislature to the Wabigoon & Rainy Lake Ry. Co.

Lac du Bonnet Branch.—Track laying has been completed on this branch from Molson, on the main line, to Lac du Bonnet, 28.8 miles. There will be considerable brick

run through the centre; on each side of this there will be a 12 ft. 6 in. roadway for general traffic, & running by the side of each roadway will be a 6 ft. sidewalk for pedestrians. The decline commences at Fonseca Avenue on the south side, & continues a like distance to the north of the track, a point some distance on the south side of Sutherland Avenue. The decline is 1 ft. in 15, to a depth of 12 ft. 6 in., the C.P.R. tracks to be raised 1 ft. from their present level. When the C.P.R. track is clear of trains there will be 45 ft. on each side of the subway opening, on the level, which will be open for street traffic as at present. The City Engineer approved of the plans. The question has been considered at several meetings of the City Council recently. The Winnipeg Electric St. Ry. Co. objected to the depth of the subway, proposing that it should be 14 instead of 13 ft.; the City Council decided in favor of this contention, and also for an increase of width from 42 to 60 ft., in consequence of which further negotiations are going on between the city & the Co. (June, pg. 175.)

Plans have been prepared for extensive alterations, improvements & extensions in the yards, shops, etc., at Winnipeg, involving a large expenditure & providing for the requirements for traffic for some years to come. (Feb., pg. 39.)

about completed. Page Wire Fencing has been used on the whole of this branch. (Aug., pg. 233.)

Pipestone Branch Extension.—Grading & track laying have been completed to Arcola, 95 miles west from Menteith Jct. At present the line is only being operated to Manor, 76 miles from Menteith Jct., but it will probably be opened through to Arcola very shortly. (Aug., pg. 233.)

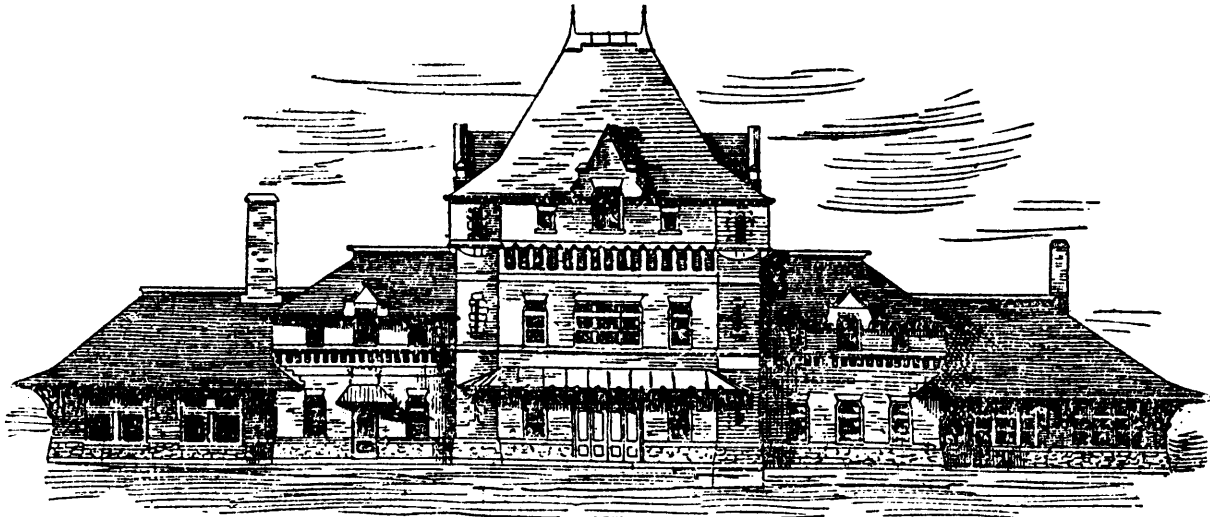
The Acton Burrows Co.'s enamelled iron plates are being used for station names on this branch, instead of painted wooden signs.

The Broadview Dining Hall, destroyed by fire last spring, will not be rebuilt, as there is sufficient accommodation for this service in one end of the station.

Banff Hotel.—It is reported that an addition containing about 75 rooms will be built ready for next season, at a cost of some \$60,000.

Crow's Nest Pass.—It is said the management has under consideration the building of a tunnel, about 1,000 ft. long, to do away with the long loop near Fernie, B.C.

Proctor to Nelson.—Track laying has been completed on this section of the Crow's Nest Pass Ry. between Proctor's Creek, on the south side of the west arm of Kootenay lake, & Five Mile Point, where connection is made with the portion of the Nelson & Fort Shep-



CANADIAN PACIFIC RAILWAY UNION STATION, OTTAWA.

traffic over this branch, a large brick-yard having been started near the lake early in the summer. A number of settlers have gone in lately, & occupy lands on both sides of the lake. (June, pg. 173.)

Winnipeg Terminals.—On pg. 304 of our last issue we gave particulars of an interview President Shaughnessy had with the Winnipeg City Council during his recent western trip. On Oct. 16 a largely attended public meeting was held in Winnipeg when it was explained on behalf of the Council that the C.P.R. would build the subway & be responsible for all damages to property in connection with the work. The Co. estimated the cost of the work at from \$120,000 to \$130,000, but all it would ask the city to contribute in any case would be \$60,000. In consideration of the city contributing this amount, the Co. would agree to pay school taxes, frontage taxes & business taxes on the hotel property. A resolution endorsing the Co.'s proposal, & recommending its acceptance, was adopted almost unanimously.

The Co.'s engineering department has prepared plans for the subway & submitted them to the City Council. The width of Main St. at the crossing point is 132 ft., & it is proposed to construct a subway 42 ft. in width. The street railway track, about 5 ft. in width, will

The West Selkirk Branch is being extended from West Selkirk about 24 miles, to the west shore of Lake Winnipeg, J. A. McArthur having the grading contract. The line will be an easy one to construct. It passes through a good agricultural district, especially north of Clandeboye. It is not expected that any track laying will be done until next spring. A summer resort, to be called Whyteswold, after the Manager of the Co.'s western lines, is to be established at the lake terminus of this branch. It will be about 42 miles from Winnipeg, & it is said to be the intention to give a passenger service covering the distance in an hour. To enable this to be done the old part of the branch between Winnipeg & West Selkirk is being improved & heavier rails are being laid on it. (June, pg. 172.)

Dauphin Branch.—A local paper states that a survey is being made for a branch from Westbourne, on the Manitoba & Northwestern branch, 16.9 miles north-west of Portage la Prairie, into the Dauphin district. It is said the survey touches Lake Dauphin at Bovette's, & that it is already made to Ste. Rose du Lac. This branch would be a competitor of the Canadian Northern.

McGregor-Vareoe Branch.—Track laying on the $26\frac{1}{2}$ miles graded from McGregor is

pard line between Five Mile Point & Nelson recently purchased by the C.P.R. It would have been extremely difficult to have located another line along the south shore of the west arm of Kootenay lake west of Five Mile Point, where the Nelson & Fort Sheppard Ry. had already been constructed. The C.P.R., therefore, bought from the N. & F.S.R. the portion of the latter line from Five Mile Point to Nelson, about 5 miles, the N. & F.S.R. retaining trackage rights into Nelson & terminal facilities, & maintaining connection with the C.P.R. at Five Mile Point for its line from there to the International Boundary, where connection is made with the Spokane & Northern. Considerable work in the way of improvement has been done on the section between Five Mile Point & Nelson since it came into the C.P.R. Co.'s possession. (Aug., pg. 233.)

The station to be built at Nelson will be 102x32 ft. In the basement there will be the furnace & fuel room. The ground floor will contain general waiting room, ladies' waiting room, ticket office, lavatories, baggage & express rooms. The first floor will be devoted to offices as follows: Superintendent, Superintendent's clerks, despatchers, Trainmaster, Engineer, Engineer's staff, Roadmaster & Bridge Inspector, Port Captain,