

&, until this has been done, it will, of course, be impossible to make detailed plans."

Engineer McNab, of the G.T.R., explained to the committee that the projected bridge was on one side of the street & the homologated line on the other. The width of the proposed bridge was 27 ft., with a projection of 5 ft. on each side. The width for vehicle traffic was 27 ft. The floor beams were extended in such a manner that there would be sidewalks on each side of 5 ft. The ramp began about 50 ft. from Notre Dame St., northern side, & ran up to about 9 ft. from Albert St. They then crossed Albert St. by a span of about 150 ft. Then came a larger span of 210 ft., which passed over the present tracks in Bonaventure, which brought them to a pier on the southern side of St. James St., at which point the ramp began to descend, until it met Mountain St. at the southerly side of the Boys' Home, 207 ft. St. James St. was crossed by a bridge of 54 ft. span, under which the St. James St. traffic would pass. The height was about 20 ft. For pedestrians, they would cross—if they did not choose to take the centre of the road—by sidewalks which were reached by stairways leading from Mountain St., on the westerly side, & from St. James St. on the easterly. There was a stairway leading from the southerly side, about 225 ft. from Notre Dame St. The stairways had been designed so as to not damage more than necessary adjoining houses. A tunnel would not be more practical than a bridge, as continuous pumping would be necessary.

The committee decided to refer the matter back to the G.T.R. authorities, to have plans & estimates prepared for an elevated line from Bonaventure station to St. Henri. (Sep., '99, pg. 266.)

Montreal General Offices.—Satisfactory progress is being made with construction. There was some delay at the start, owing to the lack of structural iron & steel, which kept back the contractors for the stone cutting, masonry & brickwork, but this has been overtaken, & the iron & steel supplies are at present abundant. September is spoken of as the date upon which the walls of the building will be complete. Indiana limestone is employed upon the front & sides. This, when dressed, presents a beautiful, clean, marble-like appearance. The blocks of stone come in huge masses, weighing from 10 to 18 tons. These are fashioned into the desired shape in the contractors' yards. The scroll & figure work, which showed beautiful effects in the plans prepared by the architect, are being carried out in front around & over the central entrance, which is nobly proportioned. The

interior work will be started just as soon as the building is sufficiently advanced to permit of such work being carried out. It is to be fitted up after the best examples which this continent affords, & it is said it will be one of the handsomest railway offices in the world. (April, pg. 109.)

Thousand Islands Junction.—It is said that the location of this station may be changed to a point about 2 miles east of the present site.

Queen St. East, Toronto.—Work has been commenced on the new station building. (June, pg. 175.)

Beautifying Stations.—The management is paying a good deal of attention to beautifying station grounds by sodding lawns & planting flowers. A good instance of this is afforded at Allandale, where the bahk between the tracks & Kempenfeldt Bay has been sodded & several flower-beds made. The water-front at Barrie station has been similarly treated.

Hamilton-Niagara Falls Double Track.—

The contract for this work has been given to Rogers & Taylor, of Montreal. (April, pg. 109.)

Hamilton Yard.—The Stuart St. yard is being remodelled. Among other improvements 4 tracks will run into the station, instead of 3 as at present.

International Bridge.—A large force is at work renewing the superstructure on this bridge between Fort Erie, Ont., & Buffalo. (Mar., pg. 71.)

Brantford Bridge.—The city of Brantford wants the Co. to add another span to its bridge, as part of the scheme to prevent a recurrence of spring floods.

Brantford & Main Line Trains.—General Manager Hays recently wrote the Board of Trade that the Co. would before long submit a proposal for running main line trains through Brantford. Several of the operating officials recently went over the route of the proposed cut off between Lynden & the Buffalo & Goderich line. The construction of a station in Brantford close to Market St., & the removal of the freight sheds to a new site south of the present station, is also said to be contemplated. (Mar., pg. 71.)

London.—Extensive improvements are to be made here. Work will be at once begun on the completion of a double track from East London to the Cove bridge. A new bridge will be built at the Cove to accommodate the double track. This track will in the near future be continued westward to Komoka.

This double tracking is the nucleus of the double track which will soon extend from Hamilton to Komoka. West of Komoka the double track will not be needed, as the traffic divides at that junction. Many changes will be made in the yard here. Two extra tracks will be put in at the station, making 4 tracks exclusively for passenger traffic & 2 for freight. The station platform will be lengthened & widened.

At Detroit, Mich.—July 17, the bridge over the Chicago & G. T. & the Lake Shore & Michigan Southern Rys., at Congress & Dequindre streets, was wrecked by a train attempting to pass through it which contained 2 cars loaded with iron bridge spans. The height of these spans above the car decking was about 6 ins. more than the overhead structure of the bridge through which the train was attempting to pass gave clearance for; in consequence the bridge was very badly damaged before the train could be stopped.

Chicago & Grand Trunk.—Now that the financial affairs of this road have been settled the work of double tracking will be pushed on vigorously. (June, pg. 175.)

C.P.R. Station Gardens.—The agents at the various stations on the lines east of Fort William are being encouraged to put their grounds in a neat condition, & have been supplied with a variety of flower seeds.

The Canadian Society of Civil Engineers had a membership on Jan. 30 last of 847, against 716 on Jan. 30, 1899. It is comprised as follows: Honorary members, 7; members, 308; associate members, 289; associates, 40; students, 203.

J. J. Gartshore, Toronto, reports the following recent shipments: Niagara, St. Catharines & Toronto Ry., for its Niagara Falls & Port Dalhousie extension, 300 tons rails; Preston & Berlin Electric Ry., 300 tons rails; Woodstock, Thames Valley & Ingersoll Electric Ry., 150 tons rails; Beck Manufacturing Co., Penetanguishene, 1 yard locomotive.

Beech Sleepers.—Experiments are being made in Germany with beech as a material for railway sleepers. It has been found that without preservative treatment they are apt to rot internally though they may be apparently sound on the exterior. On the Alsace-Lorraine lines, favorable results have been obtained with creosoted beech sleepers, which have shown an average life of 19½ years, while others preserved with zinc chloride have proved still more satisfactory, their life being 21½ years.

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