

will be considerable ballasting over the whole main line on this division, & considerable extension of sidings. Among the principal works may be mentioned the replacing of the 5 wooden bridges over the Kicking Horse River between Palliser & Golden by steel on masonry abutments. In the Black Canyon, about 3,000 ft. of the track will be raised. At Emory Creek the trestle approaches to the bridge will be filled. Eight trestles will be filled between Wharnock & Kanaka Creek. A large amount of ballasting will be done on the main line. About 50 miles of track in the mountains, principally on grades & curves, are laid with 72 & 73 lbs. steel, & it is the intention to complete the main line on this division with these weights, on account of the heavy engines now being used.

At the Lakes in the Clouds, near Laggan, a number of shelter houses are to be erected for the accommodation of tourists who may be overtaken by storms, & numerous paths are to be cut, as well as at Glacier. Mountain guides have been engaged in Switzerland, & will come out in the spring.

On the Columbia & Kootenay branch, between Nelson & East Robson, a considerable sum will be spent in straightening & otherwise improving the alignment.

Wharves & passenger platforms are to be built at East Robson & Nelson, a barge dock at Kaslo & permanent ways for steamers at Nelson.

A handsome station is to be built at New Westminster at once, to replace the one destroyed by fire. The plans are being prepared by E. Maxwell, Montreal. The track in front of the station will be ripped up to protect it from the Fraser River. A station & hotel is to be built at Sicamous, to replace the station recently burned, & a small station is to be built at Savonas. A large addition containing some 150 bed-rooms is to be made to the Hotel Vancouver, but the details have not yet been determined.

**Vancouver Terminals.**—The Vancouver station, described & illustrated in Nov. issue, pg. 235, will be completed next summer. Under the agreement between the Co. & the city other important improvements are being carried out. The wharves have been extended 500 ft. easterly & additional warehouses erected. In the near future the wharves will be extended 1,000 ft. still farther to the east to join the Co.'s Abbot St. wharf. All the Co.'s wharves are to be made permanent by sea walls in front & earth filling behind, which will extend to the shore, thus giving the Co. an esplanade in front of

the town about  $\frac{3}{4}$  mile long by 400 ft. wide, on which it is intended to lay a network of sidings with an engine-house, &c.; so that ordinary trains, either passenger or freight, will not need to cross the town to the False Creek yard. The Co. has also agreed to give a flag station at the east end of the town, near the sugar refinery. Under the agreement, which gives the Co. exemption from taxation for a considerable period, on property actually used for railway purposes, the Co. undertakes to expend \$700,000 on terminal buildings, wharfage, &c., by the end of 1906. The terminal buildings will be completed in 1899, but the wharves & water-front improvements will probably not be fully constructed for several years, the work being done gradually as increasing trade requires it.

**Trail to Rossland.**—In connection with the standardizing of this line, track has been laid between Trail & the smelter, & the whole work to Rossland is expected to be completed by May.

**New Westminster to Vancouver.**—The surveys for this new route for the main line have been completed. From Vancouver a line was run from south of the sugar refinery to the head of False Creek, thence under the trestle bridge & southeast to Central Park. From New Westminster another party ran a line from the station down the North Arm & thence north to Central Park. It is understood that a good grade has been found. The distance will be about 10 miles. There is nothing definite as to when the line will be built, & parliamentary authority may have to be obtained. (Nov. '98, pg. 236.)

**Crow's Nest Railway.**—The construction offices have been moved from Macleod, Alta., to Montreal, where the business in connection with the building of the line from Lethbridge, Alta., to Kootenay Landing, B.C., is to be closed up.

A tri-weekly passenger service, both ways, has been established between Dunmore Jct., Assa., & Kootenay Landing. A considerable force is at work ballasting between Cranbrook & Kootenay Landing.

A considerable amount of westbound freight is already being carried to Kootenay Landing, & thence by transfer barge to Nelson.

All the stations between Macleod & Kootenay Landing are to be equipped with The Acton Burrows Co.'s enamelled iron station names, white letters on blue ground.

The Nelson Miner recently announced that the construction of the western section of the line from Kootenay Landing to Nelson would be commenced at an early date. We have

been unable to verify this, & do not think any decision has yet been come to as to whether work will be proceeded with this year or not. The agreement with the Government does not require the completion of the line till the end of 1900. A plan & profile of the line as located from the western end at Nelson, 21.74 miles has been deposited in the registry office at Victoria. The work on this section will be very heavy, as there is a large amount of rock to be gone through.

**Columbia & Western.**—On the line now building from West Robson to Midway, track has been laid from West Robson westerly 11  $\frac{1}{2}$  miles. Grading is practically completed to Cascade, except the big tunnel at the 22nd mile, which will take 6 or 7 months yet. A temporary track, by means of switchbacks, will be used over the mountain. Between Cascade & Upper Grand Forks there are about 3 miles of light work yet to be done, which can be completed in a month after frost is out of the ground. Between Upper Grand Forks & Eholt Summit, the latter point being 80  $\frac{1}{2}$  miles from West Robson, grading is well advanced, except about 2  $\frac{1}{2}$  miles near Fisherman's Creek, or Niagara, where the work is exceptionally heavy, & will probably take till the beginning of June to complete. Between Eholt Summit & Midway grading has only just been commenced, but the work generally is not very heavy, & can be completed in 3 or 4 months. Owing to the exceptionally severe winter, & the fact that all material for bridges between the present end of track & the big tunnel has to be brought up by rail, it is not expected very rapid progress will be made with tracklaying until after the track gets over the switchbacks above referred to. The severe weather has delayed work considerably.

P. A. O'Farrell writes in the Globe: "In view of the advent of the C. & W. Ry. into the Boundary country, it will be instructive to briefly sketch that district. Boundary is a misnomer. The country is the country drained by the Kettle River. On its right bank Rock Creek & Curlew Creek are its principal tributaries. McKinney Creek flows into Rock Creek, & Curlew Creek comes north to join Kettle River from the Republic district. On the left bank Boundary Creek, Fourth of July Creek, & the North Fork are the principal tributaries. Boundary Creek is, therefore, but the name of a small district of a great country. Eholt Creek is a branch of Boundary Creek. The new railway passes over from Arrow Lake to Christina Lake, & thence up Kettle River to Grand Forks. Thence it

**Edward L. Drewry**  
**REDWOOD**  
**BREWERY,**  
Winnipeg, Manitoba

Fine  
**ALES, EXTRA PORTER**

... AND ...

**PREMIUM LAGER.**

*Most Extensive and Complete Brewery  
and Malthouses in Western Canada.*

**CHOICE MALT FOR SALE.**

Manufacturer of the Celebrated

Golden Key Brand ... **AERATED WATERS.**

## THE BARRETT TRACK JACK.

Recommended as a standard by the  
**Road Masters' Association of America.**

These Jacks are made with Malleable Iron Frames, Steel Pawls, Machinery Steel Bearings and Pivots, forged Steel Rack. The wearing parts are removable and readily renewable at slight expense. The rectangular base gives great lifting strength and fits into close quarters better than other shaped stands. Adaptable to either high or low set loads.

The Barrett Jack is the safest, best and strongest known to the railroad world to-day.

Lifting capacity,  
10 to 15 tons.

For Catalogue and Price List,  
apply to

**THE DUFF MANUFAC. CO.**

Marion and Martin Avenues,  
**ALLECHENY, PA.**

Stock carried by

**JAMES COOPER, Agent,**  
299 St. James St., Montreal.



No. 2 Automatic  
Lowering.



No. 1 Trip.