

Grand Trunk Betterments, Etc.

The two round-houses which are being built at Sarnia & Port Huron are making good progress & will be completed early in Sept. Each will contain stalls for 36 engines.

In regard to the new round-house for Fort Erie, Ont., we were officially informed on Aug. 2 that the plans & location had not been definitely decided upon, nor had it been decided when work would be commenced, but that the erection of the building might be looked upon as a certainty.

The Co. has steam shovels at work in Komoika pit, where a mile of gravel is being removed every day. Another will be put on this work at St. Regis pit on the south side of the St. Lawrence river to provide ballast for the track between St. Anne's & Vaudreuil. Seven work trains, employing over 600 men, are thus given employment, which will continue for some time.

The galvanized iron sheeting for the completion of the Victoria Jubilee bridge has arrived, & is about to be placed in position. This structure has been finished, to all appearances, for some time past, & in use for trains, but the contractors have been waiting for galvanized iron sheeting to prevent the horses from seeing the trains while crossing on the roadways set apart for vehicular traffic. The road for foot passengers, which is on a level with the vehicle roadways, will be opened for traffic when the sheeting is completed.

Good progress is being made on the double tracking of the line between St. Anne's & Vaudreuil & between Murray Hill & Trenton. Between St. Anne's & Vaudreuil a steam shovel, 2 work trains & 75 men are employed. Between Murray Hill & Trenton there are 2 steam shovels, 3 work trains & 100 men. Some 175,000 cubic yards of earth have to be moved between the last two points, where the grades are being improved, so as to do away with the pusher engine & save at least \$10,000 a year. When double track is laid on the two sections above mentioned the only single track remaining on the Montreal-Toronto line will be between Port Hope & Port Union, 46 miles.

Improved stations are to be built at St. Anne's & Vaudreuil. They will be of limestone & pressed brick & will cost \$14,000 to \$15,000 each. Work is expected to be gone on with at once. General Manager Hays has notified the Mayor of St. Hyacinthe that the Co. cannot now undertake the construction of an improved station there, but hopes that something will be done in that respect before long. Mr. Hays suggests that perhaps the town may be prepared to make some proposals as has been done in other places of placing the assessment on a fixed basis, say for 25 years, so that the Co. would know how it stood. He is prepared to consider any offer made by the town in this respect.

Surveys, Construction, Betterment, &c.

The Alberta Ry. & Coal Co., is said to be considering the standardising of its line from Lethbridge to the International Boundary, which would of course involve the standardising of its allied line the Great Falls & Canada from the Boundary to Great Falls, Mont. All the work done & all the ties put in the line during the past five years have been such as to prepare it for widening. This has been done without any aid being solicited from the Dominion, but now that Parliament has subsidised the Alberta Southern, which is projected to run from Anthracite to the International Boundary west of range 27, it is likely the A. R. & C. Co. will ask for aid to standardise its line to the extent of the difference between the small subsidy already given to it for a narrow gauge line & that granted for standard gauge ones.

Algoma Central.—We are officially informed that 50 miles are to be built this year, 40 on the main line from Sault Ste. Marie towards Missanabie & 10 on the Michipicoten branch. Work on this branch has commenced at the Lake Superior end. About 50 men are employed & the force will be increased as fast as men can be secured. The southern terminus of the branch will be at Sand Beach, on Michipicoten Bay, about a mile east of Gros Cap & 3 miles west of the mouth of the Michipicoten River. Here, in a nice harbor, will be built a commercial dock, 50 x 700 ft., & 2 ore docks, each 100 x 800 ft. The central ore dock will accommodate 4 of the larger lake vessels & the other one 2 vessels. Work on the docks has been commenced. A large boarding house has been erected & additions will be built as needed. Temporary stables have been erected. A month ago Sand Beach was an unbroken wilderness. Now it presents a scene of great activity & enterprise. H. E. Talbot, of Dayton, Ohio, is Superintendent of Construction & E. V. Clergue, Superintendent of the line. The latter says it is expected to complete the docks & the railway as far as the Lake Superior Power Co's mine by the middle of Oct., when the shipment of ore can be commenced. (July, pg. 209.)

Atlantic & Lake Superior.—E. Berryman, C.E., arrived in Montreal Aug 4, having completed an exploration survey between Port Daniel & Gaspé Basin. The railway will reach Gaspé Basin by the valley of York River, following that stream for about 20 miles. The length of the projected railway from Paspébiac, where the rails now end, to Gaspé will be about 90 miles. Mr. Berryman says that many surprises are in store for those who visit the Gaspé peninsula for the first time, as the timber resources of that district are a revelation to even those who are familiar with the Lake St. John & St. Maurice regions. It is, he adds, a province all to itself, & with a trunk line built down through the peninsula & 2 or 3 short feeders stretching out north & south an era of remarkable development will undoubtedly set in. He added that now that the subsidies for the railway have been voted, work on both ends will be commenced at once & that he will at once locate a section westward from Gaspé. He speaks highly of the quality of the soil along the St. John & York rivers, & expresses the opinion that with a railway & a market at their back, room will be created for a large and thriving agricultural population. (May, pg. 132.)

Bay of Quinte.—Parliament having revoked \$3,200 a mile for 10 miles to enable this Co. to connect its line with iron or other mines or other mineral or wood lands in the counties of Peterboro, Northumberland, Hastings, Lennox & Addington, Frontenac or Leeds, Ont., it is said that if iron is found in paying quantity & of good quality there is a probability that the road will be extended at an early date.

The Canada Atlantic is filling up a large gully at its Rideau yards, Ottawa. It is a 2 month's job for a steam shovel & 2 trains, which are hauling the earth from Eastman's springs.

Heavy steel will soon be laid from Ottawa to Bearbrook, 20 miles, which will complete the heavy rails to Coteau & will permit of faster running time.

Canadian Northern.—Doubts are expressed in Winnipeg as to whether the 25 mile branch from Dauphin into the Gilbert Plains district, for the construction of which arrangements were made with the Manitoba Government, will be built this year. When in Winnipeg recently D. D. Mann said it would depend upon whether rails could be obtained. (June, pg. 175; July, pg. 209.)

Grading beyond Cowan, the terminus of last year's construction, is going ahead, although perhaps not with the same rapidity as

the Co. may wish, owing to heavy rains. Track laying is being proceeded with & up to Aug. 15 10 miles had been laid beyond Cowan. If the conditions continue favorable the Swan River should be reached early in Sep., & it is expected that Red Deer Lake will be reached before snow flies. Nothing definite has been decided as to the point at which the Saskatchewan River will be crossed. Surveys to decide this are being made. (July, pg. 209.)

Repair shops are being erected at Dauphin.

Central of New Brunswick.—The Dominion Parliament having voted a subsidy for an extension of 30 miles from the Newcastle coal fields to Gibson, there is a prospect of work being gone on with this year, though no definite information is obtainable. A preliminary survey has been made. (May, pg. 133.)

Coast Ry. of Nova Scotia.—We are officially informed that the grading to Barrington, on the 20 miles extension from East Pubnico to Barrington, is practically all completed & will be finished by the end of Aug. Seven miles of track have been laid from East Pubnico to Upper Wood's Harbor, & ballasting has commenced. An extra engine has recently been bought for facilitating construction work. The contract for fencing has been let, & the work is being done. Contracts for the bridges were let some time ago & the shipment of the superstructures is daily expected. Work is being pushed on the station buildings. It is expected to open the road to Barrington Passage by Oct. 1, & it is likely some work will be done beyond Barrington this season. (July, pg. 209.)

Great Northern of Canada.—Work on the extension from Shawenegan westward, is advancing rapidly. The work of the sub-contractors, who have charge of 5 or 10 mile sections along the line, is far advanced. Work on the bridge over the Ottawa River at Hawkesbury, which is the most important structure on the whole line, has been started, & although there are 7 spans of 204 ft. each, the 8 piers will be ready to receive the steel superstructure before cold weather sets in. For some time past, men have been at work preparing the stone for this bridge, & already 800 of the 2,700 yards of stone required, have been cut & put in position. Besides the stone works, about 2,000 yards of concrete will be used in the construction of this bridge. It will not be necessary to go down very far to secure rock bottom, but the water where one of the piers is to be constructed is about 15 ft. deep, & in 2 or 3 instances caissons will have to be built. The section from St. Jerome to Hawkesbury, the last portion given under contract, which is 35 miles long, & takes in 2 important bridges near Lachute, is also very far advanced. Stone is being rapidly quarried for these structures, & will be completed this season. The grading of the portion between Shawenegan & Montcalm, a distance of 53 miles, is far advanced also, & fully 9-10 of it is completed. About 11,500 tons of rails will be required & 9,000 tons have already reached Canada. The laying of them is progressing rapidly, the first having being put down east of Joliette. As fast as the rails are down the ballasting is begun by 2 ballast trains, 1 steam shovel & many laborers. The station buildings & the fencing are also being attended to. The Joliette station is to be commenced immediately. Right of way has been procured east of Montcalm, & probably for $\frac{2}{3}$ of the remaining distance west of St. Jerome. From all indications trains will be running from the St. Maurice to the Ottawa before March, although the contractors have until May to complete the work. Had it been possible to secure the superstructure for the bridges in time, the line would have been complete before the end of 1899. (July, pg. 209.)

Under power conferred on them at the re-