

discussed, nothing had been decided. C. M. Hays would not state how far negotiations had gone, but expressed an opinion that the development of C.P.R. traffic via Midland was a much preferable plan to the construction of the projected French river canal.

**London Yards.**—Considerable work is being done in the way of track extension at the London, Ont., yards of the C.P.R., particularly in connection with the new iron and steel works, which are situated adjacent to the line of the Lake Erie and Detroit River Ry.

**North Bay Yards.**—By arrangement with the town council the Co. has agreed to expend \$200,000 within 18 months in the erection of a new station, freight shed and roundhouse, in return for certain concessions. It is not likely that anything in the way of construction on the new station will be done until next year.

**Lake Superior Division Sidings.**—The sidings between White River and Port Arthur, Ont., are all being extended to 2,000 ft. in length.

**Fort William Roundhouse.**—A five-stall addition to the roundhouse at Fort William, and a new blacksmith and machine shop, 72 by 160 ft., of brick and stone, are expected to be completed early in Nov.

**Fort William to Winnipeg.**—A train weighing 2,140 tons, attached to which was a dynamometer car containing instruments for recording the amount of force exerted, the strength of drawbars, etc., recently went over the line between Fort William and Winnipeg and return, with a view of testing the gradients in connection with the track improvements in contemplation. The object of the trip is to ascertain different points on the present grades to which a 2,140 ton train can be drawn by a particular type of engine, at a given speed, and to start the reduction of gradients from that point.

**Winnipeg Shops and Yards.**—E. H. McHenry, Chief Engineer, on his recent trip of inspection over the line, inspected the yards and shops in Winnipeg with a view to an enlargement and rearrangement of the same, on which it is proposed to expend a considerable sum. The plans are now under consideration. (Aug., pg. 271.)

**Souris River Bridges.**—Contracts have been let for the masonry work on new bridges

over the Souris river at Mentieth and Treesbank, Man. J. Gunn, Stonewall, Man., has the contract.

**Headingly Bridge.**—A contract has been let for the substructure of a new bridge over the Assiniboine river at Headingly, Man. J. Gunn, Stonewall, is the contractor.

**Winnipeg Bridge.**—The bridge over the Red River at Winnipeg has been completed. The Louise bridge, which is owned by the city, and has been in use for 21 years, has been abandoned as far as C.P.R. traffic is concerned. (June, pg. 202.)

**Winnipeg Beach Branch.**—Tracklaying and ballasting has been completed, and the branch handed over to the operating department. (June, pg. 202.)

**Snowflake Branch.**—Tracklaying on the extension of 10 miles from Snowflake to Mowbray, was expected to be completed and handed over to the operating department in Oct. (June, pg. 202.)

**Waskada Branch.**—Tracklaying on the extension westerly from Waskada to Lyleton, was expected to be completed in Sept., and the line handed over to the operating department in Oct. (June, pg. 202.)

**McGregor Branch.**—Tracklaying was expected to be completed on the 10 miles graded last year from Wellwood to Brookdale, in Oct. (Aug., pg. 271.)

**Branch from Forrest.**—Tracklaying has been completed on the 22 miles from Wheatlands, to which point track was laid last year from Forrest, to Lenore and it was expected that ballasting would be completed in Oct. (June, pg. 202.)

**Manitoba and North Western Ry.**—The grading, tracklaying and surfacing of the extension of this line from Yorkton, Assa., northwesterly for about 40 miles towards Prince Albert, is expected to be completed by the end of Nov. This extension will carry the line nearly to the Quill lakes. (Aug., pg. 271.)

**Pheasant Hills Branch.**—Grading on about 120 miles of the branch from Kirkella, Assa., was completed in Sept., and tracklaying was expected to be completed by the end of Oct. 80-lb. rails are being used. The line runs northerly from Kirkella to near Fort

Ellice, then easterly and northerly, crossing the Qu'Appelle valley near Scissors Creek, serving the Pheasant Hills settlements. It is intended to continue the line to a junction with a short branch of the Qu'Appelle, Long Lake and Saskatchewan Ry. at Craven. (Aug., pg. 276.)

**Calgary Yards.**—The Co. has asked the city for land to increase its yard accommodation at Calgary from 30 to 45 acres.

**Field-Ottertail Deviation.**—C. Schreiber, Deputy Minister of Railways, recently inspected this seven-mile deviation, which has been completed. (Aug., pg. 271.)

**Spurs at Phoenix.**—Surveys have been made for the construction of a number of additional spur tracks to the mines near Phoenix, B.C.

**Kootenay and Arrowhead Ry.**—The line from Lardo to Gerrard, on Trout Lake, was put in operation, Aug. 1, and in connection with the railway service a small steamer, the Victoria, was put on a route between Gerrard and Trout Lake City. (Aug., pg. 271.)

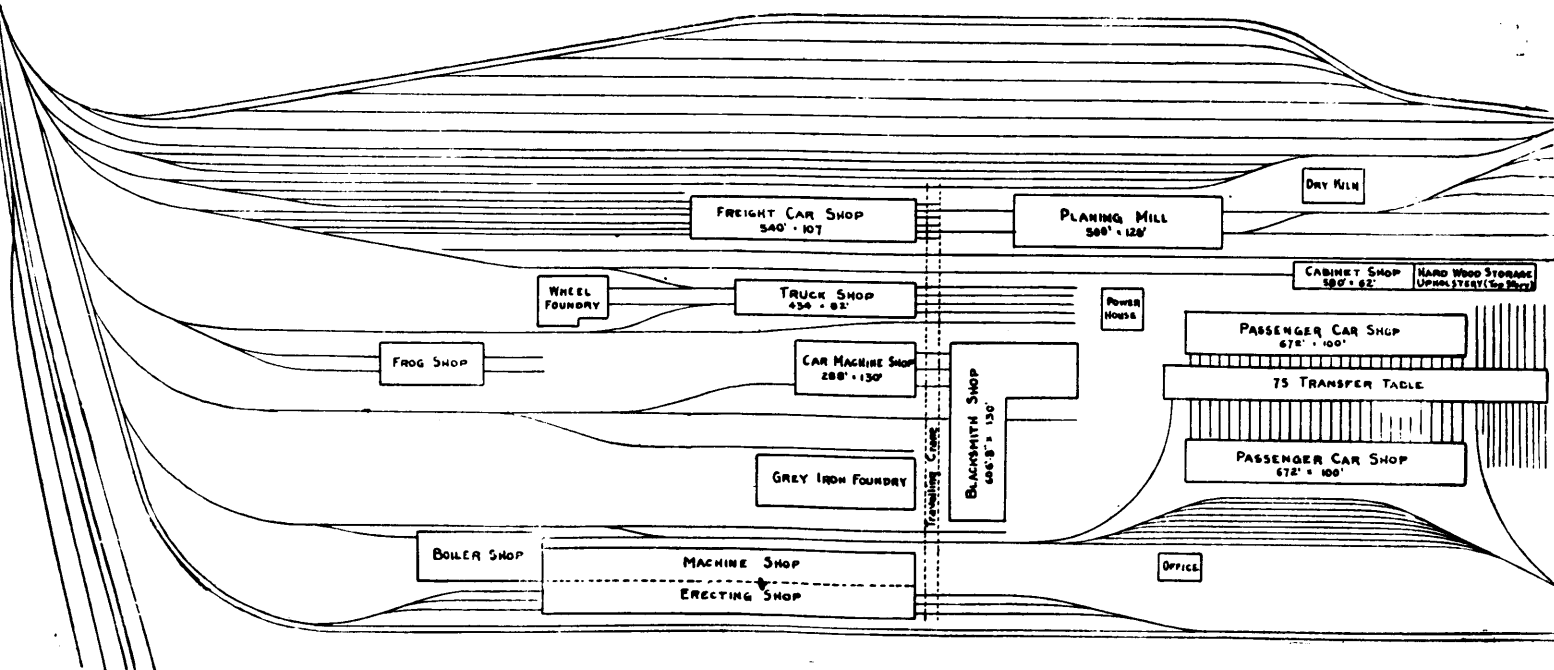
**Hotel at Kamloops.**—We are informed that it is not at the present time the intention of the Co. to build an hotel at Kamloops, B.C.

**Hotels in B.C.**—F. M. Rattenbury has completed an inspection of the Co.'s hotels in B.C., with a view to enlarging and remodeling some and of rebuilding others, work on which is not already in progress.

**Vancouver Golf Links.**—The C.P.R. has offered to provide a site for golf links at Vancouver, and to clear the same ready for play.

**Branch to New Westminster Cattle Yards.**—A branch is projected to run into the cattle yards and to the city market, and plans will shortly be submitted to the city council.

**Vancouver Waterfront.**—The C.P.R. has under consideration a comprehensive plan for the improvement of the waterfront of Vancouver. In connection with the project, negotiations are in progress with the city council respecting rights of way over certain streets, improvements to be effected on certain lots, etc. E. H. McHenry, Chief Engineer, is preparing plans for the improvements, but details have not been definitely decided. Press reports state that five new wharves, 600 ft.



GROUND PLAN OF THE CANADIAN PACIFIC RAILWAY SHOPS TO BE ERECTED IN MONTREAL.—See page 377.