

THE RAILWAY & SHIPPING WORLD,

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AN ILLUSTRATED PERIODICAL DEVOTED TO STEAM AND
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The Official Organ of
The Canadian Freight Association.
The Canadian Roadmasters' Association.
The Canadian Ticket Agents' Association.

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TORONTO, CANADA, JANUARY, 1904.

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NEXT ANNUAL MEETING of the Grand Council in
Kingston, Ont., Jan. 4, 1904.

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RAILWAY DEVELOPMENT.

(Continued from page 1.)

to raise the scows, span and all. When the
span was raised clear of the piers, the scows
were towed clear, and to the position between
piers 3 and 4, where they were again anchor-
ed, and left for the receding tide to deposit
the span in its place. The whole operation
was completed in an hour. The fantail span
was built on the Brownsville shore and was
towed into position.

The Commissioner of Lands and Works,
replying to questions in the Legislature Dec.
3, said the engineer's estimate of the cost of
the bridge was \$936,314. There had been
expended to Dec. 1, \$578,279.28, leaving a
further sum of \$258,034.72, as the estimated
further cost. He also stated that the Govern-
ment had not entered into a contract, or
negotiations looking to a contract with any
railway company for the use of the bridge.

Granby Consolidated Mining, Smelting
and Power Co.—Application will be made at

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the current session of the B.C. Legislature for
an act amending the Company's charter of in-
corporation for the purpose of empowering it
to construct a tunnel or tunnels through the
mountain to its mines at Phoenix, B.C. At
present the ore from the Company's mines is
handled at the mouth of the shaft and placed
in railway cars which have to make a long
detour and descend a considerable declivity
before reaching the smelter. In order to re-
duce the cost of handling the ore the company
proposes to drive a tunnel from near the
smelter, on the level into the mountain and
under its mines. Tracks will be laid in this
tunnel and cars run in under the mine, where
they will be loaded from the shaft, which will
be continued downwards. D. Whiteside,
Grand Forks, B.C., is solicitor for the Com-
pany, the President of which is S. H. C. Miner,
Granby, Que.

Great Northern Ry. (U.S.)—The proposed
G.N.R. hotel in Vancouver, B.C., will cost
about \$500,000 and will replace to a consid-
erable extent the Company's hotel at New
Westminster, B.C. The completion of the
Fraser river bridge will enable the Company
to run its trains into Vancouver, "leaving
New Westminster to look after itself as a side
station," as the Columbian, of that city,
puts it.

With the completion of the Fraser river
bridge, and a small piece of line being con-
structed by the Vancouver, Westminster,
Northern and Yukon Ry., the direct entrance