

on a portion of the short line between Montreal & Ottawa, & on the main line from Montreal Jct. southerly, over the St. Lawrence bridge. These rails are the standard section of the American Society of Civil Engineers, & will be laid with the Bonzano joint, which is now attracting great attention in railway engineering circles. It is a well-known axiom that by increasing the weight of the rail, not only is a greater smoothness imparted to the running of trains, & especially the running of heavy rolling loads, but the life of the rail is greatly prolonged. The difficulty in the way of increasing the weight of rails, however, has been the practical impossibility of strengthening the rail splices or joints, & this difficulty is said to be got over by the joint referred to, drawings of which are given on this page.

Peterboro' County, Ont.—At the request of the municipality of Anstruther & Burleigh the Co. recently sent H. W. D. Armstrong, C.E., over the ground from Norwood, on the Montreal-Toronto line, 18 miles east of Peterboro', to Apsley, in the northern part of the County, some 25 miles, to look into the desirability & probable cost of building a branch line.

Woodstock, Ont.—A handsome stone station is being built at this point.

Sault Ste. Marie Bridge.—On Apl. 25 the new swing bridge over the Canadian canal was swung for the first time. The superstructure, which is 408 ft. long, & is said to be the longest swing bridge in Canada, was

from there some 40 miles to Bonnet Portages on the Winnipeg River, a little north of Bonnet Lake. Manager Whyte has advocated the building of this line, which would pass through a heavily timbered district, principally tamarac & spruce, the last few miles being through pottery & brick clay beds. In an interview Sir Wm. said he did not think the branch would be built this year, but there was a possibility of its being gone on with in 1900.

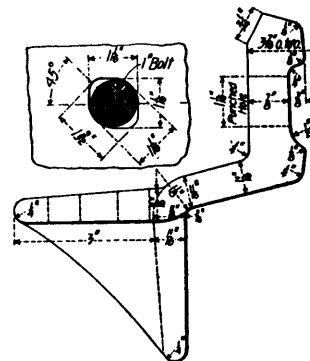
Stonewall Branch.--We were officially informed recently that no definite decision had been arrived at as to the extension of this branch beyond Teulon, to which point it was built from Stonewall last year. The Co. has a bill before the Dominion Parliament to authorize it to extend from Teulon to the west shore of Lake Winnipeg between Gimli & Arnes. The latest map issued by the Co. does not show this line, but does show a projected line from Stonewall northwesterly across the narrows of Lake Manitoba to a connection with the Canadian Northern Ry. at Dauphin. (Feb., pg. 41.)

From Portage La Prairie Northwesterly.
—See under head "Northern Pacific" on
page 136.

Pipestone Branch.—About 19 miles of grading was done from Reston west last year, about 2 miles being laid with track. The track laying has been completed on the balance of the grade this spring, the end of track being about 3 miles west of Antler. It is expected grading will be resumed shortly & that

102 miles, 90% of the grade is completed. Grading has been carried as far as Eholt Summit, about 80 miles from Robson, & this section is ready for the rails from Eholt Summit to Greenwood. The work is light & road practically level. Track laying is completed for 22 miles west of Robson, & is being pushed as rapidly as possible. It is expected a train will reach Midway by July. The Boundary Creek Times says: "The C. & W. Ry. passes through a country that would strike terror into the hearts of ordinary men. But railways will tackle anything that nature places in their way. From Robson to Cascade almost the entire roadbed has been cut out of hard granite. Then there is a dozen miles of level country, which afforded comparatively easy work; but this is offset by the country along the north fork of the Kettle River. The 102 miles from Robson to Midway will for engineering difficulties & costliness average higher than any other road of equal length that has ever been constructed on the continent. The fact that the whole will have been completed within 12 months speaks volumes for the ability of those in charge."

Contracts have been let to Welsh & Co. for the construction of 21 $\frac{1}{4}$ miles of branch lines from the Robson-Midway extension as follows: From Eholt Pass south to Wellington Camp 8 $\frac{1}{2}$ miles, with a spur to Greenwood Camp 3 miles & 2 spurs of 1 mile & $\frac{1}{2}$ mile each, & a spur to Summit Camp of 2 $\frac{1}{4}$ miles. From Greenwood northwest to Deadwood Camp 6



THE BONZANO JOINT AS USED WITH 100 LBS. RAILS ON THE C.P.R.

built in its place without any interruption of railway traffic. The new bridge does away with the objectionable pier which has stood in the centre of the canal as a menace to shipping, & which is now being taken out, so that in the coming season vessels using the Canadian lock will have an entrance 150 ft. wide, & one that no objection can be raised against.

Fort William Round-house.—The round-house having been burned Apl. 17, together with 7 locomotives, temporary stalls have been put up. The burned building will probably be replaced by a larger brick structure.

Fort William to Winnipeg.—A contract for the masonry of the permanent bridges to be put in preliminary to the double-tracking has been let to W. Garson, Rat Portage. H. D. Lumsden, C.E., who is making headquarters at Winnipeg for a time, will make an estimate of the cost of double tracking.

Rat Portage.—Plans have been prepared in Montreal for a station building to replace the present one & considerable expenditure is contemplated in yard extensions & improvements, but up to the date of our last official advices satisfactory arrangements had not been made with the town & nothing definite had been decided on as to when work would start, if at all this season. (Apl., pg. 112.)

Bonnet Lake Branch.—During his recent Western trip Sir Wm. Van Horne visited Tyndall, 29 miles east of Winnipeg, to look into the question of building a branch northeasterly

the line will be extended another 20 miles or so this year, into the Moose Mountain district. It is the ultimate intention to connect this branch with the main line at or near Regina. (Feb., pg. 41.)

Deloraine to Waskada.—The Co. has a survey party under H. D. Lumsden, C.E., at work between Deloraine, Man., & Waskada, where it is said a branch of some 20 miles will be built. The Northern Pacific is said to be also anxious to get into this district by running a line from its Souris River branch & there is an independent charter, the Waskada & Northwestern.

Crow's Nest Pass Branch.—No arrangements have been made for commencing work on the extension of this line from Kootenay Landing to Nelson & it is not believed it will be gone on with this year. It is said Vice-President Shaughnessy will go west shortly & while there will look into the question of building a branch line to the North Star mine. (Apl., pg. 112.)

Columbia & Kootenay Branch.—W. B. Tierney & Co., of Nelson, have the contract for improving the alignment of this line. There will be considerable rock work & there are a number of trestles to be filled. (Apl., pg. 112.)

Columbia & Western Ry.—The standardizing of this line between Trail & Robson, fully described in our last issue, is rapidly approaching completion. (Apl., pg. 112.)

On the extension from Robson to Midway,

miles. In the plan given herewith the heavier dotted line shows the portion of the C & W. Ry. between Grand Forks & Midway. The lighter dotted lines show the branches & spurs. Plans have also been filed at Victoria, B.C., for the following branches: From Grand Forks to Carson; from Cascade City to International Boundary; from Cascade City to Christina Lake, from Eholt Summit to Long Lake Mining Camp; extension from Midway to Rock Creek.



Branch to Republic, Wash.—There is no truth in the report that the Co. will build a branch from the Robson-Midway line to cross the International Boundary & run down the San Poil Valley to the new mining camp at Republic, Wash. (Apl., pg. 113)