

shifted a slight distance south of the present line, so as to allow the C.P.R. to lay its new track free of the crossings mentioned." (May, pg. 140.)

Fort William to Medicine Hat.—Several engineering parties have been at work for some time making surveys with a view to the reduction of gradients & curvature on the main line between Fort William & Medicine Hat.

Dyment to New Klondike.—On June 13 Contractor J. D. McArthur started grading a branch of 7 miles from Dyment, 182.1 miles west of Fort William, to the New Klondike mining district. The Keewatin Gold Mining Co., which purchased a claim at the terminus of the branch from Senator Watson, of Manitoba, and others, is going to operate it, & the branch is being built simply for ore traffic. At the recent session of the Dominion Parliament a cash subsidy of \$22,400 was voted for this branch.

Bridge Over Red River.—A short time ago it was stated in Winnipeg papers that the Co. had decided to build a bridge over the Red River at Winnipeg, to be used in place of the present Louise bridge. We are informed that no arrangements have been made for building another bridge, and that nothing has been done further than to make some surveys. We think it probable that the question will come up in the course of the next year or so, as the Louise bridge is not at all well adapted for the increased traffic, being used also for vehicles which very much interfere with the train service.

Deloraine-Waskada Branch.—The Dominion Parliament at its recent session granted a cash subsidy of \$64,000 for the extension of this branch further westward for a distance not exceeding 20 miles. The Manitoba Government has been negotiating with the C.P.R. Co. about going on with the work, but it is not considered likely that it will be proceeded with this year at least, on account of the partial failure of the Manitoba crops. (Jan., pg. 7.)

McGregor-Varcoe Branch.—The 20 miles of grading, which were completed last year, have been extended to mileage 26.45 at Wellwood. (May, pg. 141.)

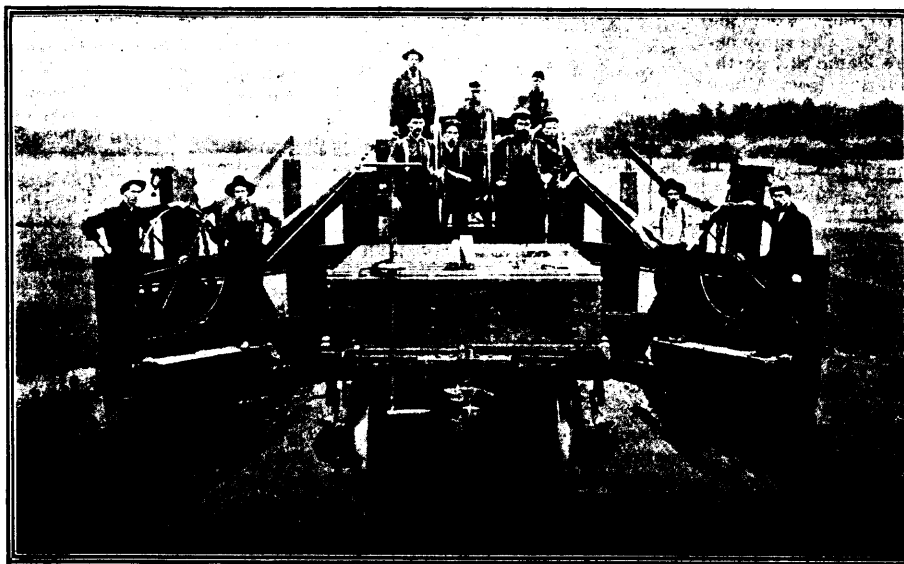
The Acton Burrows Co.'s enameled iron signs are to be used for station names on this branch, instead of painted wooden signs.

Pipestone Branch Extension.—It is expected that this branch will be completed this year to 50 miles west of Antler, last year's terminus, which will carry it to Clare at the west end of the Moose Mountain. (May, pg. 141.)

Crow's Nest Pass Ry.—J. W. Stewart has completed his contract for grading on this line from Procter's Creek, on the south side of the west arm of Kootenay Lake, to Five Mile Point, near Nelson. It was principally side hill work, a good deal of rock being encountered. The gradients & curvature are light. A slip has been built for the Co.'s steamboats at Procter's Landing, & a

movable slip is also being provided there. Another slip is to be built at Nine Mile Point. The line is being connected with the Nelson & Fort Sheppard Ry., from which running rights have been secured into Nelson. (Mar., pg. 71.)

C. F. Hannington is said to have made a



BOSTON AND MAINE SHOULDERING CAR IN SERVICE. FIGURE 3.

survey for a line from Sand Creek, near where the Crow's Nest Ry. crosses the Kootenay river, to Golden on the main transcontinental line.

Arrowhead & Kootenay Lake Branch.—The grading done last year has not been continued this year. (June, pg. 173.)

It is reported that surveys are being made for the proposed extension of the Lardo branch, northeast from the Divide & down Toby Creek into the mining region of the Windermere district.

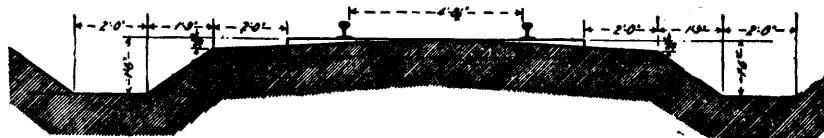
Slocan Branch.—A survey has been made for a branch of 10 miles, starting from the Slocan City branch at Lemon Creek. (Feb., pg. 40.)

Columbia & Western Ry.—The last section between Greenwood & Midway was turned over to the operating department June 10. (June, pg. 173.)

A very complete description of this line between West Robson & Grand Forks is given on pg. 225.

Although surveys westward to a connection on the main line at or about Spence's Bridge have been completed, construction will not be proceeded with beyond Midway this year. (Feb., pg. 39.)

Vancouver Terminals.—The general improvements now being carried on by the Co., on the harbor frontage will, when com-



CROSS SECTION OF ROADBED, BOSTON AND MAINE RY. FIGURE 4.

pleted, add many acres to the Co.'s foreshore property, & will greatly improve the appearance of the city's frontage. Much time will be required to complete the improvements, & the expenditure of a vast sum, estimated at from \$850,000 to \$1,000,000. No one company in Canada will then possess so valuable a foreshore as the C.P.R.

Grand Trunk Betterments, Etc.

Point Levis.—The Co. will erect a building large enough to house all the immigrants bound for the U.S. Immediately on the arrival of a ship the steerage passengers will be separated into two parties, those going to Canada & those to the U.S., so that the U.S. Commissioners will be able to conduct the examination in their own building without being delayed by those immigrants with whom they have nothing to do. The new building will be supplied with a lunch counter, good water & all sanitary appliances. The object of this change is partly to avoid the delay of through international trains at the U.S. frontier.

Victoria Jubilee Bridge.—The Dominion Parliament at its recent session voted \$230,000 to make up the grant in aid of the rebuilding of this bridge to \$500,000.

Abolition of Montreal Level Crossings.

—Early in July the Co., without first obtaining permission from the city authorities, laid a track across Aqueduct St., as a temporary spur from the main tracks to the yards back of the freight sheds, to be used for taking in material for the erection of additional freight buildings. On the matter coming before the City Roads Committee, General Assistant Wainwright appeared for the Co., & stated that the track has been laid under instructions from an official who was ignorant of the city bylaws & asked that it be allowed to remain temporarily. This request was refused & the track was taken up, a request to be allowed to relay it being also refused. This incident brought up again the question of abolishing all the Co.'s level crossings in the city. After a conference between General Manager Hays & the Committee, he submitted the following proposition:—"Confirming my statement at our conference that I was prepared to make a proposition in connection with the reparation of the level crossing of our tracks at Mountain St., I enclose plan of the proposed viaduct, prepared by our Chief Engineer, & will state that the G.T.R. is prepared to at once undertake the erection of viaduct in accordance with this plan, estimated to cost \$135,000, & will pay half of the original cost of said viaduct, upon condition that the city will pay the remaining one half of the cost of erection & maintenance & will thereafter maintain & renew & will assume & pay any incidental or consequential damages to adjacent property or business arising in connection with the separation of the crossing. We will then be prepared to enter into an agreement with the city on the same general terms as above set forth, for the separation of the

level crossings remaining between Mountain Street & St. Henri, by the elevation of our tracks as soon as the details can be agreed upon as to streets necessary to be vacated, overhead clearance, width of subways, time of completion, etc., etc., all of which questions, I take it, the city will desire to have passed upon by its Engineering Department,