

thought fair. The question of the 7 ft. clear headway above freight cars under bridges was involved in this case, & Counsel for the T., H. & B. asked for a ruling as to whether the exception made in the case of trains of cars under air-brake control applied to trains of cars some of which were not so equipped. Mr. Blair replied this was a question to be considered. Decision was reserved. Judgment on another application of the T., H. & B. Ry. for authority to build a branch from a point in the 3rd concession of Barton to Wellington St., Hamilton, north of the G.T.R., was also reserved.

Allandale Crossing, G.T.R.—An agreement was filed between the G.T.R. & the Township of Innisfil, in relation to the Allandale crossing, this matter having been enlarged for the agreement of the parties. The agreement calls for a slight deviation of a highway. The Committee sanctioned the arrangement.

Canada Atlantic Crossing.—In reference to the complaint of G. M. Loy, of Valleyfield, that the C.A. crossing on Grand Ile Line road, Valleyfield, was in a dangerous condition, Messrs. Bethune & Mountain, on behalf of the railway, stated that the cause of complaint would be removed.

G.T.R. Crossing at Richmond.—Strong opposition was made to the application of the Town of Richmond, Que., for permission to open Stanley Avenue across the G.T.R. track. The Co.'s Counsel stated that a land-booming scheme was the cause of the application. Decision was reserved.

G.T.R. Trackmen's Wages.

The G.T.R. management has announced that, effective July 24, it has raised the minimum pay of the trackmen on its main lines of heavy traffic from \$1 to \$1.10 a day. The increase affects the following lines:—Portland, Me., to Sarnia Tunnel; Rouse's Point, N.Y., to Montreal; Toronto to Hamilton; Niagara Falls to Sarnia Tunnel; Niagara Falls & Fort Erie to Stratford; Fort Erie to Kingscourt Jct., via St. Thomas & Glencoe; Kamoka to Windsor. The men on the branch & other lines do not receive any advance. In an interview on the subject General Superintendent McGuigan said:—"I have been authorized to state that the trackmen on the main lines have had their salaries advanced to \$1.10 a day, & that is as far as the Co. is prepared to go. The reason why no increases have been granted on the branch lines is that the cost of living is much less on those branches. The increase, of course, only affects those who have been receiving \$1 a day. Those whose wages are more than that are not affected. We have on the main lines some 486 men receiving \$1.25 a day & about 200 receiving \$1.20 a day. There are from 1,200 to 1,500 who are working on the main lines & who will benefit by the increase, while the trackmen on the branch lines number from 600 to 800."

The demand made by the men when they struck on May 22 will be found in full in our June issue, pg. 171.

The Chilcote Pass Tramway.

It is said this concern has been sold to the White Pass & Yukon Ry. A Tacoma, Wash., paper, referring to the return there of H. C. Wallace, one of the originators & a heavy stockholder in the enterprise, says the aerial tramway operates between Canyon City & Crater Lake. Canyon City is 6 miles distance from Dyea, & prior to the completion & operation of the railway to the summit, this short pack was considered as next to nothing by the traders & prospectors who had endured the fearful toil & hardships incident to getting their outfits & goods over the en-

tire length of the trail from Dyea to Lake Bennett. With the inception of the railway, however, transportation affairs on the Chilcote Pass assumed a different phase. With the railway, the necessity of making the pack to Canyon City was obviated. The matter finally resolved itself into the tramway people extending their line on to Lake Bennett or selling out to the White Pass Ry. The tramway had cost \$200,000 to build. To make a terminus at Lake Bennett would cost \$300,000 more. But with this extension added the tramway would be enabled to carry freight at a cost of about 12% of what the railway tariff must be to make the road profitable. The railway people, so it is rumored, offered \$150,000 for the tramway plant with other minor concessions added. It became a question with the tramway stockholders whether to go to the further expenditure of \$300,000, build on to Lake Bennett & control the freight business over the Chilcote Pass or sell out to the White Pass railway. To arrange a settlement of these matters is the errand on which Mr. Wallace left for the north, & from which he has just returned.

Grand Trunk Betterments, Etc.

An up-to-date station is to be built at Point St. Charles, Que.

A passenger station is to be built at Queen St. East, Toronto.

A track is being built along Goderich harbor front to the beach.

It is said an improved round-house is to be erected at Fort Erie, Ont., & that work will be started at an early date.

On July 16, General Traffic Manager Reeve & party drove across the Victoria Jubilee Bridge, in the first vehicle to pass over it. The bridge is not yet, however, completed for vehicular & pedestrian traffic.

Work is in progress to complete the double track between Montreal & Toronto. What is being done includes four miles between St. Anne & Vaudreuil, & 3½ miles between Sidney & Murray Hill, Ont. A mile & a half is also being double tracked between St. Lambert & St. Hubert, Que.

A recent press despatch stated that the management was considering the advisability of double tracking the Midland branch, owing to the expected increase in grain carrying & the erection of a smelter at Midland. We are officially advised that at present no action of that character is contemplated.

A recent press report stated that a joint passenger station would be built at Durand, Mich., for the G.T.R. & the Ann Arbor railways, that the work would probably be begun so as to enclose the structure before Jan., 1900, & that the building would probably cost \$30,000. On July 21 we were officially informed that nothing definite had been concluded in regard to the matter.

In regard to the International Bridge between Fort Erie, Ont., & Buffalo, we are officially informed that it is the intention to replace the present structure, which is too light for modern rolling stock, with one that will meet all present requirements & provide a reasonable margin of strength for future increase of weights of rolling stock. There will be no change made in the piers & abutments. The work will not be completed until next summer, but the draw spans will be built during the coming winter as that work cannot be well done during the navigation season.

Owing to the difficulty in procuring iron girders & columns, work on the general office building, McGill st., Montreal, has been postponed until next year. In a recent interview on the subject the architect said: "The demand for iron is far greater than the supply. We practically cannot get it for love or money. Carnegie's mills are working 7 days a week, & 24 hours a day, & yet they find it

impossible to keep pace with the demand. They are probably turning out \$1,000,000 worth of iron work a day, & from these figures you may be able to form some idea of the nature & dimensions of the present demand. The railways of Canada find it absolutely impossible to secure rails for their tracks. At the present moment they want 64,000 tons, & can't get a pound. The English & French foundries can hardly provide enough iron for their local markets, so that the question of importation cannot be entertained. Within the past year the Russian government has ordered 1,800,000 tons of rails for its great Siberian railway; the French Exposition has utilized another 1,000,000 tons in the construction of the exhibition buildings in Paris, & an additional 500,000 tons will yet be used before these structures are completed. The Russian government has ordered from U. S. locomotive manufacturers upwards of 482 engines for the railway to which I have already alluded. Then there are the bridges & public works in Canada & the U.S. to be taken into consideration. When you add to these the recent order of the British Government for 500,000 tons of armor plate, you will gain some idea of the tremendous proportions which the demand for iron has assumed during the present year. The scarcity of the material has enhanced its value, & this is another feature which has caused us to postpone the erection of the walls of the offices until next year. You will scarcely believe me when I say that the British government is paying \$500 a ton for its armor plate, & yet such is the case. As Canadian nickel enters largely into the construction of such, you will see how valuable this industry will yet become to the Dominion. With regard to the future I do not know what we are going to do. Every modern public building is constructed in the main of iron, & with the increase in the number of such will come a proportionate increase in the demand for iron. What to do under the circumstances is a question hard to solve."—Star.

Canadian Pacific Betterments, &c.

Mattawamkeag to Princeton.—With reference to the unconfirmed report mentioned in our last issue to the effect that surveys are being made for a connecting line from the Co.'s main line at Mattawamkeag, Me., some 50 miles southeast to Princeton, Me., to connect with the St. Croix & Penobscot, we are officially informed that there is no foundation for the report. (June, pg. 172.)

Windsor St. Station, Montreal.—Work is rapidly proceeding upon the extension of the station. All the houses on the south side, which have been acquired for the purpose, have been raised, & the foundations will soon be ready to be placed. The new plans provide for a double entrance & a great extension of the frontage from the original design. Internally, the changes will be radical. The present suites of offices will be altered to suit the more pressing need of space & facility for the expeditious conduct of business. At present there is great overcrowding. In the new building the President will have a handsome suite of offices. Arrangements will be made not merely for the better carrying on of the clerical labor, but for the general business of the station, which has overtaken the space originally allotted to it.

Arnprior.—The new station is to be completed by September. A large freight shed is being erected, & the yards are being extended & improved.

Fort William.—Extensive improvements are to be made in the Kaministiquia hotel, including a stone foundation. A number of improvements will also be made to elevator B.

Rat Portage.—Arrangements have been completed between the Co. & the town coun-