

opposition to it from the G.T.R., whose tracks would have to be crossed, & from property owners asking too high a price for their property. (Jan., pg. 13.)

Quebec Bridge.—An item which has been going the rounds of the daily press to the effect that the Dominion Government has invited tenders for a bridge over the St. Lawrence at Quebec is incorrect. The tenders have been asked for by the Quebec Bridge Co., the time for receiving them being extended to Mar. 1. We understand several large bridge builders are preparing designs, & will submit tenders. (Jan., pg. 13.)

Canadian Pacific Betterments, etc.

Mattawamkeag to Princeton.—A press dispatch from St. John, N.B., recently said: "It is reported that the C.P.R. has a surveying party at work on the route from Mattawamkeag, Me., to Princeton, Me., to connect with the Washington County Ry. The C.P.R. has a 91 years' lease of the portion of the Maine Central between Mattawamkeag & Vanceboro, & it is understood a survey will also be made from Tomak station, in Washington Co., to Princeton, a distance of 21 miles, while the former route is about 60 miles. The C.P.R. has a wide-open eye on the possibilities of the transportation business from the west in connection with the grain elevators to be built at Eastport." We are officially informed that the C.P.R. management has no knowledge of any line from Mattawamkeag to Princeton.

St. John Terminals.—Ex-Mayor Robertson, of St. John, N.B., visited Montreal last month to ascertain the C.P.R. management's intentions in regard to the port. In a report to the City Council on his return he said Mr. Shaughnessy admitted that further facilities are required at Sand Point if the trade at St. John is to develop. Mr. Robertson pointed out to Mr. Shaughnessy that the C.P.R. was by its agreement morally & legally bound to provide facilities & to encourage trade. The reply was that the C.P.R. had already made large expenditures to that end & would continue them. This referred to the track building, the elevator, the improvement of the Short Line, the fact that it carried freight in competition with Portland, & had done much other work to help St. John. Mr. Robertson said he urged the construction of wharves down the bar, & Mr. Shaughnessy said when they considered it advisable they would provide the wharves. He left the impression that the Co. intended to do something. Mr. Shaughnessy intimated to him the opinion that St. John might well ask federal aid to assist in the work of providing accommodation for the trans-continental trade. Mr. Robertson then pointed out that 3 berths could be provided on the opposite side of the Sand Point slip. He thought the government would do the dredging, & asked if the C.P.R. would give a grant to help in the wharf building. Mr. Shaughnessy emphatically declined, but said if the business warranted it, they would lease the wharves, & if another elevator was required they would provide it. He pointed out that to satisfactorily handle the business the Co. would soon have to undertake the lowering of the grade on the Short Line.

Windsor St. Station, Montreal.—The Co. is buying land on the south side of the tracks between this station & Atwater Avenue, & the intention is to extend the terminal facilities. The strip, which is being purchased, averages about 100 ft. in width. This will allow of laying more tracks, & will tend to greatly benefit the service. This property is not considered particularly valuable; in fact, is good for little else than the uses to which it will be put. The passage of trains so near has made the property undesirable for residential purposes.

Grand River Bridge at Galt, Ont.—This bridge was built by the Credit Valley Ry. Co.

some 20 years ago. It consisted originally of 5 spans pin-connected iron deck trusses, each 150 ft. long on masonry piers, & wooden trestle approaches, in all 1,120 ft. long, & about 70 ft. high. The wooden approaches & the deck on the iron spans were renewed in 1891 by the C.P.R. In the spring of 1898 it was deemed advisable to rebuild the bridge on account of the increased weight of the rolling stock. The new bridge will consist of 5 spans steel pin-connected deck trusses, resting on the old masonry piers, 2 span steel plate deck girders at the west end, & 1 span steel plate girder at the east end; each girder being about 93 ft. long, making a total length of new bridge of about 1,130 ft., or about 90 ft. shorter than the old bridge. In connection with the renewal of the bridge it was decided to improve the grade by raising the track over the bridge 5 ft. The old piers will be built 10 ft. higher, & 2 new masonry abutments & 1 new pier have been constructed, 1 of the new trusses has been erected & the work of placing the plate girders is now going on. The work was commenced late last summer, & it is expected that it will be completed next summer. The cost is estimated at about \$70,000. The total cost of the new bridge, new station building & improving the grade, will amount to \$100,000. The work is being carried out under the direction of A. L. Hertzberg, Division Engineer.

Galt Station.—The station being built at Galt to replace the original structure is 80 ft. long & 30 ft. wide, & contains on the ground floor, general waiting room 28 ft. square, ladies' waiting room 16x20 ft., ticket office 16x15 ft., & baggage & express room 16x20 ft. There are women's & men's lavatories, & stairs to the basement where the hot water boiler & fuel cellar is placed, the flue for the former being arranged to ventilate the 2 lavatories on the ground floor. The inside finish will be in clear pine varnished, & rough plaster above the wainscot. The waiting room will be provided with seats, & the building will be lighted with electric light. The construction will be of stone up to the ground floor sill level, & above that of pressed brick, & the roof will be of slate. The architect is E. Maxwell, Montreal. The same plans are to be used for the new stations at Arnprior & Almonte on the Eastern Division.

Sault Ste. Marie Canal Bridge.—The alterations in the crossings of the canal by the tracks of the "Soo" Branch, necessitated by the removal of the pier in the channel, which has been such a serious obstacle to navigation, are making satisfactory progress. The 2 abutments for the new railway bridge are built, & the iron work will be placed in position before spring.

Western Division.—West of Fort William a very large amount of work will be done this year, continuing the work of previous years in the way of improvements. On the Wabigoon section just east of Hawk Lake, about ½ a mile of track will be built to reduce curvature. At Keewatin a 70 ft. ½ thro' steel girder bridge will be built over the Lake of the Woods Milling Co.'s race. Just west of Cross Lake a 10 ft. masonry arch will be put in over a creek. At Whitemouth River 2 spans of 80 ft. thro' steel truss will be put in on masonry abutments & pier. A thro' steel truss, 100 ft. span, on masonry abutments, will be built over Brokenhead River. Between Pasqua & Moose Jaw a 15 ft. masonry arch will be built. Just west of Howell, a 93 ft. wooden bridge will be replaced by a 2 ft. iron pipe & permanent fill. Just east of Cluny, 2 large wooden bridges, respectively 201 & 232 ft. long, by 51 & 58 ft. high, will be replaced by two 3 ft. iron pipes in each case & permanent fills. The 2 steel bridges at the 2nd crossing of the Bow River, about 7 miles west of Calgary, now rest on wooden abutments which will be replaced by stone. Similar work will be done at the 3rd crossing just

west of Mitford. At the crossing of the Kananasais, 3 miles west of Morley, a steel deck truss span of about 150 ft. will be put in to replace a lighter one now in use. At Devil's Head, near Anthracite, a considerable amount of crib work will be put in to protect the embankment & the bridge abutments. In addition to the works specially enumerated above, on the prairie sections, both main line & branches, a large number of wooden bridges will be replaced by iron or vitrified earthenware pipes & filled in, not only improving the track, but also reducing danger from fire. On the southwestern branch, near Treherne, where there is a wooden trestle 633 ft. long & 61 ½ ft. high, the grade will be cut down & the material used to fill up the structure. The reduction of the grade will permit the hauling of much heavier loads between Holland & Winnipeg, & will enable a 17x12 cylinder locomotive to haul 8 more cars than at present.

East of Winnipeg the policy of building a considerable number of long sidings will again be followed so as to facilitate the prompt handling of the heavy east-bound grain traffic. As in previous years they will be so located as to form part of the double track which will be necessary between Fort William & Winnipeg in the near future. A number of sidings will also be put in on the prairie lines west of Winnipeg at points where grain shipments have considerably increased & where there is now only one side track to accommodate local shipments & the crossing of trains. If satisfactory arrangement can be made with Rat Portage Town Council it is probable a handsome station will be built there & that a considerable sum will be spent in remodelling the divisional yard. At Winnipeg there is urgent need of more tracks, especially at the passenger station, & these are likely to be put in. The Calgary divisional yards will be completed & coal pockets will be put in at Eagle River, Moose Jaw, Bassano & Maple Creek. A station will be built at Virden to replace the one destroyed by fire.

Between Fort William & Winnipeg the line is now all laid with 72 or 73 lbs. steel rails, except the last 15 miles west of Gonor. This portion will be done this year. A considerable amount of ballasting will be done between Fort William & Winnipeg & some on the prairie.

A steam launch is to be placed on Devil's Lake near Banff, & considerable improvements will be made there in the way of roads, paths, &c.

A bridge 1,700 ft. long is being erected over the tracks in Winnipeg yard about 10 blocks west of Main St. It is supported on 20 sets of steel pillars.

The Stonewall Branch extension from Stonewall to Foxton, 18 miles, completed last season, has passed the Government inspection. As will be seen by reference to pg. 34 the Co. has given notice of application for power to extend this line to the west shore of Lake Winnipeg between Gimli & Arnes, some 20 or 30 miles from the present terminus, but it is not expected that the line will be gone on with this year. (Dec. '98, pg. 264.)

The Pipestone Branch extension west of Reston was graded for about 30 miles last season, & track laid on 3 miles. Track laying will be continued in the spring, & it is probable that a further 45 or 50 miles will be built to Moose Mountain on the way to Regina. (Dec., '98, pg. 264.)

Pacific Division.—The work of removing the wooden bridges & replacing them by masonry arches where practical, & by steel bridges, will be continued on a very extensive scale. There will also be a large amount of improvement work in increased protection to track by dressing slopes & cuttings, building retaining walls, riprapping & cribwork wharfing along the toes of embankments where they are subject to be affected by water. There