

of the transcontinental line will have been re-laid with 80 lb. rails, and the whole of the trestles and temporary structures replaced.

The work of reducing gradients and curvature on the transcontinental line will not be commenced until next year. E. H. McHenry, Chief Engineer, has completed an inspection of the line with the object of seeing what is required, and will during the winter have all the details worked out by the engineering staff so as to be ready to have the work started early in the spring.

**Ottawa.**—Surveys have recently been made in Ottawa with the object of improving the C.P.R. entrances into the city and of connecting the various lines with the Interprovincial bridge. The line surveyed for this connection leaves the Sussex st. terminal and runs via Nepean point to the Interprovincial bridge.

**Mattawa Station,** which was burned in May last, is being replaced by a more convenient and modern structure. J. B. Brennan, of Montreal, is the contractor.

**Gould's Creek, Water Tank.**—A 50,000 gall. water tank is being erected at Gould's

Creek, near Cobden, Ont., on the transcontinental line.

**Perth Car Shops.**—Temporary buildings have been erected at Perth, Ont., to replace those destroyed by fire in July last.

**Montreal-Toronto Line.**—There has been a great deal of ballasting done, and heavy steel laid on the Havelock section this season. The track from Perth to Smith's Falls has been ballasted with the best of gravel, hauled from the Mississippi pit, and also laid with 80-lb. steel rail with broken joints coupled with Bonzana splices; 80-lb. rails have also been laid from Bathurst east to near Perth, and nine miles more are being laid in that vicinity. All switches on the main line are being replaced with split switches and spring frogs. On the Toronto section all the banks have been widened and laid with 80-lb. rails from Manvers, half a mile west; from Brady to Dagmar, and from Claremont five miles west. In addition to this the sidings at Havelock, Tiffin, Peterson, Olden, Zealand and Kenebec on the Havelock section have been widened, and a track scale and new shunting track have been provided at Perth. On the

Toronto section Otonabee siding has been extended, and a transfer siding is being built at Peterboro to be 2,310 ft. in length, while the sidings at Sand Bank, Burketon and Dagmar have been extended 600 ft. each. Tracks have been built to the new cereal works at Peterboro, giving them yard accommodation. At the Toronto terminals the switches in the main line have been replaced with split switches; the Parkdale yard has been rearranged and a great deal of work has been done around the terminal, such as building new coach cleaning sheds, etc. (Aug., pg. 270.)

**Peterboro to Midland.**—In the course of a speech at Midland, Ont., on the occasion of his visit there in Aug., the Minister of Public Works said Midland was the terminus of the G.T.R. on Georgian bay, but what would they say if the C.P.R. should come also. He was not prepared to say that the C.P.R. was coming, but there was good reason to believe that it might. An arrangement could be made so that it could use the same rails as the G.T.R. The heads of the two railway companies interested were interviewed in reference to the statement. Sir Thos. Shaughnessy said that while the project had been

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