

C.P.R. is building, & thence with the Crow's Nest, thus affording a second through line from the Pacific Coast to the Prairies. Very little survey work has been done west of Penticton, but from Penticton southeast towards Midway engineers have been at work all summer locating. A little grading has been done from the Penticton end, & it is said to be the intention to complete the line within 18 months, though, on the other hand, it is said this will depend on the obtaining of a Dominion subsidy, as the work is very heavy. It is also said that the point at which the C. P. R. shall cease building the Columbia & Western extension westward, & at which the V. V. & E. shall begin, has not yet been decided on.

C.P.R. Betterments, &c.

Napierville Junction Ry.—A rumor has been going the rounds of the Quebec Press to the effect that the C.P.R. has under consideration a proposition to complete this line. Enquiry of the C.P.R. general management elicits the reply that there is nothing to say on the subject at present. The N. J. Ry. & Quarry Co. was chartered in 1881 to build from St. Remi to Napierville, Que., with an extension to St. John's, & built about 8 miles. The Dominion & Quebec Parliament have each voted \$3,200 a mile subsidy; the municipality of St. Edward has voted a bonus of \$2,500, & the municipality of Napierville \$10,000.

Windsor St. Station Montreal.—We are officially informed that the plans for the proposed extension have not yet been approved, & that it has not yet been decided when the enlargement will be proceeded with.

Sault Ste. Marie Bridge.—Work on the piers & abutments of the new bridge across the canal is proceeding apace, & the mason work will shortly be completed. The superstructure will be erected when the canal is closed for the season. Meantime the operation of dismantling the pier in the centre of the canal is going on, so that upon the close of navigation its entire removal will be speedily accomplished. The new bridge will swing clear over the canal.

St. Clair Tunnel.—The Railway World, Philadelphia, says: "The Canadian Pacific proposes building a tunnel under the St. Clair River at Point Edward. The object is to offset the advantage the Grand Trunk gets from its tunnel at that point." It is not believed the C.P.R. has any intention of building a tunnel to accommodate its western states travel. Its crossing is from Windsor to Detroit by car ferry, & it has no line to Point Edward, which is 2 miles from Sarnia, on the G.T.R., or anywhere near it.

Winnipeg Station.—It was recently reported in Winnipeg that the Co. had purchased a large block of land in the centre of the city, fronting on Red River, upon which a union station will be erected next year, the present

station to be utilized as freight offices. The block is bounded by Roric, Bannatyne & McDermott streets. The rumor lacks confirmation.

Stonewall Branch.—Neil Keith & Co. have finished this extension from Stonewall to Foxton, Man., 18 miles. (Nov., pg. 236.)

Pipestone Branch.—It was intended to complete 25 miles of the extension westward from Reston, Man., but on account of cold weather, work had to be stopped after the rails had been laid for 20 miles into the heart of a big French settlement, where farmers have needed railway facilities for some time. (Nov., pg. 236.)

Mountain Divisions.—In addition to the work mentioned in our last issue, pg. 236, a 5-stall stone round-house is to be built at Laggan.

Arrowhead to Kootenay Lake.—It is the impression at Revelstoke that the Co. will start work at an early date on an extension of the Revelstoke-Arrowhead branch from the latter place through the Lardeau to the head of Kootenay Lake. Manager Whyte, of the Western Lines, informs us he is not aware that it has been decided to make the extension referred to this winter.

Columbia & Western.—The standardizing of the line between Trail & Rossland is proceeding rapidly. The grading has been completed, & track is being laid with 70 lb. rails. A branch will be built across Centre Star gulch to the War Eagle & Centre Star mines & an extension will be built to the Columbia & Kootenay mine. Rossland City Council will build a bridge over the tracks on Washington St. (Nov., pg. 236.)

The final plan for Rossland Station has not yet been prepared. The Co. has acquired the necessary land in a choice situation, which permits of changing the plan first decided on, which owing to the circumscribed area of land available was not suitable for Rossland. (Nov., pg. 236.)

Boundary Creek Smelter.—On returning to Winnipeg on Dec. 6 from a consultation with the President & Vice-President in Montreal, Manager Whyte, of the Western lines, announced that the Co. had decided to erect a 1,000-ton smelter in the Boundary Creek district of B.C., in advance of railway construction, thus meeting the wishes of many mine owners in that region. The point at which the smelter will be located has not yet been decided on. Work will be commenced in the early spring, & it is expected it will be completed in the autumn. It will cost upwards of \$60,000, & will no doubt be of great usefulness to the mine owners in that district. By its means the Canadian smelting industry will receive a decided impetus. The smelter at Trail will be ready this month to treat lead ores.

Hotel Vancouver.—The great increase in business necessitates another addition to this hotel, the second in a few years. Plans are

being prepared by E. Maxwell, Montreal. It is expected the addition will be on the west side, taking in a good part of the present grounds. The ground floor will be devoted to corridors & billiard rooms, & the floors above will contain about 150 bedrooms.

Minneapolis, St. Paul & Sault Ste. Marie.

—The Bismarck extension has been completed from Kulm to Hebard, N.D., about 78 miles, & no work beyond the latter point will be done this year. The new stations opened are Lehr, Wishek, Beaver Lake, Napoleon, Braddock & Hebard, all of North Dakota. Next year the line is to be extended to Bismarck.—Railroad Gazette.

The Twenty-four Hour System.

H. W. D. Armstrong, C.E., writes us:—The 24-hour system of dividing the days of the month has been in use in some parts of Canada for some time, & it seems strange that its use has not become general, for wherever used it appears to have given satisfaction. I believe the C.P.R. lines west of Fort William & the Intercolonial at the other end of the Dominion find it an improvement over the a.m. & p.m. method of marking the hours, & people generally living in the districts traversed by the railways mentioned have found no difficulty in adopting the 24-hour system.

But, to my mind, in some cases at least, it is improperly used. I refer to specifying any time by naming the hours belonging to one day with the minutes belonging to the following date, viz., 24-05. For instance, a certain time bill is announced to come into effect at 24-01 on Jan. 15. This appears to me to leave an opening for a mistake of 24 hours. The coming 15 of Jan. will fall on Sunday, & this time bill is intended to take effect at midnight between Saturday & Sunday, plus one minute. Now, 23 o'clock on Sunday does not arrive until within 1 hour of Monday, therefore (saying 24-01 on 15th) makes it appear that 24 o'clock comes before 23 o'clock, which is obviously wrong. As I look at it in this case, the date of Saturday the 14th terminates at 24 o'clock (being midnight between Saturday & Sunday) & after that we have no hours on the 15th until one o'clock, & the time when this bill should be said to take effect is 0-01 on Sunday, Jan. 15.

The Great Falls & Canada Ry. is putting 3 sleeping cars on its line, which runs from Great Falls, Montana, to Lethbridge, Alta. They are, of course, narrow gauge & will have lower berths only.

Notice is hereby given that The British Yukon Mining, Trading & Transportation Company will apply to the Parliament of Canada, at the next session thereof, for an Act authorizing the said company to construct & operate a line of railway from a point at or near Fort Selkirk to a point at or near Dawson City; thence westerly to the one hundred & forty-first Meridian; also to construct & operate lines of railway from a point at or near Cariboo Crossing or from or near Tagish Houses to Teslin Lake or River & to Atlin, & with the consent of the Governor in Council, to construct & operate branch lines in the Yukon District not exceeding fifty miles in length: to change the name of the company to "The British Yukon Railway Company;" & to divide the undertaking of the company into sections, & to borrow money separately upon each of said sections, or on any two or more of them combined; also to confirm the proceedings taken upon the organization of the company; & to further amend the Act incorporating the company.

CHRYSLER & BETHUNE.

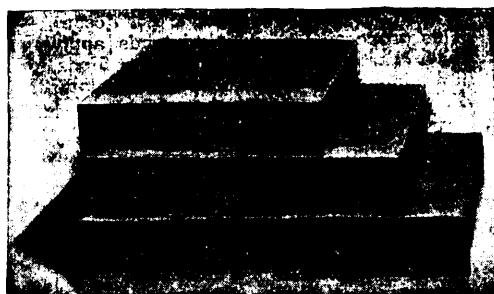
OTTAWA, 19th November, 1898.

CANADA SOUTHERN RAILWAY CO.

Notice is hereby given that application will be made to the Parliament of Canada, at its next session, for an Act to extend the times limited for the commencement and completion of the unconstructed lines or branches of railway of the Canada Southern Railway Co.

KINGSMILL, SAUNDERS & TORRANCE,
Solicitors for the Applicants.

SUCCESSFUL UNITED STATES RAILWAY DEVICES MADE IN CANADA AND SOLD AT U. S. PRICES.



Why not increase your Dividends?

SERVIS TIE PLATES

double the life of Ties.

See American Roadmasters' Convention reports of proceedings, or send for particulars.

SERVIS TIE PLATES

now made in Canada.

F. E. CAME, - Montreal.

Office—17 Place d'Armes Hill.