

the Buffalo-Goderich line to Paris will be used in connection with the new construction. On these lines new superstructures will be provided for all the bridges. A proposal to lift the track 6½ ft. at Grand River bridge, south of Paris, and to reduce the approach grades is under consideration. The contractors for the new construction between Lynden and the Harrisburg branch are: earthwork, J. A. Dart, Tillsonburg, Ont.; bridges and masonry, Hon. Wm. Gibson, Beamsville, Ont. We were advised Oct. 16 that about two-thirds of the earthwork had been completed, and that with good weather and a sufficiency of labor it was expected to have this work completed by the first week in Dec. (Oct., pg. 341.)

**Port Huron-Chicago Double-Tracking.**—At the meetings of the subsidiary companies recently held in Detroit, it was stated that of the 335 miles of track between Port Huron and Chicago, the double-track was completed and in operation for 157 miles. Many of the heavy gradients have been cut down to enable locomotives to handle more loaded cars, while at Flint, Mich., a detour of 10 miles has been made to escape a particularly heavy grade, the new part being intended for freight and mixed trains, while the old part will be given over to passenger traffic. (Oct., pg. 341.)

**Chicago Track Elevation.**—It is expected that the work of elevating the tracks of the five companies incorporated under the title of the Chicago and Western Indiana Terminal Co., in Chicago, Ill., will be commenced at

an early date. For the past two years engineers have been preparing plans, and officials have been purchasing the land required, and it is stated that all the details will be completed by the end of the year. A meeting of the executive heads of the companies will be held in New York shortly to arrange for financing the work. F. W. Morse, Third Vice-President, has, under C. M. Hays, Second Vice-President and General Manager, charge of the matter for the G.T.R.

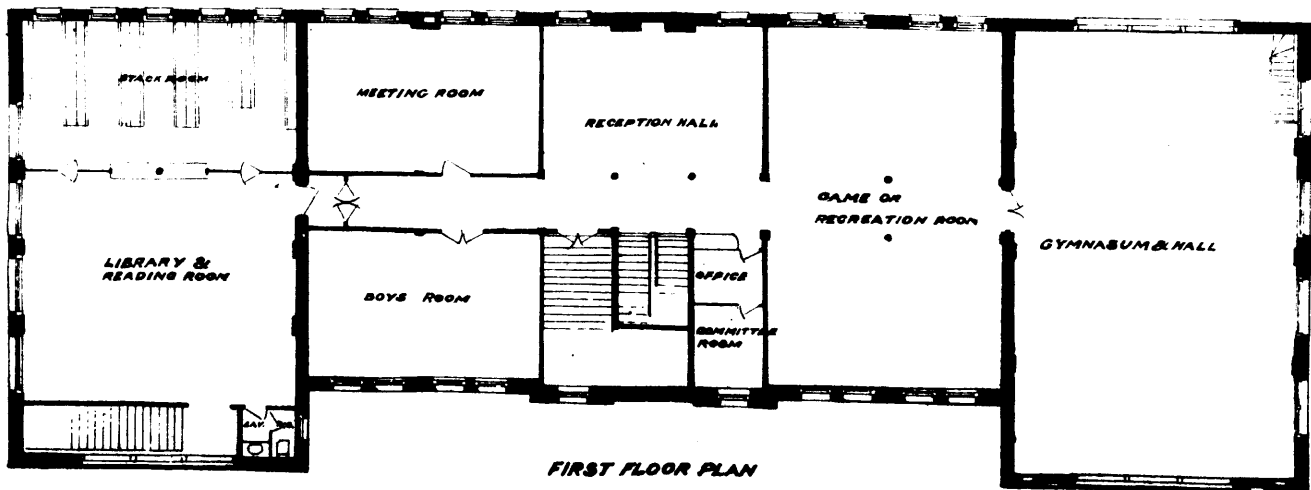
**The Central Vermont Ry.** has completed plans for a new freight shed at New London, Conn.

**The Mica Boiler Covering Co.** of Montreal reports business as exceedingly good. Among its various contracts are: The Verdun asylum, the St. Lawrence Sugar Refining Co., the Montreal Street Ry. western powerhouse, the Customs examining warehouse and the Wire and Cable Co.'s factory. In Toronto it has recently completed a large contract for the Canada Foundry Co. The English house has covered all the pipes, cylinders, etc., on H.M.S. Lancaster; and has secured the contract for H.M. cruisers Suffolk and Berwick. It has also completed a very large order received from the War Office for the Woolwich arsenal, and the Waltham Abbey powder works; and has also secured contracts from several electrical companies. It is expected that the English house will erect a warehouse on the Manchester ship canal.

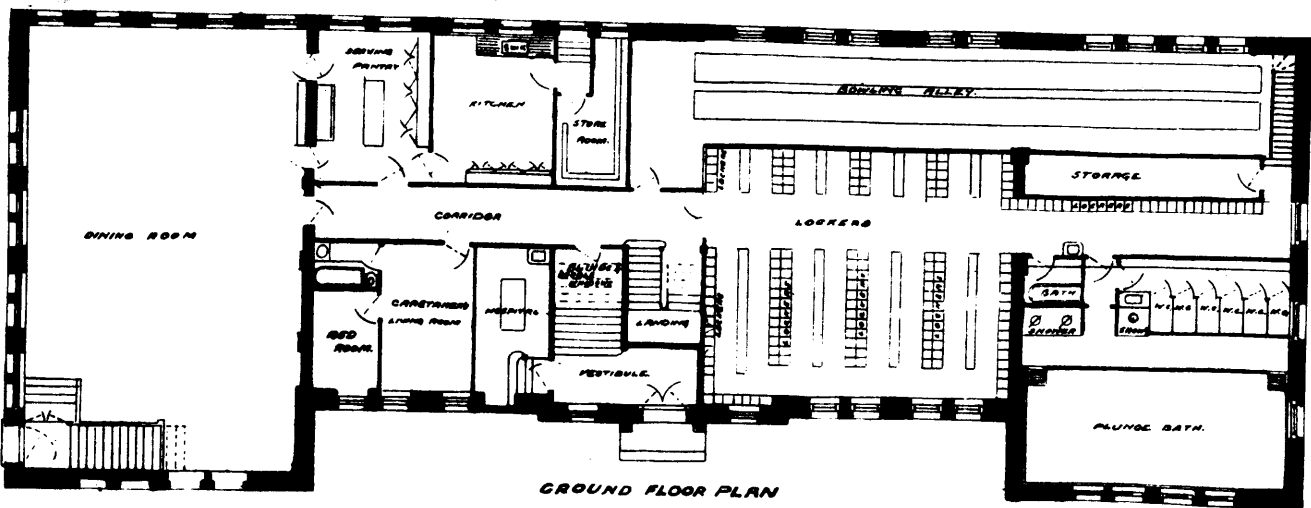
## RAILWAY FINANCE, MEETINGS, ETC.

**B.C. Electric Ry. Co.**—At an extraordinary general meeting in London, Eng., in Oct., R. M. Horne-Payne, Chairman, in proposing a resolution authorizing the board to create and issue, subject and in addition to the issue of £250,000 4½ % 1st mortgage debentures of the Co., further debentures for securing the payment of the principal sum of £220,000, and to apply the same, or any part thereof, to purchasing shares in the capital of the Vancouver Power Co. (Ltd.), or in any manner the directors may consider conducive to the prosperity of the Co., explained that it was practically the same as that passed on April 24 last, the only difference being that that authorized the board to lend the money to the Vancouver Co., while the present resolution was for authority to purchase the shares of the company. The board had decided that the latter was the more convenient method of financing the water-power scheme. The resolution was agreed to.

**Brockville, Westport and Sault Ste. Marie Ry.**—In connection with the case of the Knickerbocker Trust Co. of Philadelphia, against the B.W. and S.S.M. Ry. Co., C. N. Armstrong, of Montreal, seeks to intervene to prevent the proposed sale, on the ground that in 1895 he accepted an offer of the investment company, one of the plaintiffs in the action, for the purchase of its interest in the line, which sale was subsequently ratified by the directors. Mr. Armstrong tendered the amount of the purchase money but it was re-



FIRST FLOOR PLAN



GROUND FLOOR PLAN

GRAND TRUNK RAILWAY BRANCH Y.M.C.A., POINT ST. CHARLES, MONTREAL.