

became absolutely necessary. This point the Co. has decided shall be at Glenora.

"The road, according to the preliminary survey, will be 99 miles long. It will be narrow gauge & we hope to have 50 or 60 miles of it completed in the next 12 months—you can safely say before August, 1899. Probably the whole of it will be done by that time. By connecting the Stikine with Dease Lake by a railway, we connect the waterway of the Stikine, 133 miles, with further navigable water on Dease Lake, Dease River & the Liard, Pelly & Frances Rivers. The railway commends itself by passing through an attractive, but virtually unexplored territory, which, it is believed, will be found to be rich in minerals, &, therefore, we expect to be in the best position to command the trade of the northwest country between Klondike & the Mackenzie River, whereas, the lines from Dyea & Skaguay will, if built, tap only a narrow strip between Dawson City & the coast.

"The country is perfectly open to everyone, & the Co. is only too ready to afford every prospector all facilities for following his calling in the Cassiar. The Co. has made no designations whatever at the present time. By the charter we have 700,000 acres in the country when we choose to designate, but we haven't yet designated, &, therefore, have acquired no rights, & the whole country is still open to everyone, & even when we do designate, prior rights have always to be respected & awarded. Statements to the contrary have been made by people ignorant of the Co.'s charter, & actually of the benefit the Co. will be to miners & prospectors generally. I may say that I am very confident that within 18 months from now we shall afford employment to between 1,000 & 2,000 men in the Cassiar country.

"Among the principal financial supporters of the Co. are: The Transvaal Goldfields Co. of London & Johannesburg; L. Neuman, of A. L. Hirsch & Co.; G. Imroth, & L. Ebrlich, of London; Compagnie Commerciale General de Paris, London, & many other well-known African companies."

### Work on C.P.R. Lines.

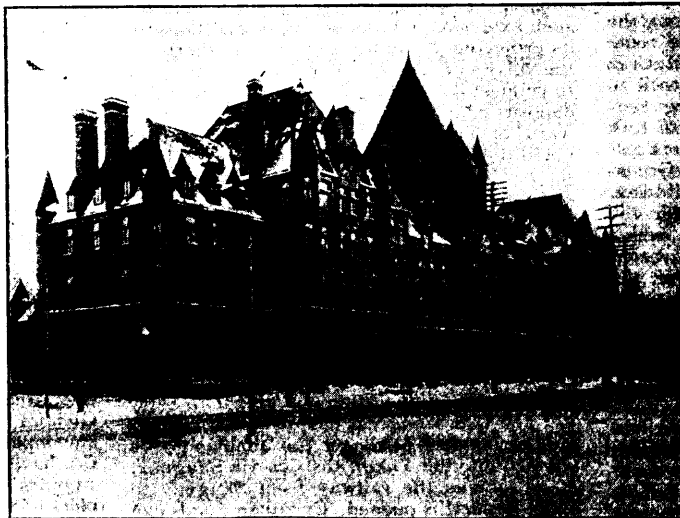
**Atlantic Division.**—The Co. has under way the work of ballasting to extend over 100 miles of the main line between St. John, N.B., & Megantic, fully completing the same in every particular; also the laying down of 53 additional miles of 73 lb. steel rails on the same portion of the line, which will almost complete the changing of the 56 lb. rails. It is also expected to add some 5 miles of sidings & yard extensions to facilitate the handling of the winter steamship traffic, & the elevator capacity at West St. John is to be increased to 1,000,000 bushels.

Considerable filling of trestles & erection of masonry & steel in place of wooden structures is being done, a list of which would occupy too much space; suffice it to say, there will not remain a wooden bridge or trestle of any importance on the whole of the line between St. John & Megantic when the season's operations are concluded. These works, more or less, extend to all parts of the Atlantic Division, but the particular portion upon which heavy expenditures are being made is between St. John & Megantic, over which passes the increasing winter port steamship traffic, of which a very large increase is expected next winter through the port of St. John. (Official.)

**Viger Square Station, Montreal.**—This magnificent building, which also contains a terminal hotel, is rapidly approaching completion & it is expected that both the station & hotel will be ready for opening in August. A view of the Craig St. front of the building, facing Viger Square, is given on this page.

**Windsor St. Station, Montreal.**—It has been well known for some time that this station is very inadequate for the amount of business centering there, & it is said it has practically been decided to build an addition entailing an outlay of \$250,000, or possibly more. The extension will be west on Osborne street & will make the building just twice its present size. It will be built of precisely the same material, & in the same style, & when finished will make one of the most complete & up-to-date railway offices & station on this continent. When questioned on the subject Vice-President Shaughnessy said: "The project will finally be carried out, but at present no details can be given."

**Galt Bridge.**—The masonry contract for the improvements to the bridge at Galt, Ont., has been let to E. Chalmers, of Owen Sound. It amounts to about \$20,000.



C.P.R. STATION AND HOTEL, VIGER SQUARE, MONTREAL.

**Branch from Hartney.**—At the last session of the Manitoba Legislature aid was given to the Northern Pacific to the extent of \$1,750 a mile & a further bonus of \$20,000 towards building a branch from Belmont to Hartney. And now so important & valuable is this part of the country, & the traffic from it being looked upon as worth having, that the C.P.R. is also reaching out to it, & will build a spur line from Hartney, running easterly, for about 20 miles. This line is only a few miles north of the N.P. extension & parallels it for that distance. (Unofficial.)

**Winnipeg Station.**—Owing to the enormous increase in the C.P.R. traffic the advisability of increasing the size of this station has been under consideration for some time past. It is said plans have been prepared for a 100 ft. extension eastward of the present building.

**Western Division.**—In speaking of his recent inspection of this Division, Vice-President Shaughnessy says: "Everything is in first-class shape. The improvements have been continual for some time past, & we propose to spend a large sum during the next few months in the construction of additional sidings to facilitate the quicker passage of traffic. The question of a double track between Winnipeg & Fort William has not yet been decided, but all the improvements east of Winnipeg are constructed in a manner to

be suitable for a double track whenever we consider the traffic is sufficiently large in volume to warrant the expenditure for such work."

**Calgary Workshops.**—The town of Calgary, Alberta, has granted a bonus of \$25,000, in return for which the C.P.R. will expend there as follows, exclusive of cost of tools & machinery: Round-house; \$50,000; coal pockets, pump-house, track & ash-pits, \$8,000; tracks, from \$25,000 to \$30,000. The Co. agrees to maintain its repair shops, division points, &c., there for 25 years, or to forfeit \$1,000 a year.

**Crow's Nest Pass Branch.**—Up to June 15 track had been laid to 118 miles west of Lethbridge. Vice-President Shaughnessy recently went over the whole route of the line from Lethbridge to Kootenay Lake, & expressed himself as well satisfied with the progress that has been made. He expected last summer that by the first of this year the road would be completed over the summit of the Rockies, but owing to the difficulties experienced on account of the inclement weather it was found impossible to accomplish as much as was desired. However, the grading was progressing very well, & he had no reason to feel disappointed on that score. The grading had been well advanced to Kootenay Lake, the present terminus, which will be reached with the track this year. Two years is the time which the Co. has to complete the road to Nelson, & the work will be finished well within that time, although there are many difficulties to be overcome which will require a high degree of engineering skill.

The highest point on the branch is at a point about 1½ miles east of Bull Head Prairie, where the road reaches an altitude of 4,330 ft. above sea level. Crow's Nest Mountain is 8,800 ft. above sea level.

A Western M.P. recently mentioned in the House of Commons the rumor that the C.P.R. intended not to build the last 50 miles of the Crow's Nest Pass Ry., from the crossing of Kootenay River along the west side of Kootenay Lake & on to Nelson, & that a steamboat service would be substituted for it. The Minister of Railways pointed out that the steamboat service was provided for in the contract, pending the completion of the line west of Goat Hill Landing, to which point the rails are to be laid this season. It is almost needless to add that there is not the slightest intention of shirking the construction of the western end of the line, which the Co. requires to give it through connection with its Columbia & Kootenay & Robson & Rosland branches, & with the extension of the Boundary Creek district, & on to the foot of Okanagan Lake.

The C.P.R. proposes to build a reservoir 2 1-3 miles southeast of Cranbrook at an elevation of 270 feet above the town-site, as a means of providing the town with a water supply. The reservoir will have a storage capacity of 1,200,000 gallons of water, affording a sufficient supply for a city of 10,000 inhabitants.

**Columbia & Western Ry.**—Superintendent Gutelius has been instructed to proceed with the widening of the gauge of this line between Rosland & Trail, on the completion of which the train service between Rosland & Robson will be greatly improved.

When appearing before the Railway Committee at Ottawa last session in opposition to D. C. Corbin's application for a charter to