

C. P. Betterments, &c.

Power to Build Branch Lines.—In the House of Commons recently J. G. Rutherford, M.P. for Macdonald, Man., asked whether the C. P. R. has the power by simply depositing plans to build branch lines from points on the main line to any point within the Dominion. The Minister of Railways replied that the question was one involving a legal interpretation, & in the absence of any judicial determination he hardly thought it well to give any decisive opinion.

Windsor St. Station. **Montreal.**—Work on the enlargement of this building shows marked progress. All the old buildings along Osborne street have been torn down, & the rubbish has been largely removed or utilized. The foundations have been begun, & the walls will soon rise, a large gang of men being engaged upon the work. The station arrangements for passenger accommodation will be greatly improved, the waiting rooms and arriving sheds both being on the plans for extensive enlargement. The illustrations on this page show the Windsor St. & Osborne St. fronts of the present building & also the building as it will be when the extension which has been decided on has been completed. A pretty full description of the general lay out of the building was given in our May issue, pg. 138. (July, pg. 207.)

Kaladar to Marble Lake.—The Railroad Gazette, New York, recently published the following:—

"It is proposed to build a branch from Kalabar (B. C.) Station to the marble quarries on Marble Lake, via

Flinton, Harlowe & Cloyne, giving access also to the gold, iron & mica mines in those regions."

There is no such place as Kalabar in B.C., but there is a Kaladar station on the Ontario & Quebec division of the C.P.R., 190 miles west of Montreal, & Flinton, Harlowe & Cloyne are points tributary to it in the counties of Addington & Frontenac. C. P. R. officials deny any knowledge of the alleged proposal & we do not think there is anything in it.

Norwood to Apsley.—A delegation will go to Montreal shortly to urge on the C.P.R. management the construction of a branch in Peterboro' County, Ont., from Norwood to Apsley. The route was gone over recently in the interest of the Co. by H. W. D. Armstrong, C.E. (May, pg. 139.)

Woodstock, Ont.—The handsome new station has been completed & is now occupied for business.

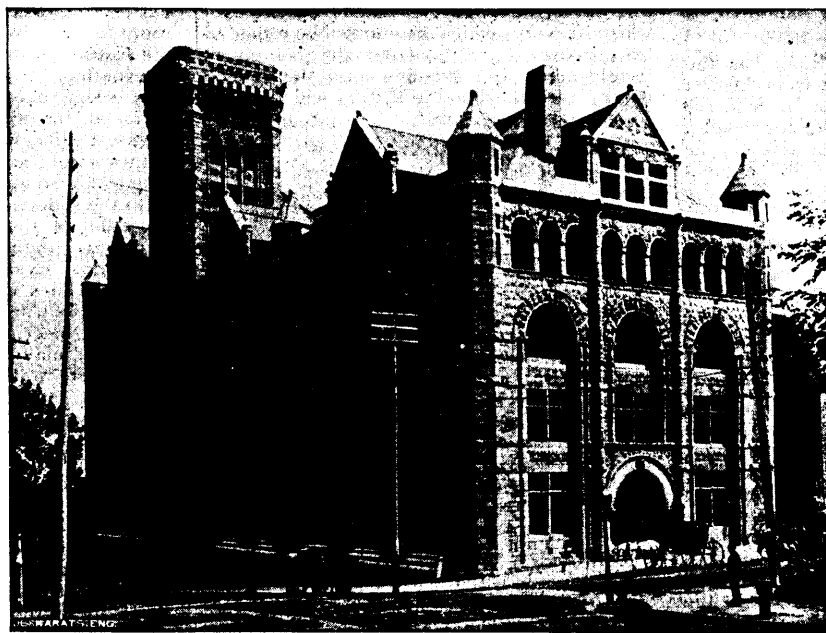
Owen Sound Branch.—It is not probable that the reduction of the grades will be gone on with this year. (June, pg. 172.)

Fort William to Winnipeg.—The sidings between these points are being extended to 4,000 ft. long, double their present length, & are so arranged that they will form part of the second track which will soon have to be built. East of Rat Portage the work will be done direct by the Co., west of Rat Portage J. Sinnott has the contract for. (May, pg. 139.)

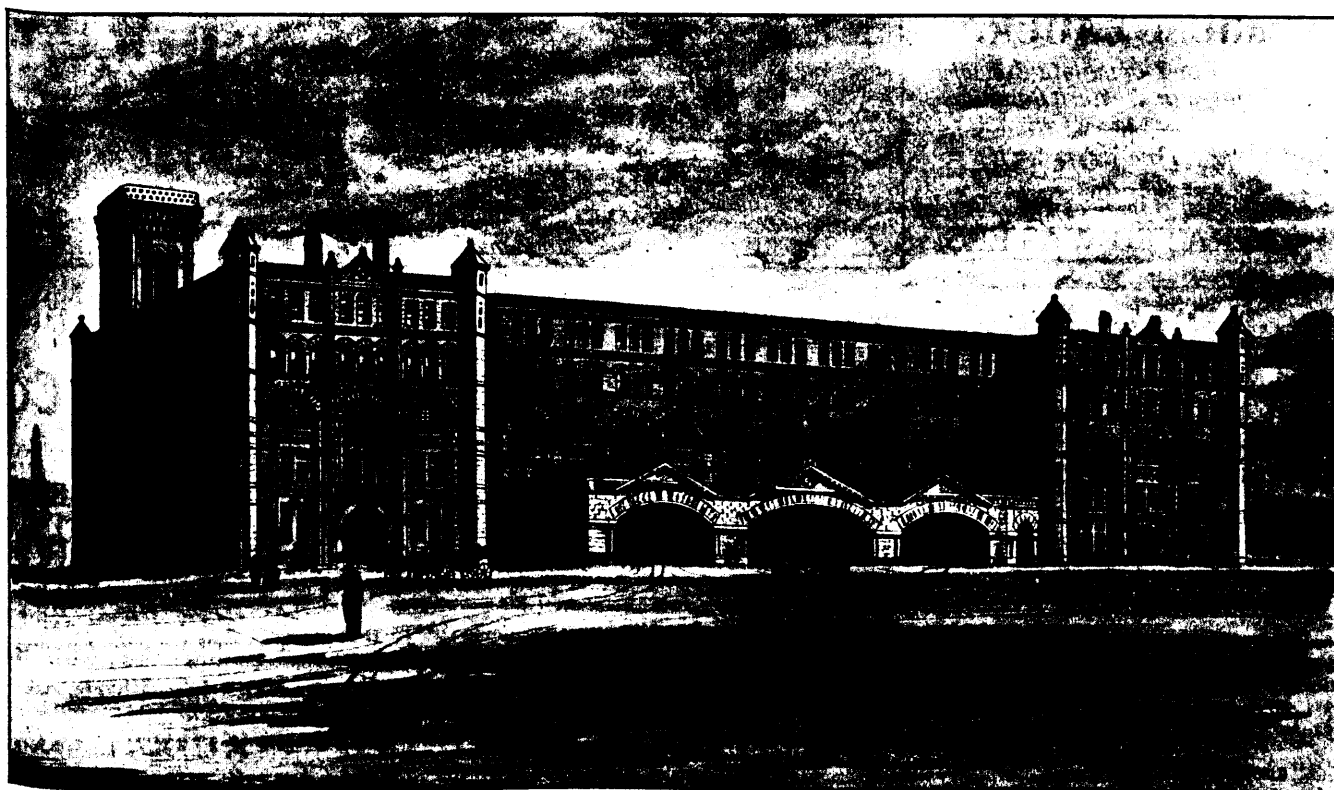
Rat Portage.—Considerable work is being done at this division point & lake port. The wooden station is being replaced by a modern stone & brick building, & a 20 stall stone round-house is also being erected. Work on both

buildings is well under way & it is expected the roofs will be on by the middle of Oct. The round-house will be provided with sufficient machinery to perform what light & specific repairs are necessary to the engines running out of Rat Portage. The freight shed will be removed to a more convenient location, & warehouse sites will be staked out so as to permit of the business men establishing themselves at convenient points to enable them to handle their goods without cartage. The freight & terminal yards will be rearranged & their capacity more than doubled. (May, pg. 139.)

Winnipeg Station & Hotel.—Surveyors have been at work on the site. It is said two more tracks will be laid across Main St.,



WINDSOR STREET STATION AND GENERAL OFFICES C.P.R., MONTREAL.



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