

the Selkirks is the construction of sheds and other works for protecting the line against snow-fall and avalanches. The sheds provided last year were found to answer their purpose admirably, but many of them were found to be too short, and during the month of March, when the heaviest avalanches came down, their portals were filled with snow, ice and debris. To guard against this all of the sheds where difficulty occurred last winter are being extended and in a number of cases the original sheds are being connected by covering the intervening spaces. With few exceptions, cheaper works than those provided last year are found sufficient, being outside of the tracks of the heavy slides. Sheds are being provided at a number of new places where the experience of the past winter, which was exceptionally severe, indicated the need of them. All the timber in these works is of cedar and they will require little repair for many years. I am confident that the protection works now building, and which will be finished before winter, will effectually prevent any serious blockades. Succeeding winters may develop snow-slides at new points which may cause slight delays to trains, until protected, but all points where serious difficulties might occur will be fully covered by this season's work.

All necessary buildings and other facilities have been completed on this section, except at Revelstoke which is a divisional point and where an engine house, a number of sidings and the other usual works incident to such a point are being provided. Five or six cottages for employes must be built at this place immediately.

From Revelstoke to Sicamous Narrows, 44 miles, through Eagle Pass, in the Gold Range, ballasting, buildings, etc., are practically completed and aside from a small number of snow-sheds now building, very little remains to be done.

From Sicamous Narrows to Savonas Ferry, 109½ miles,