

most suitable for connection with the C.P.R. transferring freight to & from Victoria in the original cars, the service to be 1st class, freight to be handled promptly & at a saving of \$1 a ton on wharfage charges. For passenger service 2 round trips daily 6 days a week, each trip to be made in 3½ hours, & one trip by a relief steamer on the other day. The E. & N. management says the scheme would require a large outlay to provide facilities for transferring cars at Vancouver & at a point on its line, steam ferry, relief steamer, additional railway equipment, terminal buildings, &c., & asks the city for \$700,000 in cash & to secure about 19 acres of land situate on the Indian reserve at Victoria for terminal grounds, with exemption from taxation for 15 years, also to secure permission for the construction of a bridge across the harbor from the Indian reserve to the outer wharf, the Co. to convey its present terminal grounds & bridge to the city.

Other schemes are for the route advocated by the late Premier DeCosmos via Swartz Bay to the nearest point on the mainland, & for the utilizing of the Victoria & Sidney Railway as a link in the chain of communication.

Canadian Pacific Betterments, &c.

Mattawamkeag to Princeton.—Unconfirmed reports say that surveys are being made for a connecting line from the Co.'s main line at Mattawamkeag, Me., some 50 miles southeast to Princeton, Me., to connect with the St. Croix & Penobscot.

Windsor St. Station, Montreal.—The plans for the extension of this building have been practically settled on, & work is expected to start very shortly. (May, pg. 138.)

Owen Sound Branch.—Surveys are being made by H. W. D. Armstrong, C.E., on which to base estimates for the improvement of the northern portion of this branch. Between Rockford & Flesherton, some 28 miles, some of the present gradients are as much as 106 ft. to the mile, & it is the intention to reduce them to 43 ft. The line must necessarily cross the ridges of the country, the summit at Dundalk being 1,050 ft. above the track at Owen Sound station. To reach this summit in crossing these ridges the gradient cannot be reduced without deviations from the present alignment, unless by extensive excavations & filling. To overcome the present expense of haulage of freight, it is proposed to make some detours by building pieces of new line at different points, which will reduce the gradients to 43 ft. per mile. With the present gradient in places a consolidated locomotive

will not haul more than 400 to 450 tons, whereas with the proposed reduction of gradients it will be possible to haul 1,000 tons.

The Fort William Round House, recently destroyed by fire, is to be replaced by a much larger solid structure, which is likely to be located near the Co.'s coal wharves there.

Bonnet Lake Branch.—A survey is being made for this proposed branch from Tyndall, 29 miles east of Winnipeg, some 40 miles to Bonnet Portages, on the Winnipeg River a little north of Bonnet Lake. The decision of the Co. to build an hotel in Winnipeg is likely to hasten the construction of this branch, as there is magnificent clay on its route from which the brick for the hotel could be manufactured to great advantage. (May, pg. 139.)

Winnipeg Terminals.—We are officially informed that the Co. has decided on expenditures on its terminals at Winnipeg which will aggregate about \$850,000. At present the tracks at the station are laid on Point Douglas Avenue, which is owned by the city, so that it is impossible to close them in, & there is not sufficient track accommodation for the business, there being but 2 main tracks & 2 sidings. The present station building will be taken down & a number of tracks laid on its site, the whole to be covered in by a train shed. Immediately south of this a building for station purposes, divisional offices, etc., will be erected, then immediately south again will be reared a magnificent hotel structure which will far eclipse the Manitoba hotel destroyed by fire last winter & will have rooms for 250 guests. The western front of the hotel will be on Main St. & the south front on Fonseca St., along which it will run some 300 ft. Sir Wm. Van Horne has very kindly shown us a perspective view & floor plans of the hotel & station buildings which will be of Renaissance architecture.

The Winnipeg stock yards are to be entirely roofed over & provided with floors.

Winnipeg Cemetery Spur.—The Winnipeg City Council is endeavoring to get the Co. to build a spur from its main line to Brookside Cemetery & to run funeral trains.

Stonewall Branch.—It is not probable that any extension will be made this year beyond Teulon, to which point the branch was extended last year. The Parliamentary Railway Committee at Ottawa recently refused an application of the Co. for power to build from a point on this branch near Foxton to Sifton's Landing, on the east side of Lake Manitoba, on the ground that it would interfere with the Canadian Northern Ry., which has acquired the charter of the Winnipeg & Hudson's Bay Ry.

Snowflake Branch.—The Co. has let a contract for the construction of a short line from La Riviere, on its Pembina Mountain Branch, 112 miles southwest of Winnipeg, a distance of some 20 miles southerly to the Snowflake district. The southern terminus of the branch will be very near the International Boundary.

Deloraine to Waskada. The Co. is applying to the Manitoba Legislature for power to build a line from or near Deloraine southerly & westerly, in townships 1, 2 & 3, to the western boundary of the province. This line would pass through the Waskada district, & much, if not all, of the right of way has already been secured. (May, pg. 139.)

Crow's Nest Pass Branch.—A large force of men are at work putting this line in shape & making improvements where the operation so far has shown them to be necessary. No decision has been announced as to the completion of the line from Kootenay Landing to Nelson. (May, pg. 139.)

Vancouver Station.—In our issue of Nov. last we published a perspective view of this building, & a pretty complete description of it supplied by the architect. As it is now practically completed, it may be of interest to reproduce another description of it, recently given by the Vancouver World:—The general style of the architecture is of the French Renaissance period, with the famous portal towers & huge roof that form the features of that model. Artistic & symmetrical as the building is, viewed from the city side, its imposing appearance is particularly striking as viewed from the harbor. The north side is perhaps somewhat plain, but it is from this splendid extent of architecture, set off by shapely bands & cornices of stone, that the building is gaining its reputation as a handsome structure. In appearance, as well as for general utility, the new station will be one of the finest railway buildings in Canada. In modern convenience it will be second to none in the country. Approaching the station from Cordova St. the design of the two towers & the archway is particularly striking. The west tower is round, & the east one octagonal. The width of the arch is over 40 ft., & there is some fine carved stonework at either end, giving the entrance in detail a very handsome appearance. The main floor opposite the entrance is one of the special features. For half the length of the building, about 100 ft., & nearly the same in width, are the general waiting-room & ticket office, the latter a circular box office in the centre. This corridor is very handsomely fitted up, & is flanked on one side by a special room for ladies. Toward the opposite end of the room is the ele-

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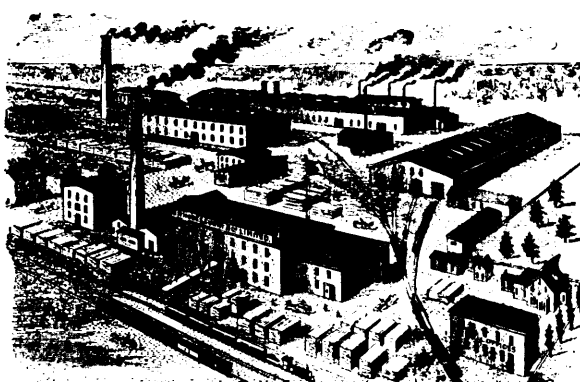
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