

acts for the work have already been awarded in districts, & that it will probably require 4 or 5 years to complete this gigantic undertaking. We have not heard of any such announcement & think the St. Paul paper is a little premature. There is no doubt the great increase of traffic west of Lake Superior will necessitate the early double tracking of the line between Fort William & Winnipeg, arrangements for which are already in progress, but it is hardly likely that the question of double tracking along the north shore of Lake Superior, or west of Winnipeg, has yet been seriously considered by the management.

Main Line Condition.—On returning to Ottawa recently from a trip to the Pacific Coast the Deputy Minister of Railways said the main line from Montreal to Winnipeg was in splendid order, but was a little rough across the prairies owing to the extremely wet weather this year. Through the mountains the roadway was excellent. The permanent way had been wonderfully improved, solid embankments with stone culverts taking the place of trestle bridges.

Ottawa Short Line.—The Co. is said to have secured options on all properties necessary for the building of its line of some 6 miles between the Co.'s station at the Chaudiere, Ottawa, & the round house at Hurdman's Bridge, Ottawa. It is said the cost of the property will be about \$60,000. The proposed line will shorten the route between the two points about 8 miles, as against the present haul by way of the Chaudiere Junction. (Sept., pg. 267.)

Fort William Roundhouse.—Good progress is being made with this building, the stone work & the brick fire wall which divides the building into two parts being completed. The structure is nearly in the shape of a semi-circle, the diameter of the arc being 370 ft., & its radius being 360 ft. (Oct., pg. 292.)

Fort William to Winnipeg.—Survey parties have been at work for some time getting up data in connection with the double tracking of the line between these points, but we are informed that nothing will be done this year in respect to the construction of the second track beyond continuing the widening of the bridges, which are being improved to suit for double track. This work has been going on for several years past. A lot of sidings have been lengthened this year to over 3,000 ft. They are located so as to be available for a portion of the second track when required. (Oct., pg. 292.)

Rat Portage.—The new station is being roofed & is expected to be ready for occupation in Dec. (Oct., pg. 292.)

Jack Pine Ties.—The Co. is taking delivery of between 40,000 & 50,000 jack pine ties from Eagle Lake, which are being loaded at Vermillion Bay. They will be used on some of the branch lines now under construction in Manitoba.

The Bonnet Lake Branch will start from the main line at Molson, 45 miles east of Winnipeg, & will be about 22 miles long, but the section touching the lake has not been finally located. A contract has been let to A. C. Smith, of Winnipeg, for grading 10 miles this year, on which rails will be laid as soon as grading is completed. The line will traverse a timber country, sections of which will be very suitable for agricultural purposes when cleared. The terminus will be on the Winnipeg River at a point where it opens out into Bonnet Lake. (Oct., pg. 292.) See under head "Application to Parliament" on pg. 325.

Winnipeg Terminals.—When at Winnipeg recently President Shaughnessy showed a perspective view of the hotel & station building to be erected there. It will be a handsome structure with 3 towers, the principal one of which will be on the corner of Higgins Avenue & Main St. The tower is 10 stories high, with a conical top. The other towers are about 8 stories high, the main parts of the building being 6 stories. The building will have about 320 ft. frontage along Higgins Avenue & about 308 ft. on Main St. The 2 smaller towers are at the extremities of the building. The main entrance, which is beneath the main tower on the corner of Higgins Avenue & Main St., will have a doorway 20 ft. in width. The train shed will be north & east of the hotel & station building. It is expected that work on the hotel & station buildings will commence next spring, but it is not likely that it will be completed next year. President Shaughnessy & Manager Whyte had a conference with the Mayor & Aldermen of Winnipeg about the matter recently, when Mr. Shaughnessy stated that it was desired to lay 6 tracks, in addition to 2 already in existence, across Main St. & it was considered a viaduct or subway should be constructed to facilitate traffic. He proposed that the city construct at its own expense an overhead bridge at an estimated cost of \$104,000, or a subway at an estimated cost of \$100,000, the city to take the responsibility of settling with property owners whose property would be affected by diverting the traffic from the sides of the street by the erection of the subway or viaduct, which would be likely to run from Sutherland Avenue to Higgins Avenue. The Co. also asks for a grant of the blind end of Austin St. to be embraced in the station &

hotel site. It is probable that a by-law in connection with the matter will be submitted to the ratepayers at the next civic election. (Oct., pg. 292.)

Snowflake Branch.—On Oct. 27 we were advised that this branch would be completed & ready for traffic Nov. 1. It starts from the first siding on the Pembina Mountain branch, 118 miles south-west of Winnipeg, & is 17½ miles long. (Oct. pg. 292.) See under head "Application to Parliament" on pg. 325.

Deloraine-Waskada Branch.—The grading has been completed. On Oct. 27 we were informed that most of the material was on the ground & that it was expected to commence track laying on Nov. 1, & to complete it on Nov. 20. The branch is 18 miles long & will be opened for traffic as soon as completed. (Oct., pg. 292.) Power is to be asked from the Dominion Parliament to extend this branch 100 miles west. See under head "Applications to Parliament," pg. 325.

The McGregor-Varcoe Branch is being built from McGregor, on the main line, 22 miles west of Portage la Prairie, to a point near Varcoe on the G.N.W.C.R. On Oct. 28 we were informed that about 19 miles had been graded & that it was expected to complete the grading of 7 miles more this year, but that it was doubtful if any track would be laid this season. (Sept., pg. 267.) See under head "Applications to Parliament," pg. 325.

Pipestone Branch.—Grading has been completed for about 20 miles beyond Antler, which carries it to a point about 69 miles from Menteith Jct. An effort will be made to lay track on this grading this season but it may not be completed. It is expected to complete the grading to 30 miles beyond Antler this year, & to complete track laying on this grading next spring. (Sept., pg. 267.)

Crow's Nest Pass Ry.—There appears to be little doubt that the Co. will not attempt to complete the line from Kootenay Landing to Nelson in the time allowed under the contract with the Dominion Government, viz., Dec. 31, 1900, but that an extension of time will be asked, as it is absolutely necessary on account of the heavy nature of the work. It is probable that a portion of the line from Nelson east, about 25 miles, to Kootenay Lake, will be started very soon, President Shaughnessy having recently expressed himself to that effect at Nelson, & that work will be done in places all along this section. It is likely that one contract will be let for the construction & that the contractor will use his own discretion as to the work, provided he keeps within the time limit to be set. The building of this portion of the line would per-

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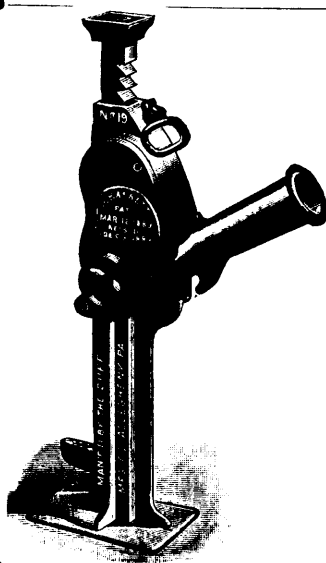
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