

and a contract for construction has been let. (June, pg. 178.)

North Central Section.—Speaking of this section, formerly the Great Northwest Central Ry., at Winnipeg, recently, the General Manager said the management had plans for its extension, and that as soon as men could be obtained it would be brought into Brandon. This will involve the building of some two or three miles of line from Brandon north-easterly, and will cut off the distance from Brandon to the present starting point of the line at Chater, and from Chater west to the point at which the proposed line from Brandon will join the present line.

Branch from Forrest.—On July 23 we were informed that about 14 miles of grading on this branch had been completed by Contractor McArthur, but that no track had been laid. (June, pg. 178.)

Chilliwack Branch.—Surveys have been made from Abbotsford, B.C., on the Co.'s Mission Branch, 6.5 miles south of Mission Jct., for about 50 miles to the Hope District. Press despatches recently stated that construction had been commenced, but it is incorrect. It is possible that about 26 miles from Abbotsford to Chilliwack may be built this year. On July 23 we were informed that it was not expected to start construction until the high water had subsided. The decision as to the building of the line through to Hope will probably depend on the result of the surveys about to be made by the B.C. Government to ascertain the practicability of building a railway through the Hope mountains, particulars of which will be found on pg. 235. (June, pg. 178.)

Vancouver and Lulu Island Ry.—This line, General Superintendent Marpole said on his return to Vancouver from Montreal a short time since, will be completed as soon as practicable. The V. and L.I.R. Co. was incorporated by the B.C. Legislature in 1891 to construct a standard gauge railway from Vancouver southerly to the north arm of the Fraser River, across the river to Lulu island, thence southerly across Lulu island to the south arm of the Fraser river, thence to be connected by steam ferry or otherwise with some point on the south bank of the Fraser river near Ladner's Landing, such railway to be operated by steam, horse or electric power. In the same year the Vancouver and Lulu Island Electric Ry. and Improvement Co. was incorporated by the local Legislature for the

purpose of constructing an electric railway between the same points and a ferry from the island to Ladner's Landing. In 1897 the V. and L. I. Ry. Co. obtained a renewal of its charter for three years, and obtained Dominion incorporation last session. Some construction was done last year. A meeting of the shareholders has been called at Montreal for Aug. 14, to arrange for raising funds to defray the cost of constructing or acquiring and completing the Co.'s railway. (June, 1900, pg. 173.)

Vancouver to Greer's Beach.—A track will, it is said, be laid at once to Greer's Beach, and the land will be cleared up so as to make the place an attractive summer resort.

Hanrock and Calumet.—It is said that the gauge of 3 ft., which is now in use on the 31 miles of this Michigan line, will be changed to standard gauge and relaid with 60-lb. steel during Aug. and Sept. The present rails weigh 50 lbs. to the yard.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—It is stated that the line will be extended from Wishek, N.D., south 20 miles to Ashley, and not to Aberdeen as reported.

Grand Trunk Betterments, Etc.

Steel Rails.—The Co. has purchased 7,300 tons of German steel rails.

Portland Terminals.—J. E. Dalrymple, assistant to the General Manager of the Grand Trunk, on returning recently from Portland, Me., said satisfactory progress is being made with the new wharf and elevator. Over half the wharf is completed and the flooring laid. The rocky formation of the site where the excavations had to be made for the new elevator delayed the foundation work for the elevator. Hard wood piles with steel points had to be used to sink into the rock. The foundation is nearly finished, and along one side the cement pillars have been constructed.

Montreal Terminals.—The management has accepted the conditions upon which the Montreal City Corporation will exchange property with the Co., so that the city may improve Chaboillez Square, and the Co. its terminal facilities. The Co. desires to erect sheds on the south side of Albert St., to remove the sidewalks and replace them by landing platforms for freight, and the Corporation consents to the exchange of land proposed on condition that the Co. keeps Al-

bert St. in repair, and allows the middle to be used for public traffic.

General Offices.—Work on the new general offices, McGill St., Montreal, is nearing completion. The plasterers have about finished, which will enable work on the lighting fixtures, heating apparatus, etc., to be pushed forward with a view to having the building ready for occupation before fall. The demolition of St. Ann's market, which was one of the conditions of the agreement entered into between the City and the G.T.R. authorities when the latter agreed to build the offices on the present site, has been completed.

Relaying Track.—Roadmaster Henderson, on July 14, with a gang of 190 men, relaid 20 miles of the west-bound main line between Lyn and Thousand Islands Jct. in 11 hours. The new rails put down are 80 lbs., replacing 73 lbs. The single track between the two points was used while the work was being performed.

Napanee.—Press reports recently stated that the grade at Napanee, Ont., would be raised some five or six ft. this year, necessitating a change in the location of the station, and the raising of the bridge over the Napanee river. We are informed that the work referred to will not be done this year.

Whitby.—Press reports recently stated that a new main line station was to be erected at Whitby, and that a portion of the line in the vicinity would be double tracked. We were informed on July 25 that nothing definite had been arranged in regard to the station, but the management is in communication with the town authorities on the subject. We were also informed that no additional double track work is contemplated at present.

Central Vermont Ry.—The extension of the Montreal and Province line branch from Farnham to Frelighsburg, Que., 18 miles, being constructed by the C.V.R., is nearly completed. The stations on the extension are Stanbridge North, Stanbridge East, Riceburg, and Frelighsburg. The country through which the extension passes is generally level. The Montreal and Province Ry. was originally chartered to build a line from St. Lambert, Que., to the International boundary; a portion of the line was built and operated as an independent line about 25 years ago. The C.V.R. is now carrying on the construction work, and it is reported that it is the intention to complete the line to Sheddon Jct., on the Missisquoi Valley division.

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