

In the original construction of the railway, it was thought possible to use pile bridges at the fourth, fifth and sixth crossings of the Bow River, at the three crossings of the Devil's Head creek, and at the crossing of the Blae-berry, instead of more expensive structures; but experience has shewn that these will not answer at the places in question and that it will be necessary to replace them before the coming spring with truss bridges on piers. The necessary iron spans for the fourth crossing of the Bow have been on hand for several years, and will be erected immediately, but it is proposed to use timber truss bridges at the other places named, for the same reasons as stated in connection with the truss bridges between Port Arthur and Winnipeg. These bridges embrace twelve spans aggregating in length 1652 feet and the outlay will be nearly \$65,600.

A slight movement having occurred in the so-called "mud tunnel," in the Kicking Horse valley, an expenditure of about \$9,000 has been incurred in building a line around it. This new line is built on a very sharp curve, but so little difficulty is found in working traffic over it that it may safely be used permanently, in place of the tunnel, saving the large amount of money that would be required to make the tunnel secure.

With the exception of a suitable station building with refreshment rooms, etc., at Banff, in the National Park, this section of the line is sufficiently provided with buildings and appurtenances.

From Donald to Revelstoke, 79½ miles, crossing the Selkirk Mountains, the track is in good working order. The final ballasting is well advanced and will be completed very soon. A large amount of work has been done this season in reducing earth slopes on the mountain sides, and in moving the line out from such slopes as are likely to slide and which cannot be reduced to a proper angle without excessive cost. But the most important work in