

joining 200x70 ft. & a blacksmith shop 60x70 ft. These are built throughout with Calgary sandstone & heated by steam. Adjacent to them are the coal pockets, water tank & cinder pit with depressed track. The store building & oil house will be located on a separate siding adjoining. The erection of these buildings means a large expenditure to the Co. in providing additional storage tracks & yards.

Tunnelling the Selkirks.—It is said surveys are contemplated with a view of doing considerable tunnelling in the Selkirk range so as to avoid maintaining some of the snow sheds.

Sicamous Station & Hotel.—The station at Sicamous Jct., B. C., which was burned last year, is being replaced by a combined station & hotel building, the track elevation & ground floor plans of which are given on page 75. The building is of frame covered with cedar shingles. The arrangement of the 1st floor can be readily gathered from the plan. The rear of the station faces Shuswap Lake, a splendid view of which will be obtainable from the wide gallery surrounding the building on three sides. In the basement will be situated men's lavatories, laundry, storeroom, fuel cellar & heating apparatus. On the 1st & 2nd floors will be 28 bedrooms, a drawing room, a smoking room & a large balcony overlooking the lake from these latter. The architect is E. Maxwell, Montreal.

Columbia & Western.—In reference to the report that a contract had been let for the extension of the Robson-Midway line, 15 miles beyond Midway to Rock Creek, we were officially informed, Feb. 14, that no such contract has been let.

Surveys, Construction, Betterment, &c.

Carlboo.—It is reported at the Pacific Coast that a survey for this line will be started at an early date. Work must be commenced by April or May next or the charter will expire. It is said the present holders purchased the charter for \$50,000 & paid \$15,000 in cash, the balance to be paid in stock in the railway. (Jan., pg. 11.)

The Chilcoot R.R. & Transportation Co. has built a steam road of ordinary construc-

tion from Dyea, Alaska, at the head of Lynn Canal, to Canyon City, 8 miles, & from that point an aerial cable way, 8 miles long, carries passengers & goods through the Canyon & over Chilcoot Pass to Crater Lake, whence water connection is made to Lake Bennett & to the Yukon River. The cable road is suspended on standards set at intervals, & rises 2,500 ft. in the first four miles. The tramway has capacity of 100 tons of freight a day.

Duluth, South Shore & Atlantic.—It is said a branch will be built from Newtonville, Mich., to the new copper range, following the Sturgeon river.

Great Northern.—The Quebec Harbor Commissioners have granted a site to this Co. for the erection of a grain elevator of a capacity of 1,000,000 bushels to be completed before May, 1900.

Intercolonial.—The terminal improvements at St. John, N. B., which have already been started, consist of a commodious wharf, with 27 ft. of water alongside at low tide, and berths for 3 large ocean steamers, with a large warehouse on the wharf & 500,000 bushel elevator to be built north of the passenger train shed. Grain conveyers will run from the elevator to the wharf. A number of additional tracks will be laid down. Connolly Bros., the contractors, are already at work on the wharf & tenders are to be sent in by Mar. 25 for the elevator and warehouse. (Feb., pg. 40.)

The Kootenay Ry. & Navigation Co. is building a line from Bonner's Ferry, Idaho, to Kuskanook, B.C., on Lake Kootenay, a distance of 50 miles. The portion from Bonner's Ferry to the international boundary line is incorporated under the name of the Kootenay Valley Ry., the portion in B.C. is incorporated as the Bedlington & Nelson Ry. On Feb. 14 we were advised that work was progressing generally the whole length of the line, and that about 1000 men were at work. There is nothing special in the physical features of the line. It runs along the foothills near the bottom land, & is being constructed just above the high water mark of the Kootenay River, along the easterly side. The valley from Bonner's Ferry to Kootenay Lake is very level, only falling a few feet in the entire distance. The bridge across the Kootenay River is the only structure of any consider-

able magnitude. There are no tunnels. The general average & total cost of the work will be heavy. (Jan., pg. 12.)

Lake Erie & Detroit River.—Plans are being prepared for a slip dock at Rondeau, which is expected to be built by May, to accommodate the car ferry Shenango No. 1. It is expected to cost about \$20,000. Particulars about the operation of the Co.'s ferries, &c., will be found under the head of Ontario & the Great Lakes, in the shipping department of this issue.

Manitoba & Southeastern.—On Feb. 20 we were informed that nothing definite had been decided in regard to the portion of the line to be constructed in Minnesota. As we previously stated, power will have to be procured from the Minnesota authorities. This line will go through Minnesota for about 45 miles. At War Road River, which enters Lake of the Woods near the boundary line, there is quite a settlement. It is expected large shipments of fish will be made there instead of at Rat Portage, on the completion of the line. The country is very flat south of the boundary line, as it is on the Manitoba side. Ties are already being delivered along the route & bridge lumber is being cut. (Feb., pg. 40.)

Midland, of Nova Scotia.—Contracts have been let for the steel superstructures of bridges between Windsor & Truro, including those across the St. Croix & Shubenacadie River, or about 17 spans. (Feb., pg. 40.)

Northern Pacific.—The Winnipeg station & divisional offices, recently destroyed by fire, will undoubtedly be rebuilt, & it is expected the hotel will also be rebuilt, though probably on a smaller scale. It is said plans are being prepared by a Winnipeg architect, but it is not expected the building will have as many stories as the original one. (Feb., pg. 49.)

Ontario & Rainy River.—A tote road is being made from Finmark station, C.P.R., to Lake Shebandowan, to take in supplies. (Feb., pg. 40.)

Ottawa Union Station.—President Booth, of the Canada Atlantic system, is said to be opposed to the terminal company scheme, mentioned in our last issue, & says he is anxious to proceed with the erection of a cen-

MANITOBA FARMS FOR SALE.

IMPROVED AND WILD LANDS...

Do not fail to see my list, which includes lands in the choicest districts, near railway stations, churches and schools.

Any man with small capital can purchase a farm of 160 acres or more on very easy terms of payment, with buildings and cultivation, ready for immediate occupation.

Large sum of money to lend on mortgage at current rates of interest. Apply to

GEO. J. MAULSON,

195 Lombard St. WINNIPEG

Established 1831.

Annual Capacity 1,000.

Baldwin Locomotive Works.

SINGLE EXPANSION AND COMPOUND LOCOMOTIVES.

Broad and Narrow Gauge Locomotives; Mine and Furnace Locomotives; Compressed Air Locomotives; Steam Cars and Tramway Locomotives; Plantation Locomotives; Oil Burning Locomotives.

Adapted to every variety of service, and built accurately to gauges and templates after standard designs or to railroad companies' drawings. Like parts of different engines of same class perfectly interchangeable.

Electric Locomotives and Electric Car Trucks with Approved Motors.

Burnham, Williams & Co., Philadelphia, Pa., U.S.A.