

2nd, the new Rossland terminal & station buildings, which will be located on the Nickel Plate Flat, half-way between the centre of the City of Rossland & the Red Mountain Ry. station. The buildings will consist of a passenger station, a freight station & a 2-stall engine-house. The entire work will be finished about June 1.

A correspondent of the News Advertiser, Vancouver, writing from Midway, B.C., Mar. 14, respecting the line from Robson to Midway, which the C.P.R. Co. is building under the C. & W. R. Co.'s charter, says: "On parts of the line just above Midway men are working night & day at grading, so it is evident that it is intended to complete the grade between Boundary Falls & Midway (where occurs the heaviest work west of the summit of the divide between the North Fork of Kettle River & Boundary Creek) as expeditiously as is practicable. Yesterday the C.P.R. survey party, which, under the direction of G. G. Odell, has for several months past been engaged in surveying the projected branch line from Midway up the main Kettle River & thence up the West Fork to Beaver Flat, returned to Midway. It is understood the men are required for work on the branch lines from several of the Boundary Creek mining camps to the main line at the summit."

On returning from a recent inspection trip over the Western lines Manager Whyte said that although he did not go over the Robson-Midway line, he had a long talk with the engineer in charge & learned that work is being carried on very satisfactorily. Some delay was caused in the work on the big tunnel west of Robson by the severity of the weather, the water used to drive the compressor plant which works the steam drills being frozen. Of the 30 drills on the ground only 2 could be operated. This, however, will not delay the completion of the line as a switchback is being constructed & will be used until the tunnel is completed.

In a recent interview in Winnipeg, after returning from a trip to British Columbia Traffic Manager Kerr, of the C.P.R. Western Lines, is reported to have said: "The railway is now being built through the Boundary Creek district from the Columbia River at Robson in a southwesterly direction to Cascade, west to Grand Forks (now called Columbia) thence taking a sharp curve up north, then down again to Midway, west to Rock Creek & from there northwest to Penticton & up along the Okanagan Lake to Vernon where it joins the branch from Sicamous Jct., thus forming a complete circle around West Kootenay."

We are inclined to think that Mr. Kerr has been misreported or else that he intended to refer to what may be done, rather than to what is under way. At present the line from Robson to Midway is all that is under construction, though possibly the line may be extended to Rock Creek this season. Nothing has been done about the extension to Penticton. It was expected it would have been built by Mackenzie, Mann & Co., under the Vancouver, Victoria & Eastern charter, but their contract with the B.C. Government was cancelled at the recent session of the B.C. Legislature & although the B.C. Government took power to enter into another contract no intimation has been given that such action has been taken. As to rail connection between Penticton & Vernon, by building along the east side of Okanagan Lake, we do not think anything is likely to be done for some time at least, certainly not in the near future.

Branch to Republic.—Rumors have been afloat to the effect that the C.P.R. Co. will build a branch from the Robson-Midway line to cross the International Boundary, & run down the San Poil Valley to the new mining camp at Republic, Wash. No official confirmation of the rumors is obtainable.

Smelting Works.—It is announced that the C.P.R. Co. will commence this spring the

construction of a large reduction plant in the Boundary Creek region of B.C. This scheme is in the line of the general policy of the Co., to give to the miners in this section of B.C. the benefit of the lowest possible smelting charges on all classes of ores, thus placing them, as regards the cost of reduction, upon the same footing with the miners of the older camps in the U.S. At Trail this has been already accomplished by the establishment of charges of \$7 a ton (and, in some cases, even less) for the treatment of refractory ores requiring roasting, & containing a high percentage of silica & alumina, while running very low in copper. It may be doubted whether more favorable rates are offered to miners of such ores even in Colorado or Montana.

Arrowhead to Kootenay Lake.—A survey is being made for this proposed extension, but nothing has been decided in regard to construction.

Nakusp & Slocan Branch.—Some B.C. papers have stated that a large sum is to be spent on this line this year. We are informed that nothing has been included in the estimates for this, & only ordinary maintenance work will be done this year.

New Westminster.—The illustrations on pg. 111 show the track elevation & ground floor plan of the stone & brick station which is to be built on the site of the one destroyed by fire last year. It will be 90 x 40 ft., 2 stories high, & with stone filling on the river side will cost about \$40,000. The architect is E. Maxwell, Montreal. Work has been started on it. The 25 ft. railway reserve is to be filled in & protected with cribbing on the river side. The present track will be moved over several feet towards the water front, & a siding will be laid beyond for the accommodation of the wharves, etc.

Vancouver Terminals.—Tenders were recently asked for 40,000 cubic yards of rock filling required at the Vancouver wharves. When at Vancouver recently Manager Whyte said that the work of filling in all the docks & wharfage extensions laid out in detail & presented to the City Council a year ago, would be gone right on with & he expected to see a large increase of trade in consequence.

It is said the plans for the extension of the Hotel Vancouver are elaborate, & embrace a 7 story addition towards Howe St. which will make the hotel the largest on the whole Pacific Coast.

The Minneapolis, St. Paul, & Sault Ste. Marie will probably build new freight terminals at Minneapolis in the near future. The plans have not as yet been fully perfected.

The Mineral Range built 9 miles of road last year from Boston, Mich., southeast & southwest to Arcadian Mine, & from Grosse Point, on Portage Lake, northwest to Dollar Bay, leaving a gap of 4 miles between the 2 lines to be completed this year. Work is now in progress on this gap, & it will be completed by July 1.

Grand Trunk Betterments, Etc.

The Work of 1898.—General Superintendent McGuigan states that 255 miles of steel rails, of the standard 80 lbs. weight, were laid during 1898. Over 400 miles of the road were greatly strengthened & improved. Sixty-six miles of new track, & 20 miles of sidings intended for the use of manufacturing establishments, were laid. 85 light iron, steel & wooden bridges were replaced by steel structures of the best & most modern description, their total length being 21,236 ft., or 116 ft. in excess of 4 miles. The number of running feet embraced in this achievement includes the 25 spans, or 6,592 ft. of the Victoria Jubilee Bridge, but does not include the splen-

did new structure spanning the Niagara gorge. Other bridges were likewise looked after, & the G.T. record for 1898 also shows that 35 wooden pile bridges & trestles, possessing a total length of 2,361 ft., as well as 10 overhead wooden waggon bridges, the whole being 1,108 ft. long, were completely rebuilt, most of these being on the branch lines.

The G.T. laid during 1898 1,759,833 cross ties, an increase over 1897 of 500,000. 312 miles of ballasting has also to be placed to the credit of the road for this period, 262 having been done with gravel, & the remaining 50 with cinders, the latter being considered excellent material where the line passes over wet land, or where drainage is difficult. 61 wooden, stone & pipe culverts were renewed in stone during the year, while fine new buildings of all kinds went up all along the lines. Sixteen stations, 8 freight sheds, 2 coal chutes & 12 motive power buildings were erected, while 60 stations, 9 freight sheds & 9 motive power structures were remodelled, & repaired during the same time. Eleven of the 16 new stations were built in Ontario & Quebec, 1 in Maine, & 5 in Michigan.

Victoria Jubilee Bridge.—It is frequently asked if provision has been made for an electric car service across this bridge, connecting with the south shore, & opening up all the districts & municipalities in this region to prompt communication with the metropolis. The interest in this question is not confined to the proprietors, who naturally look for an enhancement of values. It extends to several corporations & syndicates, who see in such opening up great possibilities for future expansion & profit. Charters have been obtained for operating electric power along the south shore as well as throughout the Eastern townships. The question hitherto has been the connection across the river. It may be said that the G.T.R. management, while alive to the question, has not made any provision for an electric service at present. This is a matter which will, in the near future, be the subject of negotiation with all the parties interested, & doubtless electric cars will run across the reconstructed bridge with advantage to the districts of country to be served, as well as profit to those who are willing to invest their money in the project of placing a gridiron across a stretch of country which has hitherto been cut off from vital connection with the city. The new bridge, however, will be opened without such service, & it may take some time before arrangements can be made for its introduction. Those who have noticed the laying of wires below the rails & who believed that electricity was virtually an accomplished fact are a little sanguine—signal wires are being laid to make connection with either shore. Electricity will doubtless come in time, as an influential official recently remarked; but it cannot be immediately arranged for.—Witness.

Montreal Offices.—The directors have approved of the plan of the new general offices as submitted by the architect, who has received instructions to proceed at once with the letting of contracts, & it is expected that the foundation will be commenced early in May. In so far as possible local firms will be preferred, but it is claimed there are several features in connection with the building which can only be supplied in the U.S. Nevertheless, the large features of the work will be offered to local contract & the disbursement of over \$500,000 will be an encouraging feature at the beginning of a new season. When once the work is commenced, it will be proceeded with with the utmost energy, but it is not expected the building will be finished before Sept., 1900.

Western Division.—For some time the management has contemplated laying a double track between Port Huron & Chicago, & there is a possibility that the work may be