

Exploring the Hope Mountains.

The British Columbia Government's survey party having charge of the work of finding a feasible pass through the Hope mountain district will take about two months to do the work. The party consists in all of 30 men, in addition to the engineers. Hon. E. Dewdney, C.E., is in charge of the party, the chief engineer is H. Carry, C.E., and the other engineers are F. Moberly, —, Dawson and —, Harvey. C. F. Hannington, C.E., and C. E. Perry, C.E., who were announced last month to take charge of parties, do not appear to be on the work. The party travelled together as far as Hope, where they divided for the purpose of exploring alternative routes.

The reasons for the Government undertaking the survey are being freely discussed in B.C. papers, and very diverse opinions are expressed, but all are agreed that there will be no railway building this year between the Coast and the Kootenay country, under the terms of the Act passed last session. In one of the letters there is a statement made on the authority of Mr. Parkinson, an engineer of experience in the district, that he had personal knowledge of three practicable railway routes through the Hope mountains. Other correspondents also speak of practicable routes which are traversed regularly by persons on foot and on horseback. (Aug., pg. 235.)

Smith Curtis, M.L.A., ex-Minister of Mines for B.C., is conducting an exploration on his own account. According to a Victoria despatch one of the party whom Mr. Dewdney had sent down the pass to prepare the way for his party saw a newly-blazed stake sticking in the ground. On the stake, in bold characters, were the words "Smith Curtis, Aug. 2, 3,950 ft., and don't you forget it." It was enough. Details of the route which he followed were subsequently given by Mr. Curtis at a dinner in Princeton. He set out a few weeks ago, starting from the Princeton side, with two men to assist him; pushed on to the Government town site of Tulameen, and thence up Tulameen river to the new pass on Railroad creek, known as Railroad pass. While the Government party were packing their effects at Hope for their journey, Mr. Curtis was toiling across to the headwaters of the Coquehalla river. Reaching the head of that stream, he followed down its course till he reached Hope; then he returned to Princeton. He stated there that he would go to Victoria and secure the services of a civil engineer, and returning to the country which he has just traversed, would resume his explorations through the mountains. Early in Sept. he will return to Hope, and will take all the levels and gradients up Coquehalla river to the point where he left off. When that is completed he will explore Similkameen pass and Roach River pass, about 40 miles to the south of the route over which he has just travelled, and nearer to the U.S. boundary line. Mr. Curtis, believing that the Government will report in favor of the Spence's bridge route, has undertaken the present trip for the purpose of ascertaining to his own satisfaction whether or not a feasible route exists through these hills for the construction of a railroad.

Lake Erie and Detroit River Ry.—Notice is given that pursuant to the Dominion Statutes of 1899, chap. 67, the L.E. & D.R.Ry. Co. and the Erie and Huron Ry. Co. have entered into an agreement for amalgamation with each other under the name of the Lake Erie and Detroit River Ry. Co., the agreement being dated May 23, 1901, approved by order in council, June 20 1901, and deposited in the office of the Secretary of State. The amalgamated Co., may issue bonds or other securities in addition to its authorized capital stock, to the extent of \$15,000 a mile.

C.P.R. Betterments, Construction, Etc.

Atlantic Division.—A considerable amount of betterments is being done on this division. A large number of bridges have been renewed, wood being replaced in many cases with steel on masonry abutments. About 25 miles of track are being ballasted. The new station and terminals at McAdam have been completed, and a house has been built there for the Master Mechanic. Crossing sidings on the main line are being extended so as to facilitate the movement of trains, and a new crossing siding is being put in near McAdam Jct. At West St. John the elevator conveyers are being extended, seven additional spouts are being erected, and three portable trippers are being put in. In addition to the above, plans have been provided for the erection of a new terminal yard, engine house and turntable at Fairville; for the improvement of existing stockyards and the erection of an additional yard that will increase the capacity 100% on the Sand Point wharves, West St. John, for the rearrangement of the tracks on the wharves so as to admit of a large additional number of cars being loaded with one shift, and for the extension of the Rodney wharf slip, West St. John, and other improvements in the winter port terminal.

The Port Arthur elevator capacity is to be increased to over 1,000,000 bush. by the erection of an annex elevator of from 500,000 to 700,000 bush capacity.

The Fort William elevators have been overhauled in readiness for the enormous wheat crop of the west, and Supt. Sellers says they are prepared to handle 500 cars a day. Electric lights have been placed in each elevator. The Co.'s total storage capacity at Fort William is 5,500,000 bush.

Branch from Raleigh.—A survey has been made for a branch running for about 14 miles south from Raleigh, 167.6 miles west from Port Arthur, but it is not expected that it will be built this year. (Aug., pg. 235.)

Winnipeg Bridge.—The bridge which is being built over the Red river crosses at the point of the river immediately above the Louise bridge, which the Co. has used under agreement with the city since 1881, but owing to the increase in traffic and the detention to the trans-continental trains it has been found necessary to provide a bridge exclusively for the Co.'s business. This bridge consists of 4 fixed spans of 125 ft., and 1 draw span 250 ft. It is built of masonry piers and abutments on foundations extending to the rock, which has made it an expensive structure but thoroughly permanent. The approach to the bridge has necessitated the construction of a subway for electric cars, under the track across Higgins avenue, the track being carried on steel girders and columns. This has considerably improved the alignment, avoiding all the twists which there are at the Louise bridge. It is expected the work will be completed by the end of the year. It is in charge of the Division Engineer, J. Woodman, under the Chief Engineer.

West Selkirk Branch.—It was expected that track laying would be commenced in Aug., but on Aug. 7 we were advised that probably no track would be laid this season. (Aug., pg. 235.)

Waskada Branch.—McClutcheon & Fisher, of Winnipeg, have a contract for grading 19 miles from Waskada, Man. It is expected to not complete the grading this season, but it is likely any track will be laid. (Aug., pg. 235.)

McGregor-Varcoe Branch.—A contract for 7 miles of grading from the terminus at Wellwood, Man., 26.45 miles from McGregor, has been let to P. R. Lamb, of Winnipeg. The grading has been about half done. It is not expected that any track will be laid this season. (Aug., pg. 235.)

Branch from Forrest.—On Aug. 7 we were informed that the contractor, J. D. McArthur, had graded about 20 miles out of the 42 covered by his contract. It is not expected that any track will be laid this year. (Aug., pg. 236.)

Track-laying on the Manitoba branches now under construction will be done by the Co., and not by contract.

Crow's Nest Pass Ry.—The C.P.R. Co. is said to be negotiating for running privileges over the Kootenay Ry. and Navigation Co.'s line between Sirdar, on the Crow's Nest Pass Ry., and Kuskonook, B.C., with the object of utilizing the Kuskonook terminal facilities and to a certain extent abandoning Kootenay Landing.

Kootenay and Arrowhead Ry.—On this line, from Lardo, on Kootenay lake, to Trout lake, B.C., about 38 miles, we were informed on Aug. 12, that grading was well under way, and that about 8 miles of track had been laid. Contractor D. A. Carlson has about 500 men at work. The construction is in charge of J. G. Sullivan, Divisional Engineer of Construction. (June, pg. 178.)

Vancouver Hotel.—When at Vancouver recently the General Manager said that work would be started this fall on the enlargement of this hotel, that the additional wing would be built first and then the present building would be altered, in fact rebuilt.

Vancouver and Lulu Island Ry.—The construction of the bridge across False Creek, Vancouver, is now under way, and as soon as it is completed the track will be laid from the end of the present track, 5¼ miles from Vancouver, to the site of the bridge across the north arm of the Fraser river, ¾ mile. The contract for this structure will be let at once. The grading from the south side of the north arm of the Fraser to Steveston is well under way and should be completed early in October. As soon as the bridge is completed the track-laying will be proceeded with straight through to Steveston, and it is expected this will be finished in November. The distance from Vancouver to Steveston will be about 15 miles. (Aug., pg. 236.)

Vancouver to Kitsilano Beach.—Greer's beach, now known as Kitsilano beach, is about ¾ of a mile from the bridge over False creek, Vancouver, referred to under the head of "Vancouver and Lulu Island Ry." above. Track will be relaid to the beach as soon as the bridge is completed. The spur was graded in 1887, and runs to what may be termed the real terminus of the C.P.R., where it touches the waters of English bay. (Aug., pg. 236.)

Grand Trunk Betterments, Etc.

Montreal - Toronto Double Track.—The only portion of the main line between Montreal and Toronto not double tracked is from Port Hope to Port Union, 46.26 miles. A portion of this, between Whitby Jct. and Port Union, 13.13 miles, is now being double tracked. The 2nd track is being laid alongside the 1st, without any deviation from the original location, but the grades are being changed somewhat. On Aug. 7 we were advised as follows:—"The temporary road bed for the 2nd track has been laid between Pickering and Port Union. The track has been raised about 5 ft., between Rouge river and Port Union, and about 6 ft. across Dunbarton hollow, which is the second sag in the road east of Port Union. There is a considerable cut 2½ miles east of Port Union, which is proceeding somewhat slowly, owing to the hard pan, but, everything considered, fair progress is being made. A temporary structure has been erected near Dufferin, just west of Pickering station, which enables construction trains to pass over. The teams are