

transfer is made direct from the steamers on the Kootenay lake to the passenger trains, and second, of a three track transfer wharf, which is the terminal of the car ferry between Nelson and Kootenay Landing.

Water for these terminals is supplied from the city water system, and provides two double nozzle fire hydrants, two stand pipes for delivering water to locomotives, one at the engine house ash-pit and the other on the main track. Electric light, supplied by the city electric company, is furnished in and about all of the buildings, and two arc lights for the yard.

The leading feature in connection with the arrangement of these terminals is that when switching crews are working, either at the east or west end of the yard, at the freight or passenger wharves, or in the freight delivery yard, that their work at either one of these points does not interfere with the operation of the main line, nor with the operation of either of the other three switching districts, and provides a simple, economical and systematic yard for car distribution and storage.

A. W. Campbell, Deputy Minister of Public Works for Ontario, was at Fort Frances when the first train came in from Winnipeg. He says its advent was a great event in the lives of the settlers, some of whom had gone there a generation ago on faith that a railway would soon follow them. They trooped down to the station by the score, and, accustomed for years to awaiting the arrival of the boat, Mr. Campbell tells without a smile on his face how they stood with outstretched arms instinctively waiting to catch the tow-line, and amazed that the contrivance did not drift away from the snubbing-post.

The recent announcement that articles of incorporation of the Grand Trunk Western Ry. Co. had been filed at Sacramento gave rise to a good deal of speculation in the daily press, it being stated that the Co. was reaching out for a Pacific terminus in California. There is nothing in these rumors, and it is officially stated that the only reason for this step being taken is that the Co. has an office at Los Angeles, Cal., and is consequently required to file articles.

An order has been issued by the G.T.R. officials at Portland, Me., that none but Portlanders will in future be employed in clerical capacities in the Co.'s offices there. The residents have been protesting against Canadians being brought in to fill vacancies.

Grand Trunk Ry. Betterments, Etc.

The Montreal General Offices will not be ready for occupancy until spring, owing principally to delays in procuring material for the interior ornamental work. The following provisional location of the offices has been made:—

Ground Floor—General Auditor, express money order department, Manager's office, Canadian Express Co., and Paymaster and staffs.

First Floor—Treasurer, Divisional Freight Agent, freight claims and part of the staff of the General Auditor.

Second Floor—Second Vice-President and General Manager, board room, Solicitor, Freight Traffic Manager, General Freight Agent, Passenger Traffic Manager, General Passenger Agent and Comptroller.

Third Floor—Chief Engineer, Car Accountant, General Superintendent, Car Service Agent, telegraph and telephone.

Fourth Floor—General Purchasing Agent, Insurance and Provident Society, Chief Medical Officer, stationery department, Express Auditor, assembly room.

Basement—Canadian Express Co., post office department, ventilating apparatus, and general storage accommodation.

Montreal Elevator.—We are officially informed that the rumor to the effect that the Co. proposed to erect an elevator at Windmill point or some other convenient place in Montreal harbor, as mentioned in our last issue, is without foundation.

Middle Division Yards.—The proposed improvements of the yards at Bathurst st. and the Don, Toronto, have not yet taken definite shape. The Co. will have to reconstruct its yards at both places very soon, but no plans have been adopted. No further privileges for yard space in the Bathurst yards will be granted to merchants and shippers, until it is decided just how the tracks in the reconstructed yard will be laid.

The reconstruction of the yard at Sarnia has been completed, and that at Stuart street, Hamilton, has been finished with the exception of the engine house tracks.

Stratford Tender Shop.—Recent press reports state that the management is considering the building of a tender shop at Stratford, to be 220 by 120 ft., costing about \$50,000. On Dec. 11 we were advised that no decision had been arrived at.

Point Edward Elevator.—To replace the elevator recently burned there is being con-

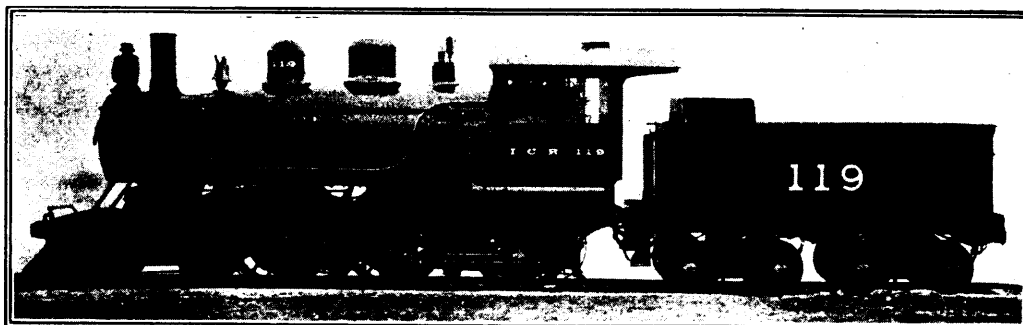
structed a new elevator of a total capacity of 1,500,000 bush. It will consist of a work house with square bins having a capacity of 500,000 bush., built entirely of steel, and will have steel storage tanks in the rear with a capacity of 1,000,000 bushels. The tanks will be connected with the workhouse by a complete system of belt conveyers. The workhouse will have two marine legs located in movable towers, and 4 shipping legs. The entire machinery will be operated by electricity. The elevator will be absolutely fireproof, no wood whatever will be used in its construction.

Southern Division.—During the past fiscal year the following expenditures were made on this division, the Wabash Rd. paying its proportion on a wheelage basis:—

Stations, buildings, etc.	\$ 45,151 64
Additions to shops, roundhouses, etc.	7,225 80
Wood, water and coal stations, new and rebuilt.	2,316 49
Iron bridges repaired, renewed and strengthened.	41,002 91
Interlockers erected.	9,411 06
Block signal system.	1,700 08
	\$107,708 88

Detroit Grade Crossings.—Press reports say that an agreement has been reached between the city of Detroit and the Michigan Central, Grand Trunk, and Lake Shore and Michigan Southern railways, for the separation of the grades at 19 streets in that city during the next five years. The estimated expense of this improvement is \$1,000,000, and is to be borne exclusively by the railway companies, which agree to spend \$200,000 each year until the work is completed. The damage to adjacent property is taken care of by the city. On Dec. 23, we were advised by a G.T.R. officer that the matter was in negotiation between the various interests, and that a definite decision as to the plan to be adopted had not been arrived at.

G. T.-Western Ry.—The double tracking between Port Huron and Durand, Mich., 82.45 miles, including 10½ miles of new single track line near Flint, to avoid heavy grades, is completed, and is being used by east-bound freight trains. The track is practically all laid and surfaced from Grangers, mileage 224.44 west of Port Huron, for 10 miles to Studebaker. From Ainsworth, mileage 290.12, to Thornton Jct., mileage 310.10, or 19.98 miles, the work is completed except the railway crossings at Maynard and Griffith, which had not been delivered Dec. 16. The double tracking is to be extended over the whole division to Chicago, 335 miles. (Dec., 1901, pg. 362.)



CANADIAN LOCOMOTIVE CO. LTD.,
KINGSTON, ONT.,

Builders of Simple
and Compound

LOCOMOTIVES

Adapted to every
variety of service.