

west of the baggage wing of the station. The ice house on St. Roch St. is intended to provide both for the railway requirements and for the Chateau Frontenac.

For the foregoing information and the accompanying ground plan we are indebted to J. M. R. Fairbairn, Assistant Chief Engineer, Eastern Lines, C.P.R. For the photographs of the freight terminals we are indebted to the W. S. Downing-Cook Co., Montreal, who were the contractors for the freight sheds and office building and also have the contract for the passenger station. D. H. Mapes, Engineer of Buildings, C.P.R., was in charge of construction of the freight buildings and also has charge of the passenger station construction.

### The United States Government Railway in Alaska.

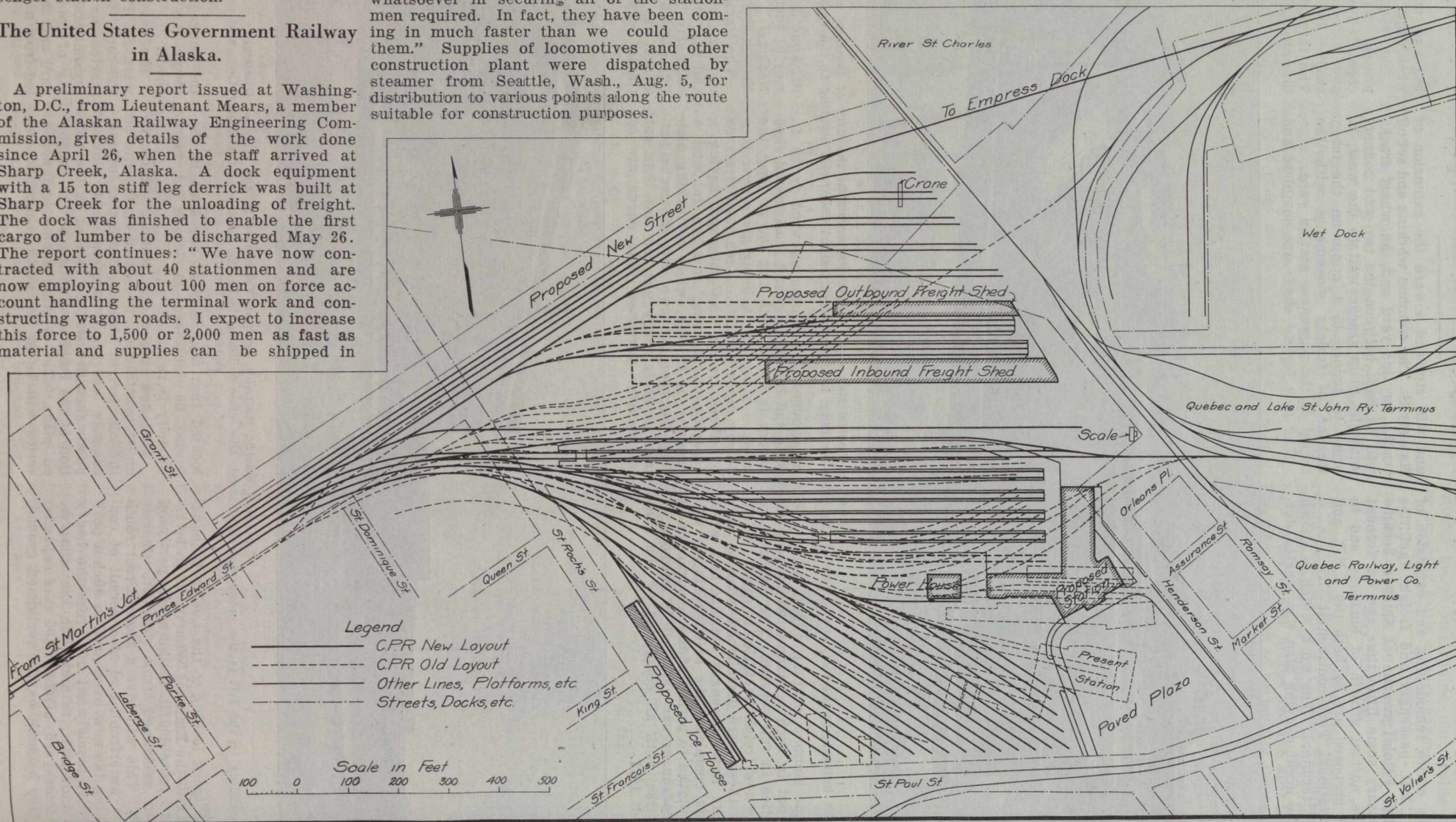
A preliminary report issued at Washington, D.C., from Lieutenant Mears, a member of the Alaskan Railway Engineering Commission, gives details of the work done since April 26, when the staff arrived at Sharp Creek, Alaska. A dock equipment with a 15 ton stiff leg derrick was built at Sharp Creek for the unloading of freight. The dock was finished to enable the first cargo of lumber to be discharged May 26. The report continues: "We have now contracted with about 40 stationmen and are now employing about 100 men on force account handling the terminal work and constructing wagon roads. I expect to increase this force to 1,500 or 2,000 men as fast as material and supplies can be shipped in

here to accommodate that number. By utilizing water transportation along the east side of Knik Arm we are able to attack the line at various points. We already have an active construction camp at Eagle River, 12 miles up the coast, and another has been started at Peters Creek, about 10 miles further north. We expect to continue this system of establishing camps along the tidewater, close to the line, as fast as the final location is completed and the necessary construction arrangements made. All our work is being done by stationmen on a unit basis. Numerous gangs of stationmen have moved into Ship Creek seeking work on the railroad. We have had no difficulty whatsoever in securing all of the stationmen required. In fact, they have been coming in much faster than we could place them." Supplies of locomotives and other construction plant were dispatched by steamer from Seattle, Wash., Aug. 5, for distribution to various points along the route suitable for construction purposes.

Railway Development in Nigeria, has, according to a recent consular report, been as rapid in the last few years as in any part of West Africa. The railway system, which is controlled by the British Colonial Government, extends nearly 800 miles into the interior. The ocean terminus is at Lagos, the main seaport of the colony. The main line runs northeasterly 712 miles to Kano, one of the principal towns in Northern Nigeria. From Minna Jct. is a branch south to Baro at the head of the permanently navigable section of the River Niger, while a second branch runs from Zavia to Bukeru, reaching rich tin deposits. The entire system is of 3½ ft. gauge.

Additional Land Irrigation by C.P.R.—The C.P.R. Natural Resources Department is carrying out a resurvey of its irrigation district west of Taber, Alta., with the view of obtaining more accurate details of the land suitable for irrigation. An official of the department is reported to have stated recently that as soon as the survey is completed a right of way for the main canal will be purchased, and the work proceeded with, and it is anticipated, completed next summer.

The Great North Western Telegraph Co. has opened offices at Ford City, Chaffey's Locks and Grimsby Beach, Ont., and has closed its office at Perth Road, Ont.



Canadian Pacific Railway Passenger and Freight Terminals in the City of Quebec.