

has taken an upward turn, & when it is considered that there will be several thousands of tons of iron in the structure, the difference in the total cost will be considerable. Steps are being taken to grant only monthly leases to the tenants of St. Ann's market, so that when the G. T. offices are completed the market site may be turned into a public square.

Middle Division.—A considerable quantity of work is in contemplation for this year. Last year on this division about 250 miles of track were changed, 120 being of new 80-lb. steel, & the other released steel. This year it is expected that the same amount of steel renewal will take place. Most of the new rails will be laid between Toronto & Hamilton, & the rest at various points on the Southern division, & on the main line west of Stratford. It is the intention to remodel the southern yard at York, & it is expected that this with contemplated extensions will give double the present car accommodation, which is too small at busy seasons. The yard at Niagara Falls will also undergo considerable alteration & extension, & coal chutes will be erected both there and at Fort Erie. Stations at various points will undergo alterations & additions, particularly between Toronto & Niagara Falls. Dundas, Grimsby, Port Credit,

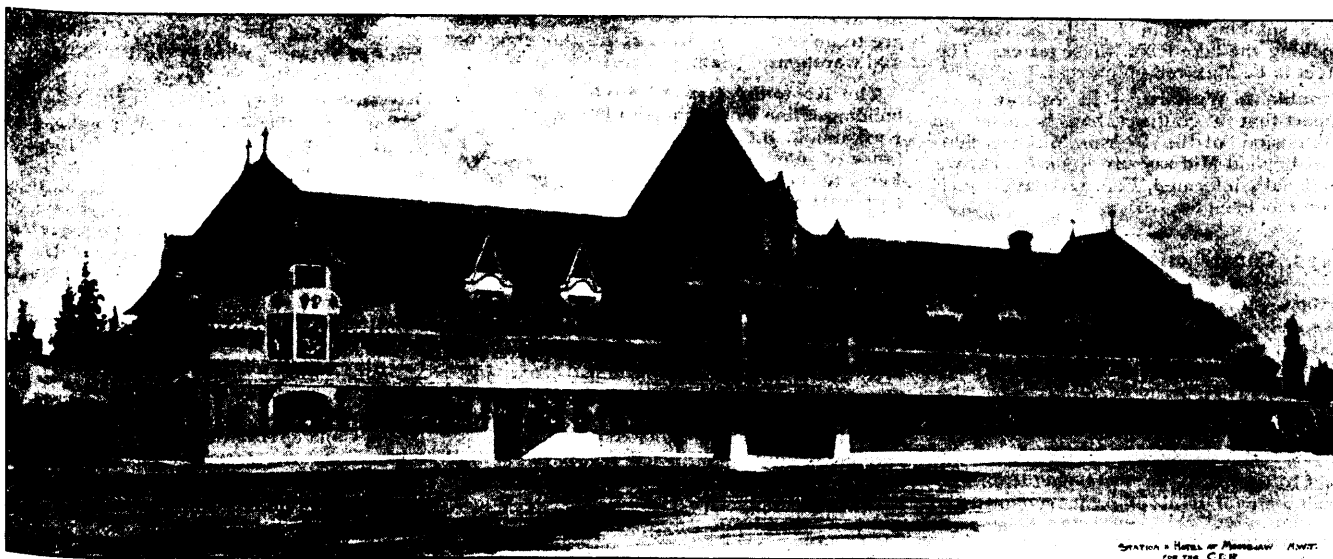
Canadian Pacific Betterments, Etc.

Atlantic Division.—In August last, page 153, we published a pretty full description of the deep water terminal facilities which the Company has provided at West St. John, N. B. We now give a plan of them on pg 73. All the tracks & structures shown on each are available for the handling of steamship traffic. The 4 buildings indicated by numbers & the 2 marked C. P. Ry., are freight warehouses. As the plan is on a scale of 450 feet to an inch, it will be seen these are of sufficient dimensions to fully accommodate the present requirements of the steamships & the railway. As shown on the plan there are track connections to all of these warehouses as well as to the buildings appearing in the rear of them. These last mentioned constitute enclosed and protected stock yards, in which accommodation is to be found for 600 cattle with provision for feeding. The stock yards being centrally located, the cattle are driven through temporary barricades direct to vessels without reloading on cars. A large horse barn has, by arrangement with the Co., been constructed by A. C. Smith & Co., this being one of the buildings shown at the upper end of the North Rodney wharf. The

but the business feature has its attractions & in this consideration alone the port is entitled to recognition. No doubt many who have not yet visited the Maritime Provinces, will avail themselves of the opportunity for a holiday trip next summer in order to obtain personally a more definite knowledge of the facilities than can be given in plans or in writings, & I believe they will be well received either individually or in numbers by the city corporation & the board of trade as well as the citizens generally of this enterprising community."

It is said the Co. has in contemplation the construction of a large extension or addition to the terminal facilities above mentioned at a cost of about \$150,000. Much depends on the result of the soundings & borings now being made off Blue rock. If the report is favorable a wharf at right angles to the present structures may be erected. One of the features will be a large coal pocket, the want of which has been much felt of late.

Montreal-Toronto Double Track.—The greater portion of the grading for the double track has been done between Western Jct., mileage 6.5 west of Montreal, & St. Annes, mileage 20.4, & the work will be completed in the spring just as soon as the weather will



CANADIAN PACIFIC RAILWAY STATION AND HOTEL, MOOSE JAW, ASSINIBOIA.

& Oakville will be among the stations which will be rendered more up-to-date. Work on the station at Galt will be resumed as soon as the weather permits. Work on the round house at Sarnia is being pushed as fast as possible. When completed the building will hold 30 engines, which will be housed there instead of at Point Edward, as at present. Interlocking signals at various points will also probably be established. The double tracking of the single line between Hamilton & St. Davids, 39 miles, so as to make a continuous double track between Toronto & Suspension Bridge, has, it is said, been seriously considered, but it will not be done this year. The traffic over this line is growing very heavy, and the necessities of the fast passenger service seriously interfere with it.

The Newfoundland Ry. has 548 miles of main line, & with branches a total mileage of 629. The officers are: R. G. Reid, Proprietor; W. D. Reid, General Manager; H. D. Reid, Assistant General Manager; R. G. Reid, Jr., Superintendent; G. H. Massey, Chief Engineer; H. A. Morine, Freight & Passenger agent; H. McNeil, Auditor; H. S. Cormack, Treasurer, & H. Crawford, Purchasing Agent, all with offices at St. John's, Nfld.

barn contains 60 separate single stalls, as well as box stalls for horses, & the conditions required of the firm in caring for the horses are simply that the owners of the stock shall be satisfied, this being both brief & conclusive. The grain conveyers, as the plan indicates, reach all of the steamship berths, so that vessels may discharge & receive cargoes without changing their position, & while this arrangement permits of independent communication with each vessel it also allows the simultaneous delivery of grain to any three vessels of the five that occupy these berths. Of course the plan does not show it, but the cross conveyer from the elevator to no. 3 berth & from that to the angle between nos. 3 & 4 has a double belt, so that nos. 3 & 4 may be operated independently, as may also all the others. The works as shown on the plan are fully completed & in operation this season, & whatever extensions may hereafter be found necessary to provide for a future increase of traffic, it will be seen that St. John is already fairly well equipped for handling the winter port business. An official of the Co. at St. John writes us:—"It is gratifying to observe that the attention of western shippers is being more and more directed to St. John. The sentiment connected with the development of a Canadian winter port is a very good thing,

permit. It is not the intention to do anything towards double-tracking the line west of St. Anne's this year.

Fort William-Winnipeg Double Track.—As stated in our last issue all the long crossing sidings which have been put in during the last year or two have been so located as to form part of the permanent double track. The same policy will be pursued with the sidings to be put in this year. An engineer will go over the line between Fort William & Winnipeg this year & prepare an estimate of the cost for double tracking throughout, a work which will have to be done in the near future on account of the certain increase of traffic.

Moose Jaw Station & Hotel.—The illustration on this page shows the combined station and hotel which is being built at Moose Jaw & which was fully described in our issue of Nov. last, pg 236. The building, which is about finished, is constructed of specially made Victoria, B.C., brick, with trimmings of Calgary stone, similar to the material used in the Vancouver station. It is a very imposing building. The architect is E. Maxwell, Montreal.

Calgary Workshops, &c.—The Co. has, during the past year, erected at Calgary a 12 stall round house with car repairing shop ad-