

Montpelier & Province Line, 40; New London, Northern 121; Brattleboro' & Whitehall, 36. In passing from Windsor to Brattleboro' the C.V.R. uses the tracks of the Sullivan County R.R. from Windsor to Bellows Falls, & of the Vermont Valley R.R. from Bellows Falls to Brattleboro'. The C.V. Co. was formed by a consolidation in 1891 of the Central Vermont, the Vermont & Canada, & the Montpelier & White River R.R. Companies. In Mar., 1896, E. C. Smith & C. M. Hays were appointed receivers in a suit in equity brought by the G.T.R. Co. In April, 1896, default was made on interest due under the lease of the Ogdensburg & Lake Champlain R.R., & shortly afterwards default was made in rental due to the Rutland R.R. Co. The latter road was surrendered to its owners in May, 1896. The Ogdensburg & Lake Champlain R.R. was turned over to a separate receiver in Mar., 1897. Suits in foreclosure proceedings were brought under both of the consolidated Vermont R.R. Companies' mortgages. The C.V.R.'s net earnings for the year ended June 30, 1897, were \$705,139.04.

Canadian Pacific Betterments, Etc.

St. John, N.B., Terminals.—In reference to the rumor quoted in our last issue to the effect that the Co. had in contemplation the construction of a large extension or addition to the terminal facilities at West St. John, at a cost of about \$150,000, we were officially informed on Mar. 11 that nothing had been definitely decided, though steps had been taken to decide upon the best location for a deep water coal wharf should one be required.

Eastern Lines.—Among the principal works to be done this year on the lines east of Lake Superior are the erection of a roundhouse & turn table at McAdam, N.B., & of a passenger station at Joliette, P.Q., the completion of the double track between Western Jct. & St. Anne's, Que., the improvement of the coal & engine handling facilities at Havelock & Smith's Falls, Ont., the providing of additional siding room at Havelock & Toronto Jct., the completion of the bridge over the Grand River at Galt, Ont., the reduction of the grade in its vicinity, the erection of a passenger station at Woodstock, Ont., the putting in of compressed air plants at the principal terminal & divisional points, & the providing of additional crossings at a number of points. In addition to the foregoing a large number of bridges will be replaced with permanent work, either by filling or with masonry & iron, & there will be considerable ballasting done, principally on the St. John, N.B., section, between London & Windsor,

Ont., & on the Lake Superior section. Improvements contemplated to the Montreal terminals include a freight delivery yard at Mile End, the re-arrangement & enlargement of Outremont, Hochelaga & Place Viger yards, & additional freight shed room at Place Viger station.

Fort William-Winnipeg Double Track.—As stated in our last issue an engineer will go over the line between Fort William & Winnipeg this year & prepare an estimate of the cost of double tracking throughout. When the double tracking will be done will depend altogether on the traffic. If there should be a rapid increase in the acreage under cultivation, by reason of a large increase in immigration which would also mean an increase in other traffic besides wheat, a double track will become a necessity. (Mar. pg. 71.)

Rat Portage.—It was stated in our Feb. issue that provided satisfactory arrangements could be made with the Town Council, it was probable a handsome station would be built, & that a considerable sum would be spent in remodelling the divisional yard. It is understood that the arrangements have been concluded & that the work will go on.

Winnipeg Station.—Local papers have had a good many items recently alleging that the Co. has been purchasing land for the erection of a larger station & possibly on a new site altogether. So far no decision has been come to & the rumors are mere talk.

Crow's Nest Pass Railway.—Manager Whyte, of the Western Lines, went over this line on a recent trip of inspection which extended to the Pacific Coast. On arriving at Vancouver he said:—"I came west through the Crow's Nest Pass. Trade is busy through there. Parts of the lines in that section are not completed, & I was looking specially over those. There is more traffic almost than the road can accommodate, & the arrangements that have been made for shipping goods through to Nelson work well. All stuff from the east bound for Kootenay points is now sent in by way of the Crow's Nest line." Questioned as to when the line would be completed from Kootenay Landing, its present terminus, to Nelson, he replied that he preferred to say nothing. The general idea is that this work will not be done this year.

At the recent annual meeting of the Co. the expenditure of \$300,000 was authorized to be made as required for branch lines to mines in connection with the Crow's Nest Pass line. Nothing definite appears to have been decided yet in this connection, but the building of a branch to Fort Steele has been considered. There is a good deal of speculation in East Kootenay as to the route which

will be chosen for this branch, Cranbrook, Fort Steele Jct. & Wardner, all being mentioned as possible starting points. The people at Fort Steele seem to feel satisfied it will go their way & on to Windermere, eventually joining the main line at Golden, & that a branch will be run to the North Star mine.

Columbia & Kootenay Branch.—A considerable sum will be spent this year in filling trestles & improving the alignment.

Columbia & Western.—In the purchase of this line from F. A. Heinze, the C.P.R. Co. acquired the narrow gauge line between Trail & Rossland, the physical characteristics of which make it of more than ordinary interest. It is 13.8 miles in length, & rises 2,360 feet from Trail to the Le Roi mine, the average rise per mile being 171 feet. The grade on tangents is 4% curves, being compensated .04 per degree, making it one of the greatest inclines in the world. There are 38 curves 25% & 6 of these contain 180 degrees of curvature each. There are 2 switch-backs, so that the line is a succession of loops & switch-backs, which is made doubly apparent on account of the fact that Rossland & Trail are only 4½ miles apart as the crow flies. The track was laid with 28 lbs. steel, on 6 ft. ties, so that the Co. is compelled to build practically a new line between these points, in the work of standardizing this line, which they started in August last, completing the grading & bridging last fall, but on account of the early winter, it was impossible to lay the track, which of necessity had to lay over until this spring, when everything will be in readiness, so that the new track can be substituted for the old & traffic not interfered with, which will be done by laying a narrow gauge rail between the standard rails, & thus allow both standard & narrow gauge trains to operate on the new track. By this method the change in the gauge will be made without any interference with traffic.

The Co. is removing all the 25° curves, taking out the present tiger switch-back, & providing for a single loop at the upper switch, & a complete spiral at the lower switch, as well as filling all the bridges except 6, which have been strengthened to carry safely the heavy engines, which are to handle the Rossland traffic, when this work is complete. In addition to standardizing this line the Co. is making many marked improvements & extensions, the most prominent of which are, 1st, the extension to the Center Star & War Eagle mines. This branch is ½ a mile in length, crossing the Center Star Gulch with a bridge 600 ft. long and 130 ft. high. In the construction of this line valuable ore deposits were discovered on the Idaho & Center Star mining claims.

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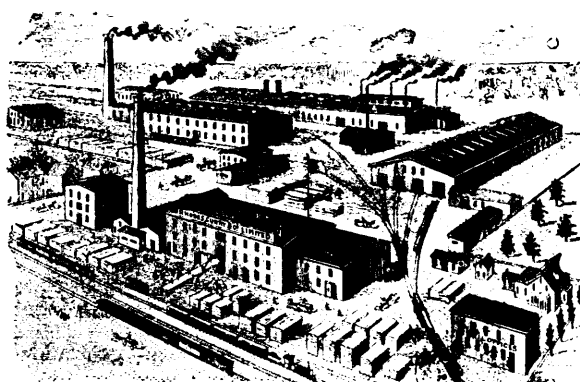
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