

The Victoria Colonist thinks the adoption of the route above outlined means the indefinite postponement of the proposed line from the Coast to the Interior south of the Fraser River & says: "With such a line in operation there will be very little inducement for any company to build through the Hope mountains for the sake of establishing connection with the Coast. We ought to realize that there is no reasonable prospect that Victoria will have any connection with the C.P. system or highway of traffic into Yale & Kootenay except by way of Vancouver. This is something which the people of Victoria ought to be very careful to understand."

Vancouver Terminals.—Work has commenced on the erection of a station in the east end of the city at Heatley Ave. crossing. (Sep., pg. 267.)

A recent press despatch from Vancouver stated that the Co. was about to connect Stimson's wharf & that of the Union Steamship Co., making a wharf of about half a mile in length, that the work would cost \$30,000 & that a shed 350 ft. long would be built. We are informed that this work is simply the continuation of the improvements covered by the conditions of the exemption by-law, particulars of which were given in our May issue, pg. 142. The work now in hand is an extension of the wharves easterly 500 ft., with a 300 ft. warehouse thereon, & from this a connection by trestle will be made with the so-called Stimson's wharf. The present work involves an expenditure of about \$50,000. (Sep., pg. 267.)

The question of building a bridge over the yard tracks from Abbott to Carrol streets is before the City Council.

Westminster-Vancouver Loop Line.—As mentioned in our last issue the Co. has given notice of application to the Dominion Parliament for power to build from its main line at New Westminster to Vancouver. In a recent interview General Superintendent Marpole said: "It is the intention to build a line connecting the two cities, but as to when it will be built & route to be followed I can at present say nothing. These matters will be settled after the charter has been obtained & much will depend upon the character of that charter. We may build the line next year, but I am not in a position to speak definitely." (May, pg. 140.)

Condition of Main Line and Western Branches.—Quotations have already been given from a recent interview with H. S. Holt, of Montreal. He also said, "I had not been over the main line for eight years, & the road, as seen the other day, is simply beyond recognition. The original rails of 56 lbs. have been replaced by 73 lbs. Solid embankments & stone & iron bridges are the rule rather than the exception. The C.P. is now practically a permanent railway from end to end, while the complete ballasting is also an important feature. When the central section, between Winnipeg & Calgary, was constructed, it was impossible to secure ballast of a permanent character, although the sections around Lake Superior & through the Rockies have long since been put in a first-rate condition. This work is now being done between Brandon & Calgary, & by the middle of next year the permanent ballasting of the C.P.R. will have been completed from end to end. This is a feat which no other transcontinental railway can boast of, although some of the Southern roads were built 25 years before the Canadian road. Eight years ago, when I was out to the Coast, the section of 214 miles, remembered as the Onderdonk work, was composed of grasshopper trestles. All this has been replaced by solid stone-retaining walls & permanently filled in, & the same will apply all along the line. The whole work is nothing short of a marvel, & no one who has not been to see can realise the wonderful transformation that has taken place from Montreal to Vancouver. We also

travelled through southern Manitoba, & where nothing but the open prairie existed 8 years ago, are now towns of 2,000 & 3,000 people, provided with electric light, waterworks, & all the accessories of thriving & modern communities. At every siding I saw 5, 6, & sometimes 7 elevators, & everywhere people appeared to be prosperous & satisfied with their lot. Winnipeg has made marked progress in the way of large & handsome buildings, as well as in greatly improved streets. The same can be said of Vancouver. On Granville St. there is a succession of banks & other buildings that would be a credit to any of our largest eastern cities."

Mineral Range Ry.—The Railroad Gazette states officially that this Co. has completed the Grasse Pointe extension from Arcadian Jct., Mich., to Arcadian Mill, 86 miles, with a 2 mile branch to Arcadian Mine. We think a mistake has been made in the statement of mileage.

Surveys, Construction, Betterment, &c.

The Alberta Railway & Coal Co., we are officially informed, is not at present considering the question of widening the gauge of its line between Lethbridge & the International Boundary, & of its subsidiary line, the Great Falls & Canada Ry., from the Boundary to Great Falls, Mont. (Aug., pg. 235.)

The Canada Atlantic has installed electric signals at the Concession, Le Breton, Division & Rochester St. crossings, Ottawa.

Cape Breton Ry. Extension Co.—On Nov. 29 we were informed by a Nova Scotia Government official as follows: "There is no contract in existence between the N.S. Government & the promoters of this line of railway, that I am aware of. On Jan. 22, 1895, an agreement was made between the Cape Breton Ry. Extension Co. & the N.S. Government for the construction of 30 miles of this railway, from Port Hawkesbury to St. Peters, in consideration of a subsidy of \$3,200 a mile, but nothing further was done. The contract is liable to forfeiture through lapse of time, as the construction was to commence in May, 1895, & the line was to be completed before Aug. 1, 1896. I understand the matter is now being revived; Col. Alton is the principal promoter in Nova Scotia. J. S. Armstrong, C.E., has a party of engineers making a location survey."

The operations are being carried on under the name of the Canso & Louisburg Ry. Co., with offices in Boston & New York City, & at Port Hawkesbury, N.S. The officers are: President, A. W. Mausur; Vice-Pres. & General Manager, H. Alton; Secretary, B. Wilkins; Treasurer, W. H. Dunlap; Chief Engineer, J. S. Armstrong. Surveys are being made. (Nov., pg. 325.)

Canadian Northern.—On Dec. 6 we were officially informed that on the extension from Cowan, last year's terminus, towards the Saskatchewan, 53 miles of track had been laid, & it was expected to lay altogether 75 miles before closing down for the season. Grading was going on & the track was being kept close up with the grading. On the branch from Dauphin into Gilbert Plains, 15 miles had been completed, & track laying was expected to begin immediately, as material was arriving. (Nov., pg. 325.)

A considerable addition is to be made to the car-shop at Dauphin.

Central Vermont.—Improvements in the road-bed are likely to be undertaken at an early date, & the double tracking of a portion of the line is rumored.

Coast Ry. of Nova Scotia.—President Robertson stated in Halifax, Nov. 29, that fairly good progress was being made with the 20 miles extension from East Pubnico to Barrington, track having been laid to the station grounds at Barrington Passage, & it was ex-

pected to run trains to that point by Christmas. The telegraph line had been completed, & also the stations except those at Barrington Passage & Shag Harbor. Mr. Robertson further said, "Our contract with the N. S. Government was originally to build a line from Yarmouth to Lockport. No action was taken by the Coast Ry. Co. to renew that contract because we were engaged in negotiations to build a line to Halifax. Now that the Nova Scotia Southern line is being constructed, our Co. has decided for the present to hold to the original contract between Yarmouth & Lockport. My business here is to ask for a renewal of the old contract on the old terms. The engineers are making preparations for starting of work on the next 10-mile section between Barrington Passage & Clyde. The rails for 7 miles of this section, as well as a large quantity of ties, etc., are already on hand. There is nothing whatever in the rumor about the sale of the Coast line to the Dominion Atlantic Ry. A proposition for a traffic arrangement between the two lines has been submitted. At present passengers over both lines, in order to make a transfer at Yarmouth, have to drive a distance of nearly a mile, & an arrangement would be of material benefit to both lines. I hope to see it carried into effect. Our business is increasing. The receipts average 30% over the same months of last year." (Nov., pg. 325.)

The Cumberland Ry. & Coal Co., has built a locomotive shed at Parrsboro, N.S.

Dyea, Alaska, Yukonwards.—L. D. Kennedy, of Seattle, Wash., who is interested in a scheme to build a railway from Dyea, with a tunnel through Chilkoot Pass, is reported to have recently said at Skagway, "The grading of a railway approach to the tunnel entrance has been begun, & is being pushed as rapidly as possible with the facilities at hand. We have 12 teams with scrapers, & would put on a larger force could we get all the scrapers we need. The grade will be extended from tide-water at Dyea to Canyon City, 9 miles, this fall. If the necessary equipment for grading can be secured, we can finish the work in 30 days, or before the frost fills the ground. The distance from tide-water to the tunnel entrance is 17 miles, but we shall not attempt to extend the grade that far this winter. If we get enough scrapers we shall run three shifts of workers daily. The road to the tunnel from the water will be an electric system." (Nov., pg. 236.)

Referring to the scheme, the Skagway Alaskan says: "It is rumored that New York capital, with an eye to the opening in Alaska for a railway from the coast to the Klondike country, has been looking over the Dyea route & the one from Haines, & has not fully determined which it prefers, but that the Haines route has been looked upon a little more favorably than the other. Those who have the matter in hand have sought to find which of the available courses might furnish the greatest local traffic or tap the most promising intermediate territory. With this end in view, it is said, the Haines route looks the most promising, for the reason it will lead through what is considered a rich copper country, & one that may furnish a good traffic in carrying minerals to tidewater. The only course that could be followed, it is argued, after crossing the Chilkoot Pass, to get into a productive country, would be to diverge to the northwest from Lindeman, & traverse that stretch of country lying a considerable distance to the West of Yukon."

Edmonton, Alta., Bridge.—The erection of the superstructure is going on, & it is expected to have the bridge completed by Feb. (Nov., pg. 326.)

Great Northern of Canada.—Some members of the management met in Montreal, Nov. 28, with Col. McNaught & other New Yorkers interested in this line, & discussed the building of an elevator at Quebec, to be