

which consists of 2 artesian wells, 6 in. in diameter and 55 ft. deep, sunk through the lime stone rock close to the power house. It is believed that these will furnish nearly 20,000 gallons an hour of very pure water. As a further safeguard against fire, an open reservoir, 66 ft. in diameter with a capacity of 500,000 U.S. gallons, has been provided. A 75,000-gallon steel tank, 50 ft. in height, serves to maintain a uniform head on the supply pipes and gives additional storage.

The general welfare of the employees has been looked after to an unusual degree. A very complete system of lavatories is provided; the latest sanitary plumbing will be installed, and the lavatories are in every case under the same roof as the main building, thus obviating the necessity for the men to go out of doors, which in this climate is very objectionable in winter. The system of heating also provides most excellent ventilation. Individual clothes' lockers made of open iron work will be provided to hold the men's outer clothing while they are at work, while the drinking water taken from the artesian wells will be purer than that obtainable anywhere else in the city.

It is impossible in this brief paper to refer to the machinery to be installed in the different buildings. In passing, mention may be made of the wheel foundry equipment. This is the well-known rectangular system, and it is hoped will produce car wheels very economically and of high grade. The grey iron foundry, in like manner, is to be equipped according to the latest and best practice. The large locomotive shop is to be fitted with latest machinery and tools working high-grade steels at the highest cutting speeds called for by proper economy. The boiler shop at the west end of the locomotive shop will have a 17 ft. gap hydraulic elevator with a 65 ft. riveting tower for holding the 25-ton hydraulic cranes. The pressure in the accumulator will be 1,500 lbs. per square inch. The blacksmith shop is being equipped with oil furnaces throughout. There will be an overhead system of exhausts, and a blast system for introducing air. Shavings will be removed from the planing mill and cabinet shop by the exhaust fan system, and carried to the power house for consumption under several of the boilers. These are simply a few of the salient features that may be mentioned in connection with the equipment.

The Ticket Agents' Illicit Lobsters.

The St. John, N.B., Sun, of Feb. 2, says:—"Way back in October the Canadian Ticket Agents' Association visited St. John and the members were taken to Westfield, where by the hospitality of the local officials they were treated to a first-class clam bake. The visitors enjoyed the spread, and especially the lobsters which were mixed up with the clams, and which tasted just right. But these same lobsters have been lying heavily on the digestive organs of some people ever since that clam bake took place, and are now causing trouble. The Department of Fisheries heard of the hearty manner with which the lobsters were eaten by the visitors, and upon investigation found that these fish were out of season. Then followed a letter of instructions to Capt. Pratt of the Curlew, whose duty it is to see that Col. Tucker's pets receive fair treatment. In consequence of this letter Capt. Pratt laid information before Magistrate Harrison at Westfield to the effect that lobsters were eaten at that place during the close season. C. B. Foster, of the C.P.R., and Charles Jackson, restaurant keeper, were named as responsible for the bill of fare and summonses were issued, asking them to account for the break. The hearing was to have been held at Westfield this week, but has been adjourned till next month."

C.P.R. Betterments, Construction, Etc.

Atlantic and Northwest Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the completion of the lines authorized to be constructed in New Brunswick and Quebec, by the act of 1879 and the subsequent amending acts.

Windsor St. Station, Montreal.—Press reports recently stated that notwithstanding the fact that the original buildings at this station had been doubled, there was congestion in every department, and that there were in the engineer's office complete plans for the enlargement and alteration of the buildings, which would completely alter the aspect of the place. The report went on to give details of the alterations which would be made, and how the site of the old Olivet Baptist church, which had been purchased, and a site on Donegani st., which was to be acquired in the near future, were to be utilized, and added that the improvements, when completed, would cost about \$750,000. We were officially informed, Feb. 22, that nothing had been done towards any enlargement of the station, and that no plans had been prepared.

Piles Junction to Grand Mère.—The C.P.R. will apply this session of the Dominion Parliament for an act extending the time for the commencement and completion of a line from near Piles Junction on the North Shore Ry., or from the Piles branch northwesterly to Shawenegan Falls, thence northeasterly to Grand Mère, Que.

Ottawa, Northern and Western Ry.—Application will be made this session of the Dominion Parliament for an act authorizing the Company to construct an extension of its line from Maniwaki to James Bay, Que.; a branch line from the main line from Ottawa to Lake Temiscamingue, Que., with power to construct other branch lines. An extension of time for the completion of lines previously authorized will also be asked.

The extension of the Ottawa, Northern and Western Ry. from Gracefield to Maniwaki, Que., was put in operation Feb. 8, and trains are running daily from Ottawa to Maniwaki. (Jan., pg. 23).

North Bay Improvements.—The old roundhouse has been torn down, and the new roundhouse south of the tracks is in use. The General Superintendent, Resident Engineer and Master Mechanic retain offices in the old station building, but the district Superintendent and the operating staffs have moved into the new station. (Dec., 1903, pg. 422).

Fort William to Winnipeg Grade Reduction.—The reduction of grade, etc., on the line between Fort William and Winnipeg, which was commenced in 1903, will be pushed to completion during the year. (Nov., 1903, pg. 385).

Scoville Lake Bridge.—The Company proposes to recover the engine which went through the bridge at Scoville lake, Ont., in 1903, as early as possible. It is the intention to fill in the trestle bridge work at this point so as to make a solid embankment, but no decision has been reached as to when this work will be taken in hand. A temporary trestle bridge and embankment was constructed to enable the traffic to be carried on. (Sept., 1903, pg. 309).

Winnipeg Subway.—The agreement with the city respecting the construction of the subway at Main st., has been finally approved, and the plans signed by the Mayor. The agreement provides for the construction of a steel and concrete subway, to consist of five arches, one in the centre for the street railway tracks, one at each side for vehicular traffic, and one at either side of these for the sidewalks. From the top of the arch to the surface of the roadway is 14½ ft., and the

sidewalk arches will have a clearance of 8½ ft. The walls or columns supporting the arches will be about 2½ ft. thick at the base for the centre ones, and 2 ft. for those at the sides. The heavier construction of this structure will require the sinking of the roadway 11½ ft., and of the sidewalks 7 ft., or one foot more than was contemplated in the original plan for a steel girder structure. The agreement calls for the completion of the work by Nov. Tenders will be asked for at once and construction will be gone on with immediately. (Oct., 1903, pg. 355).

Winnipeg Station and Hotel.—Tenders were recently called for by the Division Engineer at Winnipeg for the removal of several buildings on Higgins ave., which occupy a portion of the site of the station building and hotel which the Company will erect. The buildings are to be removed immediately so that the work of erecting the station can be gone on with at once. It is expected to get the station building completed this year, but it is not likely that any work will be done on the hotel beyond the foundations during this year. (Oct., 1903, pg. 355).

Pipestone Branch.—At the conclusion of the season's work of 1903 the grading on the extension of the Pipestone branch had been completed west from Arcola to Regina, Assa., 113 miles, and track had been laid east from Regina to Creelman, 40.7 miles. Track will be laid on the remaining 72.3 miles as early as possible this year. (Jan., pg. 23).

Pheasant Hills Branch.—Track was laid, Dec. 31, 1903, to Esterhazy, Assa., 120 miles from Kirkella, Man., and grading had been completed to Jumping Deer creek, 27.3 miles further. Track will be laid on this as early as possible in the spring, and it is expected to complete the grading and tracklaying for 40 miles beyond Jumping Deer during the year. (Jan., pg. 23).

Manitoba and Northwestern Ry.—Application will be made this session of the Dominion Parliament for an act authorizing the construction of a branch line from near Sheho, Assa., westerly and northwesterly, but southward of Quill lakes, for 100 miles; a branch from Churchbridge, southerly to a junction with the Pheasant hills branch of the C.P.R., near Cutarm creek, with power to construct other branches.

Track will be laid during the summer to mileage 76 from Yorkton, Assa., in the vicinity of the Quill lakes, to which point grading was completed in 1903. Twelve miles of track were laid on this during 1903, to Sheho, about 46 miles from Yorkton, leaving about 30 miles on which track will be laid this year. The question of a further extension of this line is not being considered at present. (Sept., 1903, pg. 309).

Moose Jaw to Swift Current Grade Reduction.—The grade reduction work which was started during 1903 on this section of the line, 112.3 miles, will be completed during the current year. (Nov., 1903, pg. 385).

Calgary Station.—It is proposed to erect a new station building at Calgary, Alta., but nothing is likely to be done this year, the Company's plans not having been sufficiently matured.

Land and Irrigation Department Offices.—A new building will be erected at Calgary, Alta., during the year for the use of the C.P.R. Land Department, which now has its headquarters at Winnipeg, and for the B.C. Land and Irrigation Department, now at Calgary.

Calgary Shops.—A contract has been let to T. Thomkins, of Brockville, Ont., for the erection of shops at Calgary for the purpose of doing running and general repairs.

Macleod Extension.—A press report recently stated that "The C.P.R. will most likely begin work on the extension of the