

Barrie Car Shops.—A site has been located at Barrie, Ont., for a shop for the repairing of cars on the northern division of the line.

Midland and Victoria Harbor Yards.—The yards at Midland and Victoria Harbor, Ont., are to be rearranged and enlarged in order to meet the increased demands of the grain carrying trade at these ports.

Yonge St. Bridge.—The matter of the construction of a bridge over the tracks at the foot of Yonge St., Toronto, was before the Railway Committee of the Privy Council, Sept. 22, and was adjourned for a week. The Mayor of Toronto stated in reply to a question that the Council had decided to retain the level crossing, and to press for the construction of a bridge in addition.

Toronto Yards.—Rapid progress is being made with the laying out of the new freight yards on the site of the old Parliament Buildings, Toronto. The foundations for the office building, fronting on Simcoe st., have been completed, and the three storey building is in course of erection. The structure will be of brick, with brown stone trimmings, the main entrance, on Simcoe st., being entirely of stone. The outward freight shed, 930 ft. in length, and extending from the office building to John st., is 40 ft. in width from Front st. It is a single storey building, and is constructed of steel columns, with steel girders supporting the roof. The steel columns are set on concrete foundation pillars, and the floor is supported on a double row of cedar posts and the concrete pillars. The floor of the shed consists of one thickness of matched hemlock, and a top thickness of matched maple laid diagonally, and is supported on oak beams placed 15 ft. apart. The roof will be a flat gravelled one, and the sides of the shed will be formed by large double sliding doors. The end at John st. will be of brick. The other portion of the area is being laid out for tracks. The work is expected to be completed early in Dec. The erection of the inward freight shed, which will be a duplicate of the outward shed, will not be gone on with until the spring. (Sept., pg. 310).

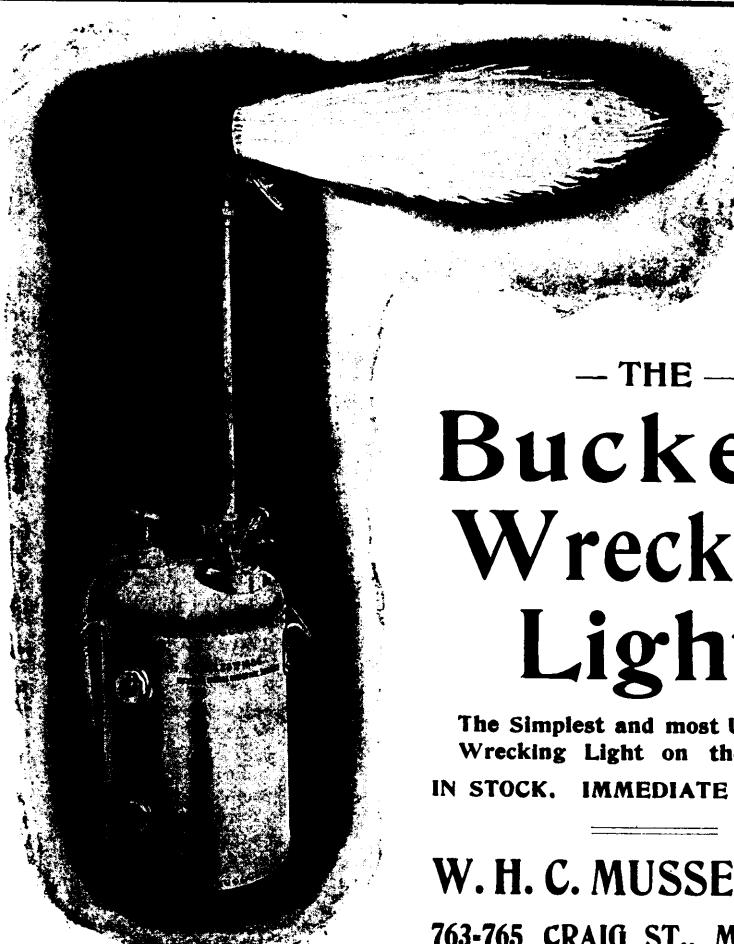
Toronto-North Bay Double-tracking.—G. C. Jones, Superintendent Middle Division, Toronto, has written to the Toronto city council in respect to a proposal to extend Wallace avenue across the tracks of the old Northern Ry. He states that the G.T.R. would not assent to the extension of the street unless the city assumed the cost and the liability for accidents. The double-tracking of

the line, which, he added, was in contemplation, would increase the liability for accident.

Hamilton Improvements.—Objection has been made by the Toronto, Hamilton and Buffalo Ry. to the erection of an overhead bridge at the corner of Wellington and Ferrie streets, as is proposed by the agreement between the G.T.R. and the city. The grounds upon which the objection is made are that the bridge is unnecessary, is not in the public interest, and will destroy the value and

usefulness of the T.H. and B. freight yard at the corner of Wellington and Simcoe streets. (June, pg. 243.)

Brantford Improvements.—After lengthened negotiations which were more than once in danger of being postponed until the spring of 1904, or of being broken off entirely, an agreement has been reached respecting the improvements to be effected in Brantford, Ont., owing to the carrying of the main line through the city. Summarized, the agree-



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