

Canadian Pacific Railway Construction, Betterments, Etc.

Interprovincial and James Bay Ry.—The first 10 miles of this extension of the C. P. R. line, running from Mattawa, Ont., to Timiskaming, and Kipawa, Que., which branches off at Lumsden's Mills, and extends to Opemican, has been completed. The next point to which the line will be built, is said to be Ville Marie, but nothing has been decided as to when it will be put under contract.

Eastern Division.—The second track work has been completed to St. Johns, Que., the second section between Farnham and St. Johns, 12.7 miles, having been finished during 1913.

The company has under construction in Montreal, the Forsyth St. branch, 4.4 miles.

The Glen passenger car yard has been remodelled by building a ladder track across the body tracks, near the centre of the yard. This divides the yard into two independent sections, making possible the handling of trains in and out of the yard more expeditiously, and obviating the use of a Y, the trains being turned by going around the loop, which has been made possible by the use of the ladder. It is rumored that the car shops are to be rebuilt, to relieve the congestion at this point. A wheel lathe is to be installed shortly, so that wheels removed from cars in the shop drop pit may be turned there, instead of having to ship them to the Angus shops as at present.

Ontario Division.—All along the Campbellford, Lake Ontario and Western Ry., which extends from Glen Tay to Agincourt, Ont., 182.6 miles, gangs of men are engaged in putting the finishing touches to the work. The passenger and freight stations, and the other buildings are nearly all completed. It is expected that the line will be put in operation early in the spring. In preparation for the opening of the line, a second track has been laid from Agincourt to Leaside Jct., 12.7 miles. From Leaside Jct. into Toronto, a second track has been in operation for some time.

The Board of Railway Commissioners has authorized the opening for traffic of a third branch from the north side of the Queen St. subway at North Parkdale station, to Royce Ave., Toronto.

Although no official intimation has been received to that effect, it is said that a further distance of about 30 miles of second track will be laid on the Toronto-Windsor line this year. The present second track extends to Guelph Jct., and Galt is said to be the end of the next section to be put under contract.

We are officially advised that nothing has been decided with respect to the proposed cutoff between the London and the Muskoka subdivisions. One proposal is to build a line from Guelph to Bolton Jct., on the Toronto-Sudbury line. Surveys have been completed.

Lake Superior Division.—The second track work on this division west of Romford, the point where the line from Toronto joins the transcontinental line, to Port Arthur, which has been under construction for about three years, will be continued during this year. The work is being carried on in short stretches at different points on the line, and includes reduction of gradients and diversions.

Manitoba Division.—It is not expected that the Kildonan cutoff will be put in operation until the spring. The line is finished with the exception of some little work at the bridge across the Red River.

The work in progress at Winnipeg station is reported to have progressed faster

than was anticipated. The outside work on the hotel part of the buildings has been completed, and all the piles have been driven for the alterations at the Main St. subway. The plans for the proposed changes in this subway were finally approved by the Board of Railway Commissioners Dec. 31.

The construction programme for this year provides for the building of an extension of the branch now terminating at Gimli, northerly for 26 miles. Some grading has already been done on it.

Saskatchewan Division.—The construction programme for this year includes the building of a line from Kerrobert, Sask., for 75 miles, to Monitor, or a few miles west of the Saskatchewan-Alberta boundary. This will give a line through to Lacombe, on the Calgary and Edmonton Ry.

The Board of Railway Commissioners has approved of location plans for the line from Swift Current, northwesterly from mileage 169 to 175.

Alberta Division.—The construction programme for this year includes the following, probably completing certain lines which have been under construction for two or three years. From Empress, on the Lacombe-Kerrobert line, to Bassano, 79 miles; from Coronation, on the above line, northwesterly, 45 miles; from Empress to Bassano, 140 miles; from Suffield West for 30 miles, and for 90 miles west from Shaunavon, on the Weyburn-Lethbridge line.

The Board of Railway Commissioners has authorized the opening for traffic of the Suffield-Blackie branch, mileage 26.5 to 57.2.

Alberta Central Ry.—Application is being made to the Dominion Parliament to ratify an agreement with the Canadian Northern Western Ry., respecting the Rocky Mountain House joint section.

The construction programme for this year provides for the building of about 35 miles of track, west from Red Deer, in continuance of the 30 miles laid up to Dec. 31, 1913.

Kootenay Central Ry. is in operation from Golden to Spillimacheen, B.C., 40 miles, and it is expected that a train service will be put on a further 20 miles during the summer. Steel has been laid from Colvalli, northerly for 39 miles, but this section has not yet been put in operation.

The construction programme for this year provides for the building of about 70 miles, which will complete the line, the construction of which has been in progress for three years.

Rogers Pass Tunnel.—The driving of the pioneer tunnel at Rogers Pass, B. C., from which crosscuts will be made to the main double track tunnel, so as to drive it from different headings, is reported to have been made about 600 ft., from the eastern end. A good deal of the approach work at the western end of the tunnel site has been done, and it is expected to start the pioneer tunnel at an early date. The machinery for boring the main tunnel is being delivered and got in place. The contract for the tunnel is in the hands of Foley, Welch and Stewart, and we are advised, in respect of the press dispatches from Denver, Colo., stating that a contract had been let to J. A. McIlwee & Son, of that city, for the tunnel, that there had been some negotiations with that firm for the boring of the pioneer tunnel, but that no contract had been placed.

Vancouver Terminals.—Work on the new terminals at Vancouver is reported to be making satisfactory progress. It is expected that the eastern wing of the new station building will be ready for occupation Mar 1. When the new station is completed the present one will be torn down, and on its

site will be built the Granville St. viaduct. This will extend from the present end of Granville St. to the water front, and will connect with the passenger and freight sheds on pier D. The wharf accommodation is being rearranged on the most approved lines. (Jan., pg. 26.)

Railway Route Maps Approved.

The Dominion Minister of Railways has approved the following route maps:—

Canadian Pacific Ry., Jan. 9, from Guelph Jct. to Cedar Mills, Ont., about 35 miles.

From Caron to junction with its Bassano easterly line, Alta., 152.24 miles.

Kettle Valley Ry., Dec. 12, 1913, revised location from Hydraulic Summit to Penticton, B.C., 58.2 miles.

Pacific and Hudson Bay Ry., Jan. 9, from Bella Coola to Hutnarko River, B.C., 60 miles.

Great Northern Railway Lines in Canada.

Projected lines in Alberta.—Engineers connected with the G.N.R., or some of its associated companies, are reported to be engaged in locating a route for a line from Sweet Grass, Mont., through Taber, and the surrounding coal mining district of Alberta.

G.N.R. interests are reported to have purchased 25 acres of land in the vicinity of Calgary, Alta., and press reports state that it is for terminal purposes.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—Plans are being prepared for the reconstruction of the car ferry slip at New Westminster, B.C., from which the car ferries operate to Sidney, Vancouver Island. The new slip, it is stated, will be 400 ft. long, three tracks wide, with an overhead bridge to raise and lower the apron according to the state of the tide. A new car ferry will be put on as soon as the slip is built. (Jan., pg. 28.)

Increased Width of Right of Way Through Bush Lands.—A. E. Doucet, District Engineer, National Transcontinental Ry., Quebec, who is a member of the Canadian Society of Civil Engineers Committee on Conservation, wrote this recently:—"As a railway man, and familiar with the operation of railways through timber country, I am more than ever convinced that our generally accepted width of 100 ft. for right of way is very much too limited. I know that this point has already been brought up before the committee, but it seems to me that in future the right of way through bush lands should certainly not be less than 200 ft., and a law should be passed to this effect for all future construction work."

Railway Lands Patented.—Letters patent were issued in connection with Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, during Nov., 1913, as follows:—

	Acres.
Calgary and Edmonton Ry.	1,275.60
Canadian Northern Ry.	194,844
Canadian Northern Alberta Ry.	11.60
Canadian Pacific Ry.	145,025
Grand Trunk Pacific Branch Lines Co.	13.72
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.	5,825.06
Total	7,465,249

The Elimination of Grade Crossings in New England is at a standstill as the result of the financial condition of the railways. The Boston and Maine Rd., which has hitherto co-operated cheerfully with the states and the towns affected in the work of grade crossing abolition, this year announces its opposition to all such improvements on the ground that it has not the money to spend, and in the present state of the financial market it is impossible to obtain the money.