

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

Bridge Contracts.—We were advised June 9 that the contracts reported in the daily press as having been let at the end of April for bridges were greatly exaggerated. Contracts were then let for the superstructure for 44 bridges, 90% of which were short plate girder spans. No bridges of any magnitude are to be built, with the possible exception of one bridge over the St. John river, near Perth Jct., N.B., where three 160 ft. truss spans are to be renewed, with three 167 ft. riveted through lattice spans on existing piers. (May, pg. 179.)

Place Viger Yards.—The company has not concluded its negotiations with the Montreal city council in respect to the conditions upon which some streets are to be closed up, to allow of the extension of the Place Viger yards. (May, pg. 179.)

Northern Colonization Ry.—It was expected that about 16 miles of the grade on the extension of the line from La-belle, Que., would be completed by the end of June, and D. R. McDonald, one of the contractors, recently stated in Montreal that the whole of the 21 miles to Nominique would be graded by Sept. 1. The rails, he said, had been delivered, and tracklaying would be commenced on an early date. (June, pg. 205.)

Prescott Improvements.—Extensive improvements are reported to be in contemplation at Prescott, Ont. The passenger station is to be removed to a more central situation and modernized, and the roundhouse will be moved to Oxford. The waterfront will be converted into a long dock for the accommodation of vessels.

London Yards.—A couple of sidings east of Adelaide st., London, Ont., have been extended this year, and it is intended to erect a new oil house. (June, pg. 205.)

North Bay to Fort William.—F. Munro, one of the contractors for the new buildings at North Bay, Ont., recently stated in Montreal that the C.P.R. had a large number of men at work along the north shore of Lake Superior, and is making very material improvements to the line—straightening curves, reducing gradients, lengthening sidings and putting in most substantial turntables and other station facilities. A press report states that the Canadian Construction Co., of Montreal, has a contract for work on the line between North Bay and Sudbury, Ont.

Winnipeg Station and Subway.—The negotiations between the city council and a number of property owners were recently reported to have been completed, and that the necessary agreements had been signed so that the negotiations could be renewed with the C.P.R. respecting the construction of a subway at Main st. and the new station. (June, pg. 205.)

Winnipeg Yards.—Considerable extensions and improvements are being made in the yards at Winnipeg, press reports stating that the accommodation will be increased 50%. There will be about 50 additional tracks laid on the extension of the yard from Beacon st. to the city limits; a new round house for 42 locomotives and a new coaling plant are also contemplated.

Inland Elevator.—We are informed that the question of building a large elevator at Winnipeg or Brandon, Man., in order to save haulage to Fort William during the winter months, after lake navigation is closed, is under consideration, but nothing definite has been arrived at.

Darlingford Southwesterly.—A survey is being made for the construction of a line from Darlingford, on the Pembina branch, southwesterly to Kaleida, Man. Press reports

state that construction will be commenced immediately. (May, pg. 179.)

Glenboro-Lauder Extension.—The projected extension of this branch westerly from Lauder, Man., to Arthur will, Sir Thomas Shaughnessy recently stated, not be gone on with this year, and its construction will be held over for another year, at any rate. (June, 1902, pg. 202.)

Minnedosa, Man.—We are officially informed that the fire at Minnedosa, Man., on May 9, did not destroy the station, as stated in press reports. (June, pg. 205.)

Manitoba and Northwestern Ry.—After a lengthened discussion, extending over several days, before the Railway Committee of the House of Commons, the bill to authorize the company to construct a line from between Yorkton and Prince Albert, Sask., to Battleford, Sask., and thence to Wetaskiwin, Alta., and from Churchbridge to a junction with the Pheasant Hills branch of the C.P.R., near Esterhazy, was withdrawn (June, pg. 205.)

Revelstoke.—Press reports state that with a view to obviate trouble experienced with snowslides every spring, the course of the track will be altered from the south to the north side of Summit lake, west of Revelstoke, B.C. The work will involve the construction of three tunnels and about one mile of track.

Nelson Shops.—It was expected that the foundations for the new machine shops at Nelson, B.C., would be completed early in June, and that the erection of the buildings would be commenced immediately thereafter.

Westminster Section.—It is reported that the track between Westminster Jct. and Nicomin, B.C., 46 miles, is being relaid with heavy rails, of which large quantities have recently been landed at Vancouver.

Tourist Hotel at Victoria.—During the recent visit of Sir Thomas Shaughnessy to Victoria, B.C., an arrangement was made by which the C.P.R. agreed to construct a large tourist hotel at that point. The proposal of the company was to expend \$300,000 in the erection of an hotel of the same standard as the Chateau Frontenac at Quebec, upon the reclaimed lands known as the James Bay embankment; the city to grant the site free, give exemption from taxes for 15 years, free water, and to construct two new streets. This was approved at the meeting of the C.P.R. board held on Sir Thomas' return to Montreal. The final arrangements are being made by the city council prior to the formal contract being entered into. At the recent session of the B.C. Legislature an act was passed authorizing the city of Victoria to grant a free site for the hotel and give aid towards its construction on the lines indicated in the proposal.

Hampton and St. Martins Ry.—This 30 mile railway, extending from Hampton, N.B., on the Intercolonial Ry., 22 miles from St. John, to St. Martins, 30 miles, has not been operated for some time. Recently a deputation from St. Martins asked the officials of the Central Ry. of New Brunswick to operate the line. On June 4, a meeting was held in St. Martins at which several thousand dollars of stock was subscribed in a company to operate the line, and on June 9, the Attorney-General of New Brunswick had an interview with the Minister of Railways with a view of obtaining the loan of sufficient rolling stock for the line from the I.C.R.

Peterborough and Ashburnham Street Ry.—The Peterborough, Ont., city council has under consideration a proposition for the operation of the street railway. We were recently advised that the negotiations were not closed. (June, 1902, pg. 196.)

C.P.R. Districts and Mileage.

Since the article under this head, on pg. 249, went to press, the Lake Superior division has been divided into two operating districts, instead of three as heretofore. District 1 comprises the main line from Chalk River to Cartier, not including the latter station, 233.2 miles; Sudbury to Sault Ste Marie, 178.9 miles; Mattawa to Temiskaming, 38.8 miles; Kipawa Jct. to Kipawa, 9.2 miles; Sudbury to Blizard, 5 miles; total, 465.1 miles. C. Murphy, heretofore Superintendent of old district 1, at North Bay, becomes Superintendent of new district 1, with same headquarters.

District 2 comprises the main line from Cartier to Port Arthur, not including the latter station, 514.1 miles. G. Erickson, heretofore Superintendent of old district 3 at Schreiber, has been appointed Superintendent of new district 2, with same headquarters for the present. Dispatching offices at Schreiber and Chapleau.

R. Chapple, heretofore Superintendent of old district 2 at Chapleau, has been assigned other duties.

Hudson's Bay Co.—The important position which this Company occupies in regard to development of Canada may be realized from a study of a map of the Dominion recently issued, upon which the trading posts of the company are marked in red. There are 168 in all, of which only 31 are on lines of railway, the remainder being scattered all over the Dominion at a greater or less distance from the settled parts of the country. There are trading posts from the Atlantic to the Pacific, and from the International boundary on the south to the Arctic ocean on the north. It will be noted that the Company has no posts in the Maritime Provinces, in Quebec, south of the St. Lawrence river, or in what is called old Ontario. The distribution of the posts through the various provinces and territories are as follows: Labrador, 4; Ungava, 9; Quebec, 24; Ontario, 28; Keewatin, 13; Manitoba, 11; Assiniboia, 5; Saskatchewan, 11; Alberta, 9; Athabasca, 19; Mackenzie, 9; British Columbia, 19; Yukon, 7.

Canadian Railway Instruction Institute.—Hugh Miller, who recently resigned his position as G.T.R. agent at Bay City, Mich., after 25 years' uninterrupted service with the company as operator, agent, trick and chief dispatcher, car distributor and assistant trainmaster, has settled in Toronto, where he has established the Canadian Railway Instruction Institute for the purpose of teaching practical railway station work, including telegraphy, standard rules, train dispatching, freight and ticket clerks' work, and agents' duties. The demand for good operators is very brisk on all the railways, and there is an excellent field for an institute where they can be properly instructed.

M. Archibald remains assistant to Mr. Whyte, Engineer of Construction of the Dominion Coal Co. at Glace Bay, N.S., and has not been appointed Engineer of Construction, as stated on page 229 of this issue. Mr. Whyte is away on a short leave of absence, and it is probable the report in regard to Mr. Archibald originated from this cause.

An Ottawa press report states that the commissioners on cattle guards will report that they have been unable to find any guard that will turn cattle from a railway track, and at the same time can be used efficiently and without danger to trains.

W. Mackenzie, President of the Canadian Northern Ry., sailed from New York, July 3, on the SS. Cymric, for Liverpool.

C. B. Plant has been appointed C.P.R. Superintendent's accountant at Souris, Man., not C. B. Platt, as stated in our last issue.