

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

Montreal Terminals.—The company is acquiring property in the neighborhood of Montreal West, Cote St. Paul and Turcot, the object being to provide for future extensions of tracks, yards, shunting premises and of a general widened radiation from the Montreal terminus.

Place Viger Yard Extensions.—Negotiations are still in progress with the Montreal city council respecting the application of the company for permission to close certain streets in the vicinity of Place Viger station. At the recent meeting of the special committee it was decided to address a set of questions to the city attorneys respecting the right of the city to alienate the streets. A statement was made during the discussion that the company had purchased 83,905 sq. ft. of land, and asked the city to cede to it 65,202½ sq. ft. by closing up the streets. (July, pg. 245.)

St. Denis Subway.—It is expected that the subway under the C.P.R. tracks at St. Denis st. will be completed early in Nov. The Montreal Street Ry. will lay tracks immediately on completion of the grade. Martineau and Prenoveau are the contractors. The cost of the subway will be about \$60,000, which will be paid one-third each by the C.P.R., the Montreal Street Ry. and the city. (April, pg. 131.)

Guelph to Goderich.—The mayor of Goderich, Ont., was informed that a party of C.P.R. surveyors would reach that town Sept. 25 for the purpose of locating a line between Goderich and Guelph. (See Guelph Junction Ry., pg. 341.)

London Township.—Application was made at the recent sitting of the Railway Committee of the Privy Council for permission to divert the 3rd concession road of London tp., near London, Ont., in order to meet a new bridge to be built at that point.

Webbwood Turn Table.—Owing to the fact that larger and heavier engines have been placed on the runs over the Sault Ste. Marie branch, a new turn table has been put in at Webbwood station, Ont.

Hutton Township Branch.—Press reports state that surveys are being made for a line from Sudbury, Ont., northwesterly to Hutton township. A line to this point, in addition to opening up some good agricultural lands, would reach iron ore deposits near Hutton tp. The distance from Sudbury to Hutton tp. is about 25 miles.

Fort William Power Plant.—Construction has been commenced on an electric power plant at Fort William, Ont. The plant will be utilized mainly for running the elevators.

Winnipeg Subway, Etc.—The formal agreement between the company and the city council relative to the construction of the subway and the erection of a new station and an hotel at Winnipeg, had not been signed up to Sept. 25. The terms of the agreement, however, have been finally approved and the solicitors were expected to have the document ready for signature at the regular meeting of the council Sept. 21. It was announced that a special meeting would be called to pass the formal resolution as soon as the document was ready for signature. The agreement is substantially on the lines of the one adopted earlier in the year, which, however, was not approved when it was presented to the Legislature for ratification, with the exception that the outside damages are to be borne by the city. The damages on the area closed are to be borne by the company, and this area has been enlarged to include the 16 ft. frontage strip on Point Douglas avenue, held by the company for track purposes. In respect of elevating the grade on Point Douglas avenue to King st., and constructing the Main st. subway, hotel, depot and office block, etc., the old agreement is unchanged.

It is also agreed that the city will close down Point Douglas avenue and portions of intersecting streets. The subway will be 11 ft. in depth below the present street level, and the track will be raised 5 ft. above its present level by iron supports. The grade of the raised tracks will be 1 ft. in 20 ft., or 5%. The subway will be 100 ft. wide, with a double track for street cars and a walk for foot passengers. The company is to make an emergency crossing on King st. and a level crossing at Gladstone st., and have the option of exchanging for another subway crossing at any time, the subway to be 66 ft. wide. The company agrees to build a suitable station and offices fronting on Higgins avenue, with an hotel on the corner of Main st. and Higgins avenue, and also to indemnify the city against actions for damages, and to keep the subway clear of water, make provision for sleighs passing safely through the subway, and nothing in the agreement is to interfere with the city's right of assessing or taxing the property. Both the company and the city agree to apply to the Legislature at its next session for an order ratifying the agreement.

Operations will be commenced at once upon such work as can be carried out without the passing of by-laws, and as much as possible done this year, and it is understood that the whole of the work will be completed in the fall of 1904. (Sept., pg. 309.)

Winnipeg Yards.—The Manitoba Construction Co., which has secured the contract for the brick-work for the new shops and roundhouse at this point, is a local company in which T. Kelly is largely interested. Work on the foundations is in progress. The estimated cost of the work covered by the contract is \$250,000. (Aug., pg. 271.)

Spur Lines in Winnipeg.—A spur line 200 ft. in length has been laid from Sutherland st. to the Northern Elevator Co.'s elevator. It is stated that the company had no permission to lay this track, and that it simply put the ties on the road and laid the track. The matter is being looked into by the city solicitors.

The company has given notice of its intention to apply to the Railway Committee of the Privy Council for permission to lay a spur track from Fonseca st., in a southerly direction parallel to Princess st.

Brandon.—Press reports state that it is intended to erect a new freight station at this point, west of Ninth st.

Neepawa Improvements.—The freight shed at Neepawa, Man., has been raised and enlarged, and the stock-yards adjoining, 200 ft. long by 150 ft. wide, are completed.

Pipestone Branch.—Tracklaying is being proceeded with from Regina, Assa., easterly towards Arcola, the present terminal point. Grading is also being pushed from Arcola and tracklaying is expected to be commenced at that end early in Oct. It is expected that tracklaying will be completed on the extension, 113 miles, to permit trains being run through to Regina early in Nov. (Sept., pg. 309.)

Moose Jaw to Swift Current.—A contract has been let to Foley Bros., for the straightening of the track between Moose Jaw and Swift Current, Assa., 112.3 miles. A number of curves will be straightened out and the grades throughout will be reduced. The improvements will necessitate the construction of about 60 miles of new track.

Calgary and Edmonton Ry.—D. McNicoll, General Manager; J. W. Leonard, Assistant General Manager, and E. H. McHenry recently went over the C. and E. Ry., with a view of deciding on the improvements which it would be necessary to make in order to bring the line up to the requirements of the traffic. They also had a conference with the

Strathcona, Alta., Board of Trade in regard to the extension of the line into Edmonton, and the other extensions projected. They also looked over the site of the proposed high-level bridge over the Saskatchewan river, for which three trial lines have been run. (Sept., pg. 309.)

Clanwilliam Improvements.—The transcontinental line near Clanwilliam, about 10 miles west of Revelstoke, B.C., is being diverted, the object being to secure a line clear of snowslides. The estimated cost of the work is about \$90,000, and it is expected that the work will be completed by Dec. 1. J. W. Stewart is the contractor.

New Westminster Lines.—The company has been involved in litigation in connection with the crossing of its tracks near New Westminster by the Vancouver, Westminster, Northern and Yukon Ry., through which company the Great Northern Ry., U.S., will obtain an entrance to Vancouver. The matter has been before the Courts, the Railway Committee of the Privy Council, the Cabinet, and the Governor-in-Council. The V., W., N., and Y. Ry. was given permission to cross the C.P.R. tracks, and pending an appeal against that decision, laid the crossing. This caused the legal proceedings.

New Wharf at Victoria.—Application has been made to the Governor-in-Council for approval of the construction of a wharf at Victoria, B.C. The plans provide for the erection of a wharf 480 ft. west from Menzies st., to navigable water. The plan of construction calls for five piers, each 650 ft. long by 175 ft. wide, with two warehouses on each 50 x 150 ft., and a railway track between. No. 1 pier, on which construction is to be started first, will be at the foot of Thurlow street, and the rest of them between there and Seymour st.

Tourist Hotel at Victoria.—The by-law granting a free site, exemption from taxes and free water for 15 years to the C.P.R., in consideration of its erecting a tourist hotel to have about 300 rooms, was passed by the taxpayers, Sept. 16.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—Grading has been completed on the extension from Glenwood, Minn., north to a point in the White Indian reservation in Norman county, and tracklaying has been completed to Alexandria, about 20 miles. (Sept., pg. 309.)

The G.T.R. has opened an office in Victoria, B.C.

The Ontario Wind Engine and Pump Co., Toronto, has received an order for 12 purification plants to be erected at different points on the C.P.R. system.

The tariff committee of the Canadian Freight Agents' Association met at the Secretary's office, Union Station, Toronto, Sept. 15, and arranged fall rates.

The Michigan Central Rd. no. 3 express train recently made the run from St. Thomas to Windsor, Ont., 111 miles in 98 minutes, actual running time.

The Detroit and Toledo Shore Line, owned jointly by the G.T.R. and the Toledo, St. Louis and Western Rd., has entered into an agreement with the Toledo Terminal Belt Line by which an entrance into the Toledo terminals has been secured. The first G.T.R. train entered Toledo Sept. 10.

A resolution providing that advances may be made from the consolidated revenue fund of Canada to the Minister of Railways for the purchase of stores, etc., necessary for the operation of the Government railways, has been approved of by the House of Commons. The amount advanced to the I.C.R. shall not exceed \$1,500,000 a year, and to the Prince Edward Island Ry. shall not exceed \$100,000.