

Canadian Pacific Railway Construction, Betterments, Etc.

St. John Improvements.—The site chosen for the new elevator to be built at St. John, N.B., is at the northeast corner of the dividing line between the land leased to the company by the city and what is known as the 400 ft. strip. This is on the western side of the harbor, and not far from the present elevator. The work will probably be gone on with this year, but we have been advised that neither this nor the capacity of the elevator have been definitely decided.

Quebec.—While in Quebec, May 2, D. McNicoll, Vice President, made an inspection of the company's property there in connection with the plans for improvements which are under consideration. It is said that the works will include the provision of a yard for freight cars west of the station, the building of a roadway to connect with the Louise embankment, the enlargement of the yards and a new freight shed at the Palais. The question of building a new passenger station is held in abeyance.

Ottawa.—In connection with the project for a tunnel in Ottawa, a proposed change is under consideration. The suggestion is to carry the tunnel down Wellington street as far as Bank street, skirt round the cliff, and then run southwesterly to the union station. It is stated that this would give a shorter and less expensive route than the original one of running the tunnel right down under Wellington street to the union station.

Smiths Falls, Ont.—Arrangements are being made to do away with the foot bridge across the tracks at George St., Smiths Falls, Ont., and to replace it by a subway under the tracks, 110 ft. long, 10 ft. wide and 7 ft. 6 in. high.

Campbellford, Lake Ontario and Western Ry.—The Board of Railway Commissioners has approved location plans for the line from mileage 88.21 to 106.17, mileage 124.83 to 125.5; revised location plans from mileage 127 to 134.68, and from mileage 134.68 to 155.67, and has authorized the crossing of the Kingston and Pembroke Ry. at mileage 24.8, the Canadian Northern Ontario Ry. at mileage 87.86, and the Central Ontario Ry. at mileage 88.09, in all cases from Glen Tay. The latter is to be an overhead crossing.

The Montreal papers stated recently that a contract had been let to Larkin and Sangster, St. Catharines, Ont., for boring a 900 ft. tunnel on the new lake shore line, 15 miles out of Smith's Falls. We are officially advised that the reports are incorrect.

Construction on the line was started May 1, two camps having been opened, one at Trenton, and the other at Bayside, six miles from Belleville. The latter is McRae and Campagne, who have a sub-contract for three miles. The general contractors and the company's engineers are establishing their headquarters at Agincourt, about ten miles out of Toronto.

D. McNicoll, Vice President, and other C.P.R. officers, after inspecting the Kingston and Pembroke Ry. terminals in Kingston, Ont., May 17, went by automobile to Belleville. It is said that the object of the trip was to look into the question of the construction of a branch line from Belleville to Kingston, but it is not probable that this will be built until after the line from Glen Tay to Leaside is built.

Georgian Bay and Seaboard Ry.—The opening of the entire line for general traffic took place May 4. The company's fleet of vessels arrived at Port McNicoll from Owen Sound May 2, and the first one sailed May 4. Trains from Montreal branch of the Montreal-Toronto line at Bethany Jct., and those from Toronto, join the new line at Cold-

water Jct., proceeding to the new port, Port McNicoll, on Victoria Harbor.

A meeting of shareholders will be held at Montreal, June 30, to authorize the issue of additional bonds for the completion and equipment of the line.

It is proposed to add an additional storage capacity of 2,000,000 bush. to the capacity of the grain elevator at Port McNicoll.

Lake Superior Division Second Track.—We are officially advised that while some surveys have been made with a view to a revision of grades and the building of a second track, etc., along the Lake Superior division, nothing definite has yet been decided upon.

Fort William, Ont.—A portion of the double deck bascule bridge under construction over the Kaministiquia River at Fort William, fell during a gale, April 27. The three shore spans on the island side were completely demolished.

The erection of the new 1,000 ft. freight shed on the Kaministiquia River is being proceeded with.

It is proposed to erect a new breaking elevator at Fort William.

Freight Yards at Kildonan, Man.—The Board of Railway Commissioners has authorized the C.P.R. to expropriate lands in Kildonan parish, and part of n. w. $\frac{1}{4}$ sec 17, tp. 11, r. 4 east of the principal meridian, for the purpose of establishing yards.

We are officially advised that the new clearing yard which is to be constructed will be about five miles east of Winnipeg. The original main line runs north from Winnipeg to East Selkirk, and from that point turns east. A few years ago a cut-off was built from Winnipeg to join the original main line at Molson, a distance of 38 miles. This cut-off is now used as the eastbound main track, and the old original main line via East Selkirk is used as the main westbound track between Molson and Winnipeg. The new yard will be between the two main lines mentioned. It will be approached from the east by tracks leaving the main line, just west of the crossing of the Canadian Northern Ry., and will connect with the C.P.R. Lac du Bonnet branch, by three tracks, at the west.

The yard will be of the gravity type, receiving tracks on one side of the hump, and classification and departure tracks on the other side. These facilities will be constructed for both east and westbound movements. The ground selected for the work is quite level, and consequently does not naturally lend itself to the grades required. Grading, for the yard, therefore, will be quite heavy, consisting of about 2,000,000 yards to take care of about 100 miles of track.

The ultimate layout will probably require two full circle roundhouses with the necessary tracks, ash pit, coal chutes, etc., to serve them. This year, however, only a 30-stall standard brick roundhouse will be built.

A grain elevator will be erected on the north side of the yard, with storage for 1,000,000 bush., and cleaning facilities for 100 cars a day.

Gimli Branch.—Vice President Bury is quoted as stating that the President had authorized the immediate starting of construction on the extension of the branch now ending at Gimli, Man., northerly to the Icelandic River.

Winnipeg Station.—In a recent interview, Vice President Bury is quoted as stating that the company's station at Winnipeg will be greatly enlarged. Plans had previously been prepared for additions, but these are being revised in order to provide ample accommodation for future requirements. As soon as the new plans are completed, the work will be put in hand and pushed to completion as fast as possible.

Saskatoon, Sask.—Press reports state that the company has purchased for \$90,000 a property on which to erect a large office building.

Weyburn-Lethbridge Line.—We are officially advised that a contract has been let to J. Timothy, Edmonton, for grading, etc., on the section from Stirling, easterly, for 25 miles. A large quantity of contractors' plant and equipment has been delivered, and work has been started.

Alberta Ry. and Irrigation Co.—Division Engineer Brooks, and other C.P.R. officials, arrived in Lethbridge, May 10, to make an inspection of the line with a view of bringing it up to the C.P.R. standard. It is proposed to cut out some of the gradients, to generally improve the roadbed, and to lay heavier steel. The fact that the C.P.R. line from Weyburn joins the A.R. and I. Co.'s line at Stirling, makes it important that the line be put in a position to carry the heavier traffic which it is proposed to run over it.

Alberta Central Ry.—A meeting of shareholders will be held in Montreal, June 4, to approve of the lease of the company's railway, in process of construction, to the C.P.R., to arrange for an issue of bonds for the purpose of constructing and equipping the line.

D. F. McArthur, the general contractor, is quoted as stating that the grading for the line from Red Deer west to Rocky Mountain House, will be completed early in June, and that by the end of June the steel bridge over the Red Deer River will be finished. It is expected to have track laid on this section of the line early in the fall.

Strathcona-Edmonton High Level Bridge.—Four spans of this bridge across the Saskatchewan River have been completed, and the fifth is well advanced. False work is being erected for the succeeding spans.

Kootenay Central Ry.—Grading is reported to have been completed to 42 miles from Golden, B.C., and track is being laid.

Three Forks - Bear Lake - Kaslo.—A press report states that the line between Three Forks and Kaslo, B.C., will be connected up this season, and that Anderson and Co. have been increasing the number of men employed. This work, one report adds, involves the completion of the Bear Lake spur, at present under construction from Three Forks, the standardization of the Kaslo and Slocan Ry., for which an agreement was approved by the British Columbia Legislature at the recent session, and the building of about eight miles of new track.

British Columbia Second Track Work.—F. F. Busted, who is in charge of this work, with headquarters at Kamloops, B.C., is quoted as stating that the location of the new grade has been practically completed between Ruby Creek and Spence's Bridge, and a lot of survey work has been done between that point and Kamloops. In many places the new location is several miles from the present route. There are two survey parties engaged east of Revelstoke, and another will be put in the field shortly. No work will be undertaken until the full data have been secured.

Coquitlam Shops, Etc.—Construction has been started on the first quarter of a 48 stall roundhouse at Coquitlam, Sanford, Gordon and Son being the contractors. The section will have a frontage of 165 ft., by 90 ft. depth, and will be 318 ft. from end to end at the rear. A boiler house 48 by 49 ft. will also be erected by the same contractors. (May, pg. 228.)

A. E. WILKINSON, Division Freight Agent, Intercolonial Ry., Halifax, N.S., writes:—"I have always been interested in The Railway and Marine World, finding its articles very interesting."