

## Canadian Pacific Ry. Construction, Betterments, Etc.

**Eastern Lines.**—The appropriations for the year provide for 445 miles of ballasting, the putting in of 1,517,790 new ties, the provision of 175,000 rail anchors, and the replacing of 400,000 tie plates.

**New Brunswick District.**—The appropriations for the year provide for: Six stall locomotive house extension, new cinder pit, 40,000 gal. tank and standpipe at Bay Shore, St. John; 60,000 gal. tank, standpipe, etc., at Jackson; and 40,000 gal. tank with standpipes at Holleb.

**Algonquin Hotel, St. Andrews, N.B.**—portion of the fourth story is being remodelled to provide 16 additional guest rooms, with 10 bathrooms and 2 private lavatories. A new dormitory building, 126 x 30 ft., for the hotel servants is under construction directly opposite the power house. It is to be finished in stucco and half timber, with a covered verandah, 68 x 10 ft., facing the street. The building will contain a common or lounge room, 16 x 28 ft., on the ground floor, 31 cubicles, each accommodating 2 men; eight rooms for married couples and superior staff, with a separate entrance at one end, and baths and lavatories on each floor. The building will accommodate 78 people, and will cost \$24,000.

**Quebec District.**—The appropriations for the year provide for new outbound freight shed, repairs to inbound freight shed, new platforms and other work at Sherbrooke; 2-track coaling plant, sand house, etc., and cinder pit at Farnham; electric interlocker at Montreal West; umbrella roof at Place Viger, Montreal; extension to locomotive house and other work at Glen yard; extension to block signals at St. Therese; umbrella roof, additional trackwork and other work at Quebec station; completion of diversion at Meath, Ont.; 7-stall extension to locomotive house, 200 ton coaling plant, sand house, ash pit, 65,000 gal. tank and some additional track at Smiths Falls.

**Ontario District.**—The appropriations for the year provide for: Automatic signals at Glen Tay and Agincourt; new freight shed at Belleville; new superstructure bridge, 107.2, McTier Subdivision; rearrangement of West Toronto and Lambton freight yards; extension to freight shed at West Toronto; additional office accommodation over present station at London; rebuilding London St. bridge, Windsor.

A press report states that C.P.R. engineers have made surveys and are making tests at the crossing of the macadamized road in Galt, with a view to building a subway under the railway tracks.

We are officially advised that all plans for building of a second track between North Toronto and Leaside have been filed, both with the city and the county authorities, and that application has been made to the Board of Railway Commissioners for their approval.

**Western Lines.**—The appropriations for the year provide for a large amount of ballasting and ditching; the supply of 375,576 tie plates, 313,600 rail anchors and 1,688,788 ties.

**Manitoba District.**—The appropriations for the year provide for extension of yards, including additional tracks to locomotive house, new sand and ash pit at Ignace, Ont.; new coaling plant and ash pit at Brandon, Man.

Tenders are under consideration for the construction of a small stream tunnel

near Keewatin, Ont., and for the construction of 6 section houses and 4 frame stations at various points on the Manitoba Division.

**Saskatchewan District.**—The appropriations for the year provide for new express building, including extension to freight shed, at Regina.

Tenders are under consideration for six no. 4 section houses; nine A2 stations; extending a freight shed by 192 ft.; deepening reservoir approximately 250 x 700 ft., and for a diversion of Frenchman's River in three places.

**British Columbia District.**—The appropriations for this year provide for: Automatic signals at Glacier; new ice house and extension of yards at Okanagan; extension of Pier D., dredging and masonry walls, Vancouver. This work is already in progress, the pile driving being well advanced. The pier will be doubled in length and will be made 15 ft. wider, and when completed will berth five large vessels. As soon as Pier D. is finished preparations will be made for starting Pier B. The growth of the fruit traffic has necessitated the building of a new ice house of 3,500 tons capacity at Okanagan. The work to be done on the division will also include some small terminal extensions at Smelter and a new station at Field.

The walls of the general waiting room at the C. P. R., Vancouver station, have been beautified by a completed series of mural paintings of the most striking mountain views to be seen from the line between Calgary and the coast. They are the work of Mrs. A. Langford, and taken in order from the north-west corner westward, are: Mount Stephen and Kicking Horse River, as seen from Field; Lake Louise, as seen from Chateau Lake Louise; the Falls at Banff; Mount Temple, as seen from the main line near Lake Louise; Banff, under the light of an evening sky; Mount Agnes and the other lakes in the clouds; the creek leading to Moraine Lake in the Valley of the Ten Peaks; the Beehive, as seen from the Lake Louise station trail; the Gap; the Three Sisters; Mount Wapta with Summit Lake; Castle Mountain; The Crownsnest; the Lions, from Vancouver Golf Links; Cathedral Mountain; Mount Regis,

**Aerial Service for Prince Edward Island.**—A Charlottetown press dispatch says that a branch of the Aerial League's Canadian Division has been organized there, with F. W. Hyndman as President, and that a committee was appointed to promote the organization of an aeroplane company to manufacture machines and conduct an aerial service between the Island and the mainland, so as to provide constant daily communication in winter as well as summer.

**Railway Lands Patented.**—Letters patent were issued during February, respecting Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

	Aces.
Calgary & Edmonton Ry. ....	2,716.54
Canadian Northern Alberta Ry. ....	14.70
Canadian Northern Ry. ....	160.00
Canadian Pacific Ry. grants ....	8.51
Canadian Pacific Ry. roadbed and station grounds .....	6.80
Edmonton, Dunvegan & British Columbia Ry. ....	24.70
Grand Trunk Pacific Ry. ....	7.62
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co. ....	9,436.44
Total .....	12,375.31

## Contractors' Suit Respecting C.P.R. Yard Construction.

John Marsch, contractor, Chicago, Ill., has entered suit in a British Columbia court against Foley Bros., Foley, Welch & Stewart, and the C.P.R. to recover \$285,627 for work done, etc. The plaintiff was a sub-contractor for the laying out of a freight clearing yard between the Kenora and the Lac du Bonnet subdivisions of the C.P.R., for which the Foley firms had the general contract, the work done including the Transcona yards. The contract was entered into May, 1912, provision being made for certain unit prices and for payment of 90% of the sum earned in cash month by month. It was agreed that the general contractor was to complete and deliver 28 miles of completed track and one of the humps, requiring 850,000 cu. yds. of train fill to be removed, by Sept. 1, 1912. Foley, Welch & Stewart also agreed in certain letters to pay all charges to the C.P.R. for pilot services. Work to the extent of \$562,586 was admitted as being satisfactorily done, including the removal of 2,061,080 yards of train fill for \$474,048 and the laying of over 95 miles of track. Altogether Marsch received \$573,387 from Foley, Welch & Stewart, but the latter firm disputes liability for payment of additional charges for work done amounting to \$285,627. Only a portion of this claim is made against the C.P.R., and then only because it was a consenting party to the contract between Foley, Welch & Stewart and Marsch. It is charged that in making up the final certificate, the C.P.R.'s Chief Engineer failed to exercise independent judgment and was prevented from doing so by the various defendants, and that the certificate was issued in collusion with them.

## Grain Inspection at Western Points.

The following figures compiled by the Department of Trade and Commerce, show the number of cars of grain inspected on railways at Winnipeg and other points on the Western Division, for February, and for six months ended Feb. 28, compared with those inspected for six months ended Feb. 29, 1916.

	6 months to Feb. 1917.	6 months to Feb. 1917.	6 months to Feb. 1917.
C.P.R. ....	4,199	75,856	115,070
C.P.R., Calgary ..	976	4,654	3,285
C.N.R. ....	3,098	39,482	58,695
G.N.R., Duluth ....	533	1,404	3,116
G.T.P.R. ....	739	14,823	29,471
Totals .....	9,545	136,219	209,637

**Workmen's Compensation on Timiskaming & Northern Ontario Ry.**—During 1916, 75 claims were registered on the books and submitted to the Workmen's Compensation Board for adjustment. Of these, 38 were passed and paid, 26 were disallowed and 11 were kept in abeyance. The 38 claims paid amounted to \$3,476.15, an average of \$91.48. The insurance cost for the year, based on premium paid in 1915, would amount to \$17,224.10, or an average premium of \$454.27, to protect an average award of \$91.48.

The Institution of Civil Engineers Council has invited any of the Canadian Society of Civil Engineers members, who may be visiting England, to use the Institution's library and reading rooms in London, as well as attend its meetings. A letter of introduction from the Canadian Society of Civil Engineers will be necessary.