

## C.P.R. WILL AWARD LARGE CONTRACTS

**Shortly—Montreal Depots to be Extended—Subway Construction to be Considered.**

Monetary Times Office,  
Montreal, July 27.

The Canadian Pacific Railway will give out contracts at the end of the present week for the construction of the new additions to the Windsor Depot, Montreal, for which preparations have been in progress about a year, and for which the piers and supports have already been constructed. The erection of the new buildings will call for an expenditure of \$1,000,000, it is said. The company is also carrying out improvements and extensions at its Place Viger depot and hotel, also at a cost of not less than a million dollars. Some time ago an attempt was made, in view of these extensions and improvements, to get the Montreal City Council to place more permanent assessments on the Canadian Pacific Railway property within the city limits, in order that the company might proceed with the work without any fear of enormous increases in its taxation. If such assessment was granted, it has not yet been announced. The sum suggested by the company was \$3,000,000.

The Windsor depot will be a magnificent structure when completed, the new addition being extended down the hill from the present building, to the next street, and along that street for a distance of 185 feet. The top of the building will be in the same plane, it is said, notwithstanding the fact that the hill has a considerable slope from where the present depot is situated. In order that it may have a safe and permanent foundation, nearly 400 concrete piers or pillars have been built down to the solid rock, the soil at that spot being of an uncertain nature.

It is also stated that the company will shortly commence a new building at Mile End, at the north of Montreal, a decision which will not be unwelcome to the residents of that section and the travelling public generally.

### Montreal Street Railway Opens Subway Question

A move towards negotiating for the construction of a subway system for Montreal, of which so much was heard a few months ago during a session of the Quebec Legislature, has been taken by Mr. W. G. Ross, general manager of the Montreal Street Railway. Mr. Ross recently addressed a letter to the City Council, in which he says: "The time is come when the question of rapid transit should be taken up by the city and the company, in order to provide rapid transportation through the centre of the city, as well as providing express service to the outskirts," the letter concludes, "and we would be glad to take up with you the construction of a rapid transit subway through the city."

It may be remembered that power to construct subways in the city of Montreal was asked at the last session of the Quebec Legislature on behalf of three companies, the Montreal Street Railway Company, the Suburban Power and Tramway Company, and the Montreal Underground Railway Company. Premier Gouin disposed of the applications by putting all the concerns on the same footing and suggesting that they go before the City Council, and let the Council decide which it preferred to do business with. The Montreal Street Railway fought the other two concerns through the Legislature and finally succeeded in having their bills killed in the Legislative Council, so that it is at the present time the only company in the field having power to construct and operate a rapid transit system in the city of Montreal.

### As to Underground Terminals

It was of interest to many to learn that a Mr. A. P. Gillies, C.E., was in Montreal this week for the purpose of interesting the Council in a scheme for installing underground terminals, which he claims will be carried out at a cost of \$100,000,000. He is accompanied by Messrs. F. M. Andrews, L. O. Hadden, A. E. G. Goeridge, president of the International Bond and Share Co., of New York; F. E. Townsend and H. O. Eakins, the latter of Toronto and the others mainly of New York. Mr. Gillies claims to have put through a number of enterprises such as the terminals in Tacoma, costing \$50,000,000, and the Cincinnati terminals, costing \$30,000,000, and he claims to have a \$25,000,000 project under way for the city of Toronto. Mr. Gillies says that Montreal is particularly well suited for the undertaking he proposes, and declares that all he wants is a franchise, and that he will be able to offer facilities which the three transcontinental railways and other systems will be glad to take advantage of.

### Other Matters Also At Issue

Mr. Ross, of the Montreal Street Railway, in his letter to the City Council referred to above, did not outline any scheme for the consideration of the Council, nor have the members of the Council any suggestion on the matter. The whole question will doubtless be approached by the two sides

in a tentative manner for a long time before definite arrangements are entered into. In fact, the citizens of Montreal, while fully recognizing the need of a system such as Mr. Ross speaks of, rather expect that the discussion will be extended over many years before it finally results in the installation of the system.

There are other matters, also, at issue between the Street Railway and the city, which have lasted a number of years, chief among these being the question of the operation of a freight system. At the present time the company is trying to obtain the right from the city to operate its lines on a number of streets which it has favored, but although the city frequently complains of its cars being over-crowded, it seems to have a good deal of reluctance to permitting the company to carry out its desires.

There is also another point of issue between the Montreal Street Railway and the city, concerning the question of providing a five-cent service to one of the recently-annexed districts. The city requested the company to provide a service. The company replied that the Park and Island Railway now provided one. As the Park and Island is owned by the Montreal Street Railway, and as the citizens were being charged one fare by the Park and Island and another when they transferred to the cars of the Montreal Street Railway, the matter was taken to the Railway Commission. The decision favored the contention of the city. The company, however, carried the matter to the Supreme Court, where the company was favored on the ground that the Commission had no jurisdiction. The matter will now be carried to the Privy Council by the city.

It was recently reported that the Terminal Railway, which is controlled by the Montreal Street Railway, and which operates from the east of the city to the east end of the Island, had been acquired by the Canadian Pacific Railway. The Street Railway denied the rumor in toto, saying that the question was not even under consideration. A motive for the acquisition of this line by the Canadian Pacific Railway, might be found in the fact that a direct east route of this nature would reduce the distance between Montreal and Quebec. The present line of the Canadian Pacific Railway first goes north a considerable distance before striking eastward.

## SCHOOL DISTRICTS BORROWING MONEY.

The particulars given are in order, name, number of school district, amount required, and correspondent:—

### Alberta.

Howe, No. 1371, \$400. H. W. Bright, Macleod.  
Woodford, No. 2141, \$800. R. Nicholson, Dina.  
Wheatfield, No. 2187, \$1,200. W. Boyden, Cluny.  
Powell, No. 2159, \$1,500. L. F. Powell, Warner.  
Strand, No. 2125, \$1,350. J. W. Colton, Cadogan.  
Luzan, No. 2113, \$1,200. F. X. Boileau, Duvernay.  
Granum, No. 1289, \$5,000. P. S. Clarke, Granum.  
Normana, No. 1909, \$800. J. E. Mickelson, Bawlf.  
Custer, No. 2192, \$1,200. J. R. Coffey, Hughenden.  
Edmonton, No. 7, \$30,000. W. D. Bradey, Edmonton.  
Irricana, No. 2163, \$2,000. R. J. Fowler, Irricana.  
Springvale, No. 219, \$2,300. W. P. Code, Red Deer.  
Edmonton, No. 7, \$30,000. W. D. Bradey, Edmonton.  
Hamilton, No. 2017, \$1,100. A. J. Gosnell, Mannville.  
Arnold, No. 2174, \$1,000. H. M. Robertson, Hardisty.  
Uneeda, No. 2177, \$1,500. I. H. Watt, McDonaldville.  
Strathcona, No. 216, \$17,000. G. P. Downs, Strathcona.  
Battle Valley, No. 2184, \$1,000. H. Woodruff, Edgerton.  
Green Bank, No. 2199, \$1,200. R. B. Heyland, Claresholm.  
Prospect Valley, No. 2129, \$1,300. O. Jardine, Prospect Valley.  
St. Michael's R.C., No. 18, \$6,000. Rev. P. Hetu, Pincher Creek.

### Saskatchewan.

Paseika, No. 2419, \$800. P. A. Leslie, Benito.  
Gamble, No. 2561, \$1,500. J. H. Gamble, Landis.  
Sunnymead, No. 38, \$1,000. W. Duke, Whitewood.  
Edwards, No. 2535, \$1,600. C. Schuler, Bethune.  
Waldheim, No. 2546, \$1,500. J. A. Funk, Waldheim.  
Pony Butte, No. 2576, \$1,000. I. S. Wiens, Herbert.  
Blair, No. 2556, \$1,500. J. F. Gibbings, Kindersley.  
Kenockee, No. 2315, \$500. T. W. Kinnear, Findlater.  
Bruce, No. 2541, \$1,300. W. O. Florence, Stonehenge.  
Rolling Plains, No. 2557, \$1,000. W. F. Crowlie, Morse.  
Buffalo Lake, No. 119, \$1,400. R. J. McCartney, Tuxford.  
Swift Current Trail, No. 2564, \$800. J. McD. Allan, Matcham.

The Columbia Insurance Company has been registered in Saskatchewan.