

Canadian Pacific Railway Construction, Betterments, Etc.

New Brunswick District.—A Fredericton press report, April 14, states that under instructions from Montreal, all betterment work in the district has been held up for the present, with the exception of such pieces of work as are urgently needed and which must be undertaken at once.

St. John River Bridge.—J. M. R. Fairbairn, Chief Engineer, and P. B. Motley, Engineer of Bridges, C.P.R., are reported to have visited St. John, N.B., April 11, in connection with the borings at the reversible falls of the St. John River, which are being made to determine the site for the main piers of the proposed new bridge.

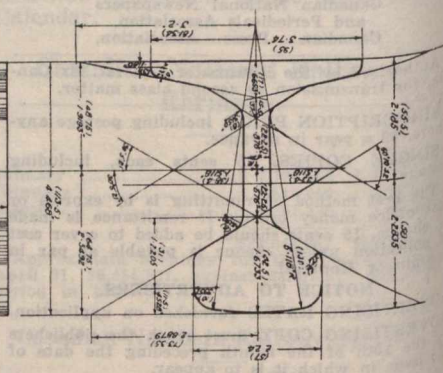
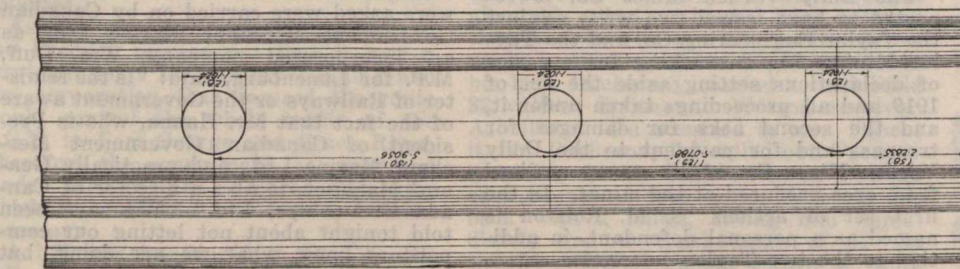
Angus Shops, Montreal.—A Montreal press report of April 20 states that plans have been filed at the City Hall there by the C.P.R. for an extension of the Angus shops, at an estimated cost of \$1,000,000. The plans are said to pro-

vide for such a line, starting from various points between St. Marys and London, but nothing was done. Meetings have been held in the various municipalities, and considerable correspondence is said to have taken place between representatives of local business interests and C.P.R. headquarters. It is reported that E. W. Beatty, K.C., President, C.P.R., will make a trip at an early date through the territory proposed to be opened up.

Fort William Coal Dock.—We were officially advised April 12 that the company's plans for the proposed new coal dock at Fort William, Ont., were not definitely settled.

Western Branch Line.—The directors' annual report, which is published in full on pgs. 228 and 229 of this issue, gives complete information as to the provision made for branch line construction in Saskatchewan and Alberta, and of the appropriations for betterments and other

the entrance and stair to a 20 ft. subway, passing under the tracks and having stairs at each side leading to the platforms. At each side of the waiting room will be the men's smoking room, women's room and the luncheon room. The 4 story office building will be built parallel with the west side of Main St. At the right of the entrance, on the ground floor, will be the city telegraph office, at the left will be the elevator and stairs to the upper stories, and the balance of the office building ground floor will be given to the baggage room. On the upper floors will be offices of the Superintendent, and District Superintendent, Paymaster, Sleeping and Dining Cars Department, investigation and claims, and telegraph operating rooms. The exterior of the building is designed in a rather free type of Italian renaissance and will be built of Tyndall or Indiana limestone and red brick, laid in a grey joint. The roofs will be of copper. The public portions of the interior of the building will be finished principally in ceramic materials. The entrance vestibule, waiting room and ticket alcove will



The illustration above shows the section and drilling, of 7,500 tons of 60 lb. steel rails, which the Dominion Iron & Steel Co., Sydney, N.S., is supplying to the Roumanian Government.

vide for additions to the passenger and freight car building shops, as well as to the machine shops. The new buildings will, it is said, be one story high, to conform to the present buildings. Construction will, it is stated, be started at once.

London Division.—Work is reported to be in progress on the London Division relaying the track west of Guelph Jct., Ont., with new 85 lb. rails.

A press report states that a second track will shortly be built between Woodstock and Zorra, Ont., 13 miles.

Owen Sound to Utopia.—Representatives of municipalities along the southern shore of Georgian Bay met at Meaford, Ont., recently to discuss the advisability of asking the C.P.R. to build a line from Utopia, on the Toronto-Sudbury line via Thornbury, Collingwood and Meaford to Owen Sound. A committee representative of all the municipalities was appointed to negotiate with the company. Meaford is now served by the G.T.R., and both the C.P.R. and the G.T.R. reach Owen Sound. Several plans have been suggested within recent years for the building of a line between Owen Sound and Meaford, but none of them materialized. Some years ago the C.P.R. was reported to have surveyed a line from Baxter, or Utopia, to Collingwood on the one hand and to Barrie on the other.

London to Sarnia, Ont.—Considerable discussion is taking place in the municipalities between London and Sarnia as to the company's reported plans to build a line from London to Sarnia. This matter has been considered for several years past, and some years ago surveys were

work to be carried out during this year on the various western lines.

We were officially advised April 4 that a decision had not then been reached as to what construction, if any, can be undertaken this year on the Wilkie-Cutknife line or the Coronation-Empress line, which depends to a large extent on the labor situation.

In connection with the construction of this section of the Acme-Empress line, which it is expected to complete this year, a press report states that in the building of the line many engineering difficulties have been encountered between Acme and Caribou, Alta., and that owing to the cost of construction it is termed the "million dollar road." A site is reported to have been laid out at Carbon for a station and yards.

Moose Jaw Station, Etc.—The company's new station and office building at Moose Jaw, Sask., is to be built on the axis of Main St., between Manitoba St. and the present station. When the new building is completed, the existing station and express house will be demolished, and the space occupied by them used for extension of station trackage. The entrance to the station will be on the axis of Main St. and through the base of a clock tower approximately 90 ft. high, which will have an 8 ft. dial on each face. The dials will be flood lighted at night. At the right, after entering the station, will be the public telephones, city ticket office, C.P.O.S. office, baggage and parcel rooms and transfer office, arranged in the order mentioned, and all facing the west end of the waiting room. Directly opposite the entrance will be

have heather brown floors, grey tile wainscoting, and grey brick walls, with moulded and ornamental members in polychrome terra cotta, and ceilings in Guastavino tile. The luncheon room will be finished with heather brown floors and grey tile walls, the upper portion of the room in tinted enamel. The women's room will have heather brown tile floor and wood panelling to the ceiling. The woodwork generally will be in the birch stained walnut. The plans have been prepared by Hugh G. Jones, architect, Montreal. Tenders for the erection of the building were received to May 1.

Moose Jaw to International Boundary. A press report states that about 36 miles of 85 lb. rails will be laid on the line from Moose Jaw to the International Boundary at Portal, Sask., replacing 72 lb. rails, and that a considerable amount of ballasting will be done on the line, particularly, between Lang and Wilcox.

Vancouver Pier Construction.—Work was reported to have been started on the dredging and filling in connection with the foundations of the new pier at Burrard Inlet, Vancouver, between the present A and D piers. F. F. Busted is reported to have been appointed engineer in charge of construction. (April, pg.

R. P. Ormsby, Secretary, Canadian National Rys., Toronto, writes: "Please, in future, send me two copies of Canadian Railway and Marine World instead of one, as I want to keep one copy on file and to cut out certain matter from the other copy. You give such a lot of useful information in the paper, in very convenient form."