

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

Bridge Contracts.—Contracts have been placed for the steel superstructures for 242 bridges to replace bridges on different divisions of the line. The Dominion Bridge Co., Montreal, will supply more than half the number, the other orders being divided up among different companies.

Nova Scotia.—Sir Thos. Shaughnessy, on his recent return from England, stated in an interview that no such thing as an extension of the C.P.R. to Halifax had been contemplated. There was a possibility, however, that the C.P.R. would ask the I.C.R. to enlarge the traffic agreement between the two lines. (April, pg. 131.)

St. John Wharves, etc.—An extensive fire occurred at the wharves at West St. John, N.B., April 17, doing damage to the extent of about \$500,000. The damage to the C.P.R. property is estimated at \$35,000, of which \$20,000 is accounted for by the loss of about 2,000 ft. of grain conveyers, about \$10,000 for trestle-work, trippers, etc., and \$5,000 for empty cars. The elevator and stockyard belonging to the company were not damaged, owing largely to the wind carrying the flames in a direction away from them. It is probable that the question of increased wharf accommodation, etc., will be considered in connection with the replacing of the burned equipment. Press reports, a few days previous to the fire, stated that the appropriations for the year did not provide for any further extensive works at St. John, and that nothing more would be done until the wharf accommodation generally was increased.

Place Viger Yards, Montreal.—In connection with the recent purchases of land in the vicinity of Place Viger station, the C.P.R. has asked the Montreal city council to cede to the company all the streets between Notre Dame st. and the river from Place Viger to the jail, as it is intended to appropriate the land, power for which purpose has been obtained from the Railway Committee of the Privy Council. The property owners in the vicinity have asked the council to secure the construction of a bridge over Beaudry st., as a concession for the closing of the five streets asked for by the company. Representatives of the company have been in conference with the Roads Committee of the city council in regard to the matter. (Feb., pg. 52.)

Ontario Division.—Increased siding accommodation is to be provided during the year at a number of points to facilitate the movement of trains, and it is likely that the track accommodation in the London yard will be largely increased. Considerable ballasting will be done on the Toronto and Havelock sections. It is intended to lay about 40 miles of 80-lb. steel rails on the line between Montreal and Toronto, principally on the Toronto and Havelock sections. It is also intended to lay 80-lb. rails on about 20 miles between Embro and London. Several water tanks on the division will also be renewed.

Toronto Jet. Station.—The press reports that a new station is to be erected on the corner of Weston road and Dundas st., this spring, are, we are informed, without foundation.

Drumbo.—A new station is to be erected at Drumbo, Ont., this year.

North Bay Freight Sheds.—The new freight shed, which is nearly completed, is arranged on the four track system, and has accommodation for 50 cars. The extensions to the yard will be completed during the year, and other improvements, including the erection of a new station, an 18 stall roundhouse, a large erecting shop, and a coal handling plant, will be effected. (Feb., pg. 53.)

Massey Copper Mine Spur.—D. M. Brodie, of Massey, Ont., recently stated that a spur

line, $3\frac{3}{4}$ miles in length, would be constructed during the summer from Massey station, on the Sault Ste. Marie branch, to the copper mines. We are informed that this spur will not be built by the C.P.R., but that the International Nickel Co. is likely to build it.

Transcontinental Line Gradients.—In addition to the reduction of gradients on the line between Fort William, Ont., and Winnipeg, it is also intended to reduce gradients on the Cartier section of the Lake Superior division; the Broadview and Swift Current sections of the Central division, and the Shuswap section of the Pacific division. (April, pg. 131.)

Fort William.—A contract is reported to have been let for the construction of a steel coal-handling plant at Fort William, Ont.

Rat Portage Bridge.—The new bridge over the Winnipeg river at Rat Portage is practically completed.

Winnipeg Station and Subway, etc.—Some discussion has taken place between the city council and W. Whyte, Assistant to the President, in respect to resuming negotiations for the erection of a new station, hotel, subway, etc., since the Legislature declined to approve of the last agreement. Nothing, however, has been accomplished. Mr. Whyte is reported as stating that negotiations are off, and a member of the council is reported as saying that he saw no prospect of negotiations being successfully resumed in the near future.

Darlingford, Southwesterly.—We are advised by a Manitoba Government official that the 10 miles of line from Darlingford, on the Pembina branch, southwesterly, which the Manitoba Commissioner of Railways has power to build, will be constructed under an arrangement to be entered into with the C.P.R. Nothing has been announced as to the date when construction is likely to be commenced.

Side Tracks for Elevators.—The grain men at Winnipeg have been notified that the company will construct side tracks on which elevator sites will be located at a number of points, between stations, in Manitoba and Assiniboia.

Manitoba and Northwestern Ry.—We are officially informed that it is intended to extend this line 30 miles this year.

Brandon.—We are advised that it is not the Co.'s intention to erect a grain elevator at Brandon, Manitoba, this year, as recently stated in press reports. (April, pg. 131.)

Pipestone Branch.—We are officially informed that this branch will be extended from Arcola to Regina, Assa., 113 miles, this year. Press reports state that Foley Bros. & Larson, of St. Paul, Minn., have been given the contract for the grading, and will commence work immediately. (April, pg. 131.)

Pheasant Hills Branch.—Construction will be resumed on this branch, and will be continued to mileage 105 from Kirkella, at Newdorp or Pheasant Hills, Assa., this season. Track was laid on 40 miles in 1902, leaving 65 miles to be built this year. A contract is reported to have been let to Foley Bros. & Larson, St. Paul, Minn., who are sub-letting the grading in two and five mile sections. A survey party under A. L. Buck, is reported to have reached Saskatoon, having completed a survey of the projected extension of the line to that point, and a branch south of Last Mountain reserve through the Strassburg settlement. (April, pg. 131.)

Saskatoon.—C.P.R. officials on the Central division are not aware of any intention to construct a round-house at Saskatoon, as recently stated in press reports. (April, pg. 131.)

False Creek, Vancouver.—Surveys have been made with a view of locating a spur line between the Lulu Island bridge and the Cam-

bie st. bridge, to accommodate the industries of the district.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—Press reports state that an extension is projected from Glenwood, to Foston, Minn., about 120 miles, with the ultimate idea of reaching Winnipeg. Another report states that the line will be extended to Grena, Man., at which point the C.P.R. has connection with the Great Northern Ry., U.S.A. Sir Thos. Shaughnessy is credited with stating that the "Soo" line officers have for some time been considering building so as to secure a direct connection with Winnipeg.

Canadian Freight Association.

At the 20th annual general meeting in Montreal, April 9, the following officers were elected:—President, W. P. Hinton, General Freight and Passenger Agent, Canada Atlantic Ry., Ottawa; First Vice-President, C. Howe, Assistant General Freight Agent, Michigan Central Rd., Buffalo, N.Y.; Second Vice-President, W. R. MacInnes, Freight Traffic Manager, C.P.R., Montreal; Secretary-Treasurer, Chairman of Committees and Manager of Car service department, J. Earls, Toronto. The following committees were appointed:—

EXECUTIVE COMMITTEE: W. B. Bulling, J. Pullen, W. P. Hinton.

CLASSIFICATION COMMITTEE: W. B. Bulling, S. P. Howard, F. J. Watson, J. H. Hanna, J. Hardwell, W. P. Hinton, T. Marshall, C. Howe, C. A. Jacques, W. Phillips.

FREIGHT INSPECTION COMMITTEE: G. Collins, F. Conway, F. F. Backus, J. Hardwell, C. E. Dewey, M. H. Brown, W. M. Warburton, T. Henry, J. J. Mossman.

CAR SERVICE COMMITTEE: J. B. Morford, M. C. Sturtevant, G. S. Cantlie, W. Woollatt, E. Fisher, J. F. Chapman, J. E. Duval, T. E. Henderson, E. F. Seixas, G. Tombs.

The annual summer meeting will be held at the Manoir Richelieu, Murray Bay, Que., early in July.

The G.N.W. Telegraph Co. last year re-constructed 307 miles of line, and strung 90 miles of new lines. There were used 2,438 miles of iron wire, of which 1,238 miles were strung on the G.N.W. lines, and 1,200 miles on the lines of the G.T.R.; and 742 miles of copper wire. In addition to this the following extensions were made to the company's lines in the Muskoka district of Ontario:—A cable 3.5 miles in length from near Windermere to the Royal Muskoka hotel, and the lines were extended from Port Carling to Bala, thus completing the company's connection to every important summer resort in Muskoka. Extensive improvements are being made in the operating department at Toronto, including a new switch board, with the latest modern devices, new instruments, tables, etc.

The Northern Navigation Co. of Ontario has issued a circular to tourist and city ticket agents stating that 5% commission will be paid this year on its proportion of tickets, but not on amounts accruing to any connecting railway or steamship line. The commission will be paid by Dec. 20 next, if vouchers are sent in by Dec. 10.

The Hampton & St. Martin's Ry. in New Brunswick, according to press reports, is not likely to be operated this year. The Dominion Government is to be memorialized in regard to the matter by the people interested.

The Muskoka Lakes Navigation and Hotel Co., Ltd., has given a chattel mortgage for \$85,000, covering its entire property, to the Canada Permanent and Western Canada Mortgage Corporation.