

Drew, of Guelph, Ont., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Lucknow to Hanover via Walkerton. Power is asked to amalgamate with other companies, and to issue bonds to the extent of \$25,000 a mile. (Mar., pg. 83.)

Welland and Grand Island Bridge Co.—Application is being made at the current session of the Dominion Parliament for an act extending the time within which the company may construct its projected bridge.

Whitehorse and Alsek Ry.—B. B. Johnston, S. L. Howe, W. L. Newsom, T. McCaffray, A. E. Garrett, of Vancouver, B.C., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Whitehorse to Alsek Creek, Yukon Territory, and from the International Boundary northward by the White River Valley to Dawson. The Railway Committee of the House of Commons struck out the clauses relating to the latter, and recommended the giving power for the Whitehorse-Alsek Creek section only. (Mar., pg. 83.)

Whitehorse, Klauene and Northwestern Ry.—Application will be made at the current session of the Dominion Parliament for an act incorporating a company for the purpose of constructing a railway from Whitehorse to Klauene Lake, with power to construct branches and to carry on a general navigation business on the lakes and rivers of the Yukon Territory.

Windsor and Tecumseh Electric Ry.—C. M. Walker, E. F. Ladore, J. H. Coburn, of Walkerville, Ont.; F. McK. Ohl, W. F. Brown, of Toledo, Ohio, were incorporated at the recent session of the Ontario Legislature with this title to construct a railway from Windsor, passing through Walkerville to Tecumseh, Ont., and to operate the same by electricity, compressed air or other motive power. Power is asked to enter into agreements with the Sandwich, Windsor and Amherstburg Ry., the G.T.R., the C.P.R., the Lake Erie and Detroit River Ry., or the Ontario Traction Co. (Ltd.) for connections or running arrangements.

Windsor, Essex and Lake Shore Rapid Ry.—An act was passed at the recent session of the Ontario Legislature authorizing an increase of the capital stock from \$500,000 to \$1,000,000; confirming the franchise granted by the city of Windsor, and authorizing an extension from the present proposed terminus at Wheatley to Chatham. (Mar., pg. 83.)

Winnipeg, Selkirk and Lake Winnipeg Ry. (Electric).—The balance of the rails for this line, which were on board the str. *Ad- vance* when she was burned near Sault Ste. Marie, Ont., in 1903, have been recovered and shipped to Winnipeg. The company proposes to go on with tracklaying, laying sidetracks and ballasting at once, and to complete the line. No arrangements have been made to secure an entrance into Winnipeg for the line. (Mar., pg. 83.)

Winnipeg Electric St. Ry.—The plans for laying tracks on Norwood bridge to connect the St. Boniface and the Winnipeg lines, and for the subway under the C.P.R. tracks on Portage Avenue, have been approved by the Winnipeg city council. (Mar., pg. 83.)

Yonge St. Bridge, Toronto.—The fire on Front St. and Esplanade St., Toronto, has resulted in a discussion as to the probability of securing a site for this bridge to the west of the Custom house building instead of on Yonge St. It is claimed that this site will not be so costly as the Yonge St. site. The C.P.R. has given notice that it will apply to the Railway Commissioners to have the whole question reopened. (Mar., pg. 83.)

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

Atlantic and Northwestern Ry.—The application of the C.P.R. for an extension of time for the completion of the lines authorized by the act of incorporation of the A. and N. Ry., has passed the House of Commons. (April, pg. 113.)

Piles Jet. to Grand Mere.—At the current session of the Dominion Parliament the C.P.R. is applying for an act extending the time for five years for the construction of a line between Piles Jet. and Grand Mere, Que. The measure has been passed by the House of Commons. (April, pg. 113.)

Toronto-Toronto Junction Double Track.—A gang of men are at work grading for a double track from between Toronto, Toronto Junction, and Weston, Ont. The work will include a new bridge at Black Creek.

Toronto to Sudbury.—Work has been commenced at Romford, on the transcontinental line 6.8 miles east of Sudbury, on the construction of a line southerly to or near Toronto. The objective point of the work at present is Byng Inlet, a point on Georgian Bay about 55 miles south of Romford. From this point the line will pass southerly through the Muskoka country, through Bala, and on to Barrie. From that point into Toronto the route has not been finally adopted. Three parties are in the field in connection with the surveys, under Messrs. Kemly, Killaly and Mockill, and the whole is in charge of F. S. Darling, Division Engineer of Construction. A route giving a gradient of 3-10 of 1% compensated has been secured, and the location is being proceeded with to this standard. The grading is being done by Foley Bros. and Larsen, contractors. The plans filed at Ottawa show a line from Romford via Byng Inlet to Parry Sound, thence via Muskoka, Bala, Fessenden, Coldwater, Mount St. Louis, Craighurst and Midhurst, into Barrie, thence via Newton, Robinson, Schomberg, Hollypark, Nobleton, to Kleinburg, on the line from Toronto to Owen Sound. Sir T. G. Shaughnessy, President, states that it is the intention of the company to construct the line until it is completed to a junction with the line in the vicinity of Toronto. It is impossible to state how much work will be done during the year.

Winnipeg Subway.—A contract has been let to Deeks & Co., Winnipeg, for the construction of the subway on Main Street, Winnipeg. The negotiations in connection with the arrangement of this matter have been going on between the company and the city for three years or more. The plans for the subway provide for carrying eight tracks across Main Street on a reinforced, concrete-groined arch structure, at an elevation of 5 ft. above the present level of the street. The total length of subway and approaches is 646 ft. 8 in., and the total width over sidewalks, 100 ft. The arch structure has a width of 140 ft. over copings. There are three main elliptical roadway arches of 23 ft. 3 in. clear span, and two semi-circular sidewalk arches of 11 ft. 10½ in. clear span, carried on four rows of reinforced concrete columns. Two street railway tracks are provided for in the centre archway, with a clear headway of 14 ft. over the centre of each track, while the side roadway arches are intended for vehicular traffic. The roadway will have a grade of 1 in 20 in the approaches and will be paved with wooden blocks, laid diagonally from centre to sides across the street, laid on six inches of concrete. Sidewalks will be granolithic, 3 ft. 6 in. above the roadway, and laid to same grade. The railway tracks which cross Main street on a skew of 86° 04' are laid in depressed ballast troughs, base of rail being 5 in. below tops of platforms and beams. The main longitudinal beams terminate in buttresses, and are reinforced with old rails, latticed to-

gether, making continuous trusses between buttresses of retaining walls. In addition to these rail trusses, other loose rails are provided on tops of beams over columns, and bottom of beams in centre of spans, all of which are joined together by additional shear bars hooked through holes punched in rail webs. The load is transferred to these beams by solid concrete floor, reinforced with rails and rods, the latter bent up and hooked in concrete beams at ends. The columns and footings are also reinforced with rails and rods. Platforms are 6 in. concrete slabs, reinforced with expanded metal, through which skylights are provided over each roadway and sidewalk. These skylights are removable to allow of snow being deposited and distributed on roadways below, so that sleighing will not be interfered with in winter time.

Winnipeg Station and Hotel.—Tenders for the construction of the new station and hotel at Winnipeg were received up to May 28, and are under consideration. The first work to be gone on with will be that section of the building to be devoted to the general office and station buildings. This is necessary in order that the present offices may be vacated, and the space utilized in track rearrangements made to facilitate the handling of the company's business. The architects for the building are E. and W. S. Maxwell, Montreal. (April, pg. 113.)

Portage la Prairie to Brandon.—The track between Portage la Prairie and Brandon, Man., 77 miles, is to be relaid with 80-lb. steel rails this season.

Weyburn to Stoughton or Heward.—Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of a branch line from Weyburn, on the Souris branch, easterly to Stoughton or Heward, Man., on the Pipestone branch.

Manitoba and Northwestern Ry.—The Railway Committee of the House of Commons has approved of an act authorizing the construction of the following lines: from Sheho, southerly of Quill Lakes, westerly and northwesterly for about 100 miles; from Churchbridge southerly to a junction with the Pheasant Hills branch of the C.P.R. at Cut Arm Creek; and branch lines not exceeding 30 miles in length in any one case. (April, pg. 113.)

Saskatoon Bridge.—Two spans of the bridge across the South Saskatchewan River at Saskatoon, Assa., were washed away by floods, April 15. A temporary pile structure is being erected so as to enable traffic to be resumed, but it will be some weeks before this is completed. Whether the bridge will be reconstructed on its present site or not has not been determined. Surveys are being made with a view of determining what is best to be done. It is reported that the Saskatchewan river has changed its course into an old bed, but this cannot be determined finally until the floods have thoroughly subsided, and the engineers, who are now making surveys in the vicinity in connection with the extension of the company's lines to Saskatoon, will investigate.

Land and Irrigation Department Offices.—The new building which is about to be erected at Calgary will be the headquarters for the Superintendent of Irrigation and B. C. Land Commissioner, J. S. Dennis, and W. O'Toole, the Land Agent at Calgary, under F. T. Griffin, Land Commissioner at Winnipeg. The building is a two-story one of stone, 55 ft. long and 35 ft. wide, with metal roof, plate glass windows. The ground floor will contain offices for the general and B.C. Land Departments, and the second floor will contain offices for the Irrigation Department. The contract has been let to A. Pirie, of Calgary, Alta. (April, pg. 113.)