

Construction & Betterment Notes.

THE GRAND TRUNK is putting in 10 additional sidings, with a capacity of 60 cars each, at Belleville, for freight traffic.

INTERCOLONIAL.—E. Crossman has a contract for erecting between 3,000 & 4,000 rods of fencing between Moncton, N.B., & Campbellton. A. J. Tingley has the contract for the division between Moncton & Newcastle. The new station at Moncton, N.B., is about finished.

THE MICHIGAN CENTRAL expects to build a bridge over Big Creek, near Tilbury, this year. Bridge Engineer Douglas informs us it will consist either of a single span, 60 ft. in the clear, with steel-plate girders resting on masonry abutments; or it will be made in 2 spans each 30 ft. in the clear. The contract has not been let.

OTTAWA & NEW YORK RY.—The contractors have about 50 men employed on the bridge across the Racket River. The stone for both piers is on the south side ready for use. The excavations on the south side are also made & ready for the concrete & the crushed stone & cement are on the ground. The iron for the Helena & Racket bridges has arrived at Moira on the O. & L.C. Ry. & will soon be put in place.

Chief Engineer F. D. Anthony has furnished us the following particulars: The first shovelfull of earth was moved August 23, 1897. When snow & frost shut the work down for the winter we had accomplished the grading & bridging of the 53 miles between Cornwall & the Junction of the Canada Atlantic Ry. near Ottawa, & laid the track on it. From Cornwall south to Moira, N.Y., including Cornwall Island, something over 50% of the grading was accomplished, including the abutments & pier for the bridge crossing St. Regis River. All this work is now being pushed to completion as rapidly as possible, ballasting of the track laid last fall included, over half of which is done. The St. Lawrence bridge work was started last fall with the rest of the work, & the abutments & 2 of the piers in the south channel bridge were completed last fall, & the other 2 piers were carried up above water. These 2 piers will be completed this week. The false work at this point is now going up, & the metal erection will begin this week. The abutments, foundations for viaduct approaches, & the piers for the drawbridge over the Cornwall

Canal, are completed, & preparations for the remaining 4 piers, which will support the cantilever span over the north channel of the St. Lawrence, are well under way. Balch & Peppard are the contractors for the road complete, outside of the big bridges which are being built by U.S. firms. The construction company is called the New York & Ottawa Co.

PEMBROKE SOUTHERN.—It is said that a contract for 5 miles of the Golden Lake end of this line has been let to J. G. Sherwood, of Emsdale, Muskoka.

QUEBEC CENTRAL.—In reference to an item we published last month about a proposed extension of the shops at Newington, near Sherbrooke, General Manager Grundy informs us "it is the intention of the Co. to extend the shops, but at present the work is not going forward."

TILSONBURG, LAKE ERIE & PACIFIC.—General Manager Teall informs us, under date of May 7, that about half the steel is laid on the connection between this line & the M.C.R., & work is progressing on the substructure of the Otter Creek bridge, which will be a steel structure 756 ft. long, made by the Dominion Bridge Co. It will rest on 30 cylinders of 4 ft. in diameter, which are sunk in the bottom of the pond until they strike clay bottom, then they are filled with concrete. The picnic grounds at Pt. Burwell are being cleaned & buildings repainted, & everything put in readiness for the summer season. The interlocking plant at the junction of the T. L. E. & P. Ry. & the G.T.R. air line will be completed in the course of a week.

In consequence of the dividing of the C.P. R. Eastern Division lines east of Chalk River between two Superintendents, the east-end dispatchers, J. West, W. Rose & E. Dion, have been moved from Ottawa to Viger Square Station, Montreal.

A persistent rumor has been going round to the effect that the divisional offices of the C.P.R. were to be moved from Vancouver. Manager Whyte assures us there is nothing in it. What probably gave rise to it is the fact that the Co. is making a change in the system of paying Pacific Division employes from payments in cash through the pay car to payment by wages cheque, & it is probable the cheques will be issued by the Paymaster at Winnipeg, who will act for both the Western and Pacific divisions.

OPERATING.**G.T.R. Graphic Car Record.**

The G.T.R. has instituted a unique & important change in its car record office. M. C. Sturtevant, the newly-appointed Car Service Agent, has adapted to the System the graphic method of car-tracing, which has been applied to the G.T.R.'s fast freight system, & will be of great advantage to shippers because of the immediate detection of the position of any given car which obtains under such a system.

There are only certain classes of freight to which the new system will apply, these being perishable goods, such as dressed beef, fruit, fresh fish, glucose, poultry, eggs, canned goods, butter, liquors, ale, beer, live stock, high explosives, vegetables, & all other such "rush" goods. Under the old system the position of any given car could be ascertained only by tracing it from point to point. This took much time, & caused considerable annoyance & delay. Under the graphic plan the entire G.T. System is divided into 11 divisions, each being the run of one engine. Every train of freight is known by a cipher, & all cars numbered in sequence. All stations at which freight originates, or comes on or goes off, are known as manifesting stations, & are assigned certain letters for telegraphing & also a certain number of manifesting numbers.

As each train passes from one division of the system to another, a report is wired to Mr. Sturtevant, at Montreal. The progress of each car & each train, accordingly, is registered on a board, 24 feet long, which represents the G.T.R. System in miniature, with the names of all important stations. Each fast freight car is represented by a peg, colored according to originating point, Chicago, for instance, being white, & New Orleans yellow, etc. In this way the Car Service Agent in Montreal can tell at a moment's notice the precise position of all goods in transit. A record is kept of the time occupied in each divisional run, each stop & change of engine, & each delay of any kind. Every engineer & conductor, therefore, is under immediate supervision, & all unsatisfactory performances are at once detected & corrected.—Montreal Herald.

General Superintendent McGuigan informs us that the standard code of the American Railway Association will go into effect on the G.T.R. system at noon, July 1.

Drummond, McCall & Co.

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Buffalo Furnace Co.: "Buffalo Scotch,"
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Seebohm & Dieckstahl's "Self-Harden-
ing" Steel.

"Snow" Steam Pumps.

Cast Iron Water Pipes.

"Ludlow" Valves and Hydrants.

Railway Car Wheels.

Iron and Steel Plates, Sheets and Bars, General Metals.