

Grand Trunk Pacific Railway.

A contract has been let to Foley Bros., Larson & Co., of Winnipeg, Man., and St. Paul, Minn., for the construction of the Lake Superior branch from Fort William to Lake Superior Jct., Ont., about 210 miles, and including a branch into Port Arthur. Lake Superior Junction is the point where a connection will be made with the Eastern Division, which the National Transcontinental Railway Commissioners will construct easterly from Winnipeg. The contract covers the grading, culverts, bridges (except those of steel) and everything ready for the ties and tracklaying. The company will let the contracts for the steel bridges direct, and will do its own tracklaying. The maximum gradient eastbound is 0.4%, and westbound 0.6%, and the maximum curvature is 5° compensated. There is a large amount of rock-work on the contract, in one place there being a cutting of 128,000 cubic yards; while across the height of land there is a good bit of shallow muskeg. There are a few bridges on the route, including four large steel ones. The company will build its own stations and put in a water service. There will be a division point about 100 or 110 miles north of Fort William. The work is to be completed in time to have the line in operation in the fall of 1907. O. W. Swenson, who was recently in charge of construction for the firm on the C.P.R. Toronto-Sudbury line at Wahnapiatae, Ont.; will have charge of construction of the G.T.P. branch, with his headquarters at Fort William.

The construction for the company is under the charge of G. A. Knowlton, Division Engineer at Fort William, Ont. The first section is 100 miles in length, and is sub-divided under the charge of A. G. Allan, as Assistant Engineer, for the first 50 miles, with headquarters at Fort William, and G. Macrone, Assistant Engineer in charge of the second 50 miles, with headquarters at Savanne, Ont. The assistant engineers have a number of resident engineers under them, each of whom has charge of from six to ten miles of construction. On the first 50 miles the resident engineers, with addresses, are:—S. Street, R. A. Frederick, Fort William; A. E. Morris, Kakabeka; H. B. Dibblee, Kaministiquia; S. F. Hazelwood, Finmark; J. M. Fotheringham, Buda; and on the second 50 miles, W. R. Smith, C. D. Fairchild, J. S. Leitch, J. A. Vickery and E. R. Brobeck, their nearest post office being Savanne. This second 50 miles runs through unsurveyed territory and a more exact location of the resident engineers cannot be given. The contractors have been completing their storehouses and other arrangements, but have not yet let any sub-contracts.

The question of the Winnipeg terminals has been under consideration by the National Transcontinental Railway Commissioners, the Canadian Northern Ry. and the G.T. Pacific Ry. interests, and the Winnipeg City Council. The Board of Railway Commissioners has also some matters before it in connection with the closing of certain streets on the lands acquired by the Canadian Northern Ry. for its terminals. The proposition is that there should be a joint terminal for the G.T.P. Ry. and the Canadian Northern Ry. This latter company has secured a large area of land for its terminals, and a good deal of the difficulty in arranging for joint terminals is as to the ownership of the land.

The contractors for the line from Portage la Prairie to Touchwood Hills, Man., 275 miles, McDonald, McMillan Co., have let sub-contracts as follows:—36 miles to G. H. Strevel, Portage la Prairie; 10 miles to N. Keith, Portage la Prairie; two miles to W. McQuat, Wellwood; four miles, Roe Bros., Wellwood; five miles, J. A. Munson, Brookdale; 11 miles, J. A. Tierney, Varcoe; two

miles each to W. Carson, G. S. Poole and H. Olsen, Varcoe; five miles, A. J. Selwood, Miniota; 25 miles to J. Bradley, Miniota; two miles to A. D. McCormick, Miniota; seven miles to H. Guilbault, Miniota. The general contractors have camps at four points covering seven miles of the heavy work on the Sand Hills, and anticipate putting on some more steam shovel outfits during the fall. A sub-contract has been let to the Doukhobors for 17 miles of the heavy work, on which it was expected to put on at once about 150 teams and 1,500 men. These contracts cover about 140 miles of the work, which it is expected to have completed ready for tracklaying early in next season. Contracts for an additional mileage are expected to be let at an early date. C. W. McMillan is Manager of Construction; A. T. Fraser, Chief Engineer; J. McLaren, Assistant Engineer; and W. J. Weller, Bridge Superintendent, for the contractors, and the following represent the railway company:—Section 1, from Portage la Prairie, westerly for 86 miles, Assistant Engineer A. M. Jones, who has under him as resident engineers: B. Ripley, Bagot, Man.; H. L. Johnston, Austin, Man.; M. A. Burbank, Carberry, Man.; J. Durie, Sewell, Man.; C. M. Bull, Forest, Man.; R. F. Hickman, Carnegie, Man. Section 2, H. B. Roe, Assistant Engineer, who has as resident engineers: C. E. McLennan, Oak River, Man.; A. E. Stanton, Miniota, Man.; J. Hislop, Birtle, Man.

The plans for the line from Touchwood Hills, Man., to Edmonton, Alta., have been supplied to the Dominion Government, and C. Schriber, formerly Deputy Minister of Railways, has been commissioned by the Minister of Railways to report upon the location. The company expects to be able to put under contract about 400 or 500 miles of line west of Touchwood Hills, by the end of Nov.

In reference to the terminus of the line on the Pacific coast, reports are current that Vancouver will be chosen instead of Port Simpson or Kaien Island. A press report is also current that a prize of \$250 is to be offered by the company for the best name for the terminus, the competition to be among the school children of the Dominion.

The G.T.R. has placed an order for 150,000 tons of steel rails, the first delivery of 25,000 tons to be made early in 1906.

The Canada Car Co.'s shops at Montreal have a complete fire extinguishing plant. For this 4,400 ft. of hose were purchased from the Canadian Rubber Co. of Montreal.

F. R. Carney, formerly of the W. U. Telegraph Co., Chicago, and latterly local manager of the G.N.W. Telegraph Co.'s Ottawa office, has been appointed manager of the G. N.W.T. office in Montreal, succeeding W. B. Powell.

W. J. Duckworth, heretofore Inspector of offices, Great Northwestern Telegraph Co., has been appointed Superintendent of Construction and Maintenance, to succeed A. B. Smith, appointed Manager Grand Trunk Pacific Ry. Telegraph Department. C. D. Dawsey succeeds Mr. Duckworth as Inspector.

A Winnipeg despatch dated Oct. 26, states that a Union depot for the Canadian Northern Ry., and the G. T. Pacific Ry., has been decided upon, and that it will be built almost in the heart of the city, just north of the present terminals of the C.N.R. The Great Northern Ry. (U.S.) and the Northern Pacific Ry., are also interested in the terminals. The yards and terminals will be entirely re-constructed, and it is considered probable that the C.N.R. and the G.T.P. will have separate freight yards, those of the former being at St. Boniface. The new terminals will, it is stated, cost between \$3,000,000 and \$4,000,000.

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

Chateau Frontenac Extension.—The C.P.R. has purchased several properties on St. Louis St., Quebec, and is negotiating for some other adjoining properties in connection with the plans for the extension of the Chateau Frontenac.

Angus Shops Extension.—Permits have been granted by the Montreal City Council for the erection of five new buildings near the Angus shops. The buildings will include car and paint shops 107 ft. frontage by 321 ft. deep, 30 ft. high, to be constructed of brick with a flat roof; scrap iron shed 303 by 30 ft.; a dry kiln 85 by 44 ft.; a two-story lunch room and dwelling 116 by 70 ft., and a second lunch room to be a single story building 116 by 70 ft.

Ottawa Terminals.—Plans have been filed at Ottawa for terminals, freight sheds and stations, on the east side of the canal, south of Laurier Ave., Ottawa. About one-half of the land required is reported to have been purchased, and negotiations are in progress for the remainder. The carrying out of the plans will necessitate the closing of Nicholas St. for some portion of its length. Considerable opposition is being manifested to the plans, and it is expected that the Railway Commissioners will be asked to direct the formation of a terminal company to provide a joint station, etc. for all lines entering Ottawa.

Victoria Harbor Line.—The surveys for a line from Victoria Harbor to a point on the main line between Montreal and Toronto, are being pushed, and preliminary reports show that a gradient of 3-10 of 1% may be secured. The point of junction with the main line has not been decided, though Peterboro', Havelock and a point near Sharbot Lake, Ont., are all suggested. J. W. Leonard, Assistant General Manager, Eastern lines, stated in a recent interview, that the line would be an expensive one to construct. A short route with the easiest gradients was what the company aimed at, and the selection of the point of junction would depend wholly upon the suitability of the location as reported upon by the engineers.

Stratford-Listowel Branch Lines.—The plans for the construction of a branch from the Guelph and Goderich Ry., at the boundary of Waterloo and Perth counties into Stratford, Ont., and from Linwood on the same line to Listowel, have been approved by the Board of Railway Commissioners. The Stratford branch will connect with an extension of the Tillsonburg, Lake Erie and Pacific Ry., from Ingersoll, via St. Mary's to Stratford.

Fort William-Winnipeg Second Track.—The work of constructing the second track between Fort William, Ont., and Winnipeg, Man., is being proceeded with east and west from Kenora, Ont., where the heaviest rock work is encountered. During the current year work will be chiefly done on changes of line necessitated by the grade improvements, but as soon as navigation closes and the shipment of wheat eases off, the work of widening the rock cuts will be commenced. Earth cuttings will be taken out this fall and until the severe weather makes it too expensive to move that material. Masonry for double track bridges will be proceeded with and it is expected to get out stone and to work in the quarries all winter. All the tunnel work will be carried on during the winter, and pushed to completion without interruption. Changes of line occur between Cross Lake and Ingolf, Deception and Busted, east and west of Snell, east of Parry, and one change on the Fort William section east of Dexter. The maximum gradients will be 0.4%, both east and west bound, and the curvature will be practically the same as at present where no line changes occur. Press reports state that sub-contracts have been let by Foley Bros. and Larson as follows: