

Canadian Pacific Railway, Construction, Betterments, Etc.

Second Track Work at St. John's, Que.—

We are officially advised that the second track work between St. John's and Highlands, Que., 22 miles, is well on to completion. The application made to the Board of Railway Commissioners was for approval of plans for a second track from mileage 17.35 Farnham subdivision, a point between St. Gregoire and Iberville jet., but the plans submitted therewith only covered the work from the eastern end of the yards at St. John's. It is likely that the second track work will be continued easterly from St. John's to Farnham, next year, but plans for this work have not yet been approved. When undertaken the work will be covered by a new application to the Board. J. M. H. Fairbairn, Assistant Chief Engineer, Montreal, has charge of the work.

The Board of Railway Commissioners has authorized the opening for traffic of the portion of the second track from L'Acadie to north of diamond crossing G.T.R. at St. John's, Que., 3.60 miles.

Campbellford, Lake Ontario and Western Ry.—The following assistant engineers have been appointed in charge of 40 mile districts under the Engineer of Construction, C. W. P. Ramsey, viz.:—C. Luscombe, Parham station; W. H. McGaan, Belleville; G. R. Balloch, Cobourg; E. Duncan, Newcastle; H. H. Charles, Agincourt.

The Board of Railway Commissioners has approved of location plan for the line from mileage 125.5 to 127.32, west of Glen Tay, and of plan for a subway on road allowance between lots 8 and 9, Scarboro tp., Ont.

The following subcontracts have been let for grading, etc., on the line:—Mileage 41 to 43, Taylor and Thom, Enterprise, Ont.; mileage 46 to 51, P. McCoy, Croydon, Ont.; mileage 51 to 56, Irvine and Morrison, Roblin, Ont.; mile 69, A. McDonald, Shannonville, Ont.; mileage 70 to 82, Mulhern and Barrett, Shannonville, Ont.; mileage 82 to 84, McRae and Campeign, Bayside, Ont.; mileage 84 to 88, F. R. Welford, Belleville, Ont.; mileage 88 to 91, Deeks and Hinds, Belleville; mileage 91 to 105, F. R. Welford; mileage 107 to 110, E. P. Creswell, Colborne, Ont.; mileage 115 to 123, Chisholm and Morley, Cobourg, Ont. The subcontract for concrete work from mileage 40 to 55, has been let to Campbell and Lathmore, Perth, Ont.; mileage 55 to 80, to the Highland Construction Co., Toronto; for all structures mileage 80 to 106, F. R. Welford, and for the Jones creek culvert, to T. Manley and Son, Belleville, Ont.

We are officially advised that the following are sub-contractors on the first 40 miles out of Glen Tay:—Mileage 0 to 6.2, P. McCoy, Kingston, Ont.; mileage 6.2 to 7.5, J. M. Foreman, Perth, Ont.; mileage 7.5 to 8.5, McMartin and Murdock, Perth; mileage 8.5 to 9.0, Shea and Huff, Perth; mileage 9.0 to 11.5, McMartin and Murdock; mileage 11.5 to 15.0, A. and W. D. Wheaton, Amherst, N.S.; mileage 15.0 to 24.8, Toronto Construction Co., general contractors, Belleville, Ont.; mileage 24.8 to 39, Johnson Bros., Belleville; mileage 39.0 to 40.0, White and Scriven, Smith's Falls, Ont.

Toronto Yards.—The retaining wall along Front street, from Bathurst street easterly to Spadina avenue, Toronto, has been finished, and the clearing away of the sloping bank is well advanced. The switch connections are being made with the various tracks, so as to connect with the track on the acquired ground leading to the new yards on the site of the old Government house.

Toronto West Second Track Work.—Work has been restarted on the second track west-

erly from Toronto, which now terminates west of Islington, Ont. It is said that the line will be at once extended through Cooksville, to Hurontario street—the Port Credit Collingwood road—and that the new track will be connected by a Y with the branch line to the G.T.R. at Mimico yards.

Fordwich, Ont.—The Board of Railway Commissioners has approved of location plan for some improvements at Fordwich, a station on the Teeswater line, and local reports state that surveyors have been at work in the vicinity locating lines to Listowel, and to Blyth, on the Guelph and Goderich Ry.

Chatham to Sarnia, Ont.—Press reports state that surveys have been made for a line from Chatham, via Petrolia, to Sarnia, Ont., and that its construction is under consideration.

In a recent interview the mayor of Sarnia is reported as having stated that he had had a conversation with H. D. Lumsden, M. Can. Soc. C. E., upon railway matters, and he understood that construction would be started almost immediately on a line into Sarnia. Representatives of the Sarnia board of trade have visited Montreal recently in the interests of railway extension, and the mayor added he understood that considerable property had been acquired in the vicinity for railway purposes.

Main Line Location McNab Tp.—The Board of Railway Commissioners has authorized the company to change the location of its main transcontinental line in McNab tp., Ont.

Blind River Bridge.—The Board of Railway Commissioners has authorized the company to rebuild bridge 102.55 over Blind river, Algoma subdivision, Lake Superior division.

Lake Superior Division Second Track.—Some details were given in Canadian Railway and Marine World for July, pg. 349, with reference to the second track work on this division. Considerable progress has been made with this work, which when completed will have a considerable effect in preventing congestion at divisional points, and generally along the line. The pin truss bridge across the Big Pick river, consisting of two 160-ft. spans and two central 180-ft. spans, is being replaced by a plate girder bridge. The central spans are left the same length, but the end ones are divided into two, of 80-ft. span. The Little Pick river bridge, of two 165-ft. pin trusses with shore approaches, is having the two main spans replaced with plate girders of similar span.

It is said that some consideration has been given to a plan for diverting the line from Anglin, 22 miles west of Heron Bay, to the Little Pick river bridge, and running inland along a valley, to get away from the shelf construction along the lake front. Nothing has yet been done in the way of locating a route for such a diversion.

Fort William Improvements.—It is said that a number of additional spur tracks to serve industrial concerns are to be built at once at Fort William, Ont.

Press reports state that the construction now being carried on upon Island no. 1 form part of a large plan for the development of the company's railway and steamship facilities, which is to be carried out during the next five years at a total estimated cost of \$10,000,000.

Boissevain to Lauder, Man.—The Board of Railway Commissioners has approved of revised location plans for the projected line from Boissevain to Lauder for 35.29 miles. The line will have a total length of 37 miles, and will extend from Boissevain, where the Great Northern Ry. line to Bran-

don crosses the C.P.R. Winnipeg-Delorraine-Lyleton line, to Lauder, where a branch runs west to Alida, Sask.

Estevan to Forward, Sask.—The Board of Railway Commissioners has approved of revised location plans for the line from Estevan to Forward, 55 miles.

Hawarden to Floral, Sask.—The Minister of Railways has approved of the route map for a line from Hawarden, 22 miles south-east of Outlook, on the line northwesterly from Moose Jaw, northerly to Floral, 11 miles east of Saskatoon, Sask., 46.8 miles.

Asquith to Conquest, Sask.—The Board of Railway Commissioners has approved of location plans for a line from Asquith, Sask., 24 miles west of Saskatoon, southerly to Conquest, a few miles west of the crossing of the Saskatchewan river at Outlook on the branch, northwesterly from Moose Jaw, 35 miles.

Swift Current Southeasterly.—The Board of Railway Commissioners has authorized the opening for traffic of the extension of the Swift Current southeasterly line, from Neville to Vanguard, Sask., mileage 27.5 to 43.6.

Swift Current Westerly.—The Board of Railway Commissioners has approved location of the Swift Current branch, formerly Swift Current to Brooks branch, mileage 0 to 84.98. Brooks is a station on the main transcontinental line, 66 miles west of Medicine Hat, and it is said that the line formerly projected from Swift Current to Brooks, is now to be carried to Bassano, Alta. The line is open for traffic as far as Cabri, and is under contract for 80 miles further. Press reports state that final surveys for the remaining mileage have been completed.

Suffield Southwesterly.—We are advised that this line is under construction for 55 miles in a southwesterly direction from Suffield, Alta. The original contract let to J. G. Hargrave Co., Ltd., called for the building of 30 miles, but this was extended to cover an additional 25 miles. The line traverses the Southern Alberta Land and Irrigation Co.'s lands for 3 miles, and through homestead land for the remaining two miles, terminating in sec. 9, tp. 13, range 17 west of the 4th principal meridian, at Barvey, a post office 25 miles north of Taber. The line runs through uncultivated land, but at its proposed present terminal reaches a good farming country, right through to Carmangay, in which there is considerable settlement. The general contractor has let subcontracts as follows:—Mileage 0 to 1, Morrison and Cusack, Suffield; mileage 1 to 3, C. Chapman, Suffield; mileage 3 to 9, G. H. Webster, Calgary; mileage 9 to 10, W. B. Adams, Okotoks; mileage 10 to 12, Wallace Bros., Carlstadt; mileage 12 to 13, Olson and Nelson, Suffield; mileage 13 to 14, Swanson and Anderson, Suffield; mileage 14 to 15, W. B. Acres, Suffield; mileage 15 to 16, A. Anderson, Suffield; mileage 16 to 22, Higdon and Kerr, Medicine Hat; mileage 22 to 36, E. G. Brandenburg, Suffield; mileage 36 to 38, E. Erickson & Co., Suffield; mileage 38 to 40, H. Mainland, Cayley; mileage 40 to 42, Kelly and Ferris, Taber; mileage 42 to 46, G. H. Webster, Calgary; mileage 46 to 52, F. McCleod, Calgary; mileage 52 to 55, several small pieces and the general contractor's own plant. There is approximately 1,500,000 cubic yards of earthwork in the whole. It is expected to have the work completed this year. There is one moderate sized bridge across the South Saskatchewan river.

Strathcona-Edmonton High Level Bridge.—A contract has been entered into between the C.P.R. as lessees of the Calgary and Edmonton Ry., and the Department of