

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

Expenditures for 1899 & 1900.—Last year the Co. expended \$2,143,289.86 in surveys & construction of branch lines, details of which are given on pg. 69. This does not include the expenditure on the construction of the Columbia & Western Ry. between West Robson & Trail. On additions & improvements of the main line & branches \$1,900,213.65 were expended, & on additions & improvements on leased & acquired lines \$683,103.87. At the annual meeting, to be held April 4, the shareholders will be asked to authorize the following expenditures to be made this year: Station & hotel at Winnipeg & addition to Windsor st. station, Montreal, \$750,000; permanent wharves & other terminal work at Vancouver, \$98,817; improvements to permanent way, \$978,744; increased yard & other facilities, \$461,928.

Atlantic Division.—The following improvements have been decided on for this year. The yard at McAdam Jct. is to be re-arranged & increased, & a very handsome stone passenger station is to be built there, which will contain a dining hall & lunch counter, offices for the Superintendent & divisional staff, & a number of sleeping rooms for passengers who may require to stay over night there. The wooden truss bridge over the Chaudiere River at Megantic is to be replaced by a masonry & steel structure. A new passenger & freight station is to be provided at Holeb, Me. Several wooden bridges are to be replaced by permanent work, & considerable ditching, ballasting & fencing is to be done, & business tracks are to be provided at a number of points to relieve the passing sidings.

Montreal to Toronto Double Track.—It is not the intention to continue the work of double tracking the line this year west of St. Annes, to which point it was laid last year. (Feb., pg. 39.)

Toronto Terminals.—Notice is given that it is the intention of the Toronto, Grey & Bruce Ry. Co., whose line is leased to the C.P.R., to apply to the Railway Committee of the Privy Council to sanction the building & use of a branch line from a point on the T.G. & B. Ry., near the Queen's wharf, Toronto, to the south limit of Fraser Ave., Toronto.

The Point Fortune Branch leaves the Montreal-Ottawa short line at Rigaud, Que., running to Point Fortune, 7 miles. A deputation of residents of the northern portion of Prescott county recently waited on the Dominion Government, asking for a subsidy to be given to the Co. to extend the branch 12 miles to Hawkesbury, & it was also suggested that a further extension might be made to again join the Montreal-Ottawa line at Caledonia Springs, so as to also give railway facilities to L'Orignal.

Ottawa Connecting Line.—The route to be taken across the city, to connect the Co.'s present Union station near the Chaudiere Falls with the Central station near the canal basin & the Russel House, is still undecided. The surveys have been completed, & it is said that the latest proposal of the Co. is to use the Isabella st. route, which would place its tracks alongside the Canada Atlantic. (Feb., pg. 39.)

Pipestone Branch Extension.—When work was closed down for the winter, grading had been completed to 23.24 miles west of Antler, & track had been laid to 14.07 miles west of Antler. (Jan., pg. 7.)

The North Star Mine Branch, which leaves the Crow's Nest Pass Ry., a mile east of Cranbrook station, running 19.05 miles to the vicinity of the North Star & Sullivan group of mines, near Kimberley, has been completed. The first shipment of ore from the North Star mine was made over the branch on Feb. 22 & regular shipments are now going on. It

is reported that this branch may be extended to Windermere & up the Columbia river to Golden, but no official announcement has been made in regard to this. (Jan., pg. 7.)

Crow's Nest Pass Ry.—A contract has been let to J. W. Stewart for the construction of another section of this line, from Procter's Creek on the south side of the west arm of Kootenay Lake, to Five Mile Point near Nelson. The contract includes the whole construction of the line, grading, track laying, ballasting etc. The grading will be only moderately heavy, a portion of it being rock & the rest rock & gravel. The bridging will be very light. There will be only one bridge of any size. Mr. Stewart has already established his camps & will start work at once. It is expected to have the section in operation by the end of next summer. It has not yet been decided what will be done in regard to the line west of Five Mile Point. The C.P.R. track already extends from Nelson to within about a mile of Five Mile Point, & it appears to be probable that arrangements will be made to run over the Nelson & Fort Sheppard track for the intervening distance. (Jan., pg. 7.)

Columbia & Western Ry.—The extension of this line from West Robson to Midway was taken over from the contractors Mar. 5. (Feb., pg. 39.)

The station names on this line are to be put up in enameled iron plates, similar to those used on the Crow's Nest Pass Ry., instead of painted wooden signs. The order for them has been placed with the Acton Burrows Co., Toronto.

It is said that the Co. will shortly begin the completion of a bridge across the north fork of the Kettle River, in connection with the spur to the smelter.

Vancouver Terminals.—The Vancouver despatch referred to in our last issue stating that a contractor had arrived there to commence work on the addition to the Hotel Vancouver was probably incorrect. As far as we can ascertain no appropriation has been made for this purpose, but it is said the question of extending the building is under consideration. Plans were prepared last year, but these appear to have been considered too extensive, & it is understood that a modified scheme is now being worked out. (Feb., pg. 40.)

Mineral Range Ry.—The extension of this line from Newton, Mich., southwest via Laird & Mass City to Lake Gogebic, will be 62 miles long. The line has been surveyed from Newton to Mass City, 35 miles, & is under survey from Mass City to Lake Gogebic, 27 miles. Grading has been completed from Newton to the Sturgeon river, 8 miles, & work is in progress from the Fire Steel River to Mass City, 6 miles. The 35 miles from Newton to Mass City are under contract to Balch & Peppard, of Minneapolis, Minn., & contracts are yet to be let for the 27 miles from Mass City to Lake Gogebic. Maximum grades, 1%; maximum curves, 4°; weight of rail, 60 lbs.

Grand Trunk Betterments, Etc.

It is said that building operations on the new general offices in Montreal, which have been suspended for some months, will not be resumed for some time owing to the difficulty experienced in obtaining iron & steel. The contractors have ordered a supply of material from Belgium, but it is uncertain when it will arrive, & nothing can be done till it comes. (Jan., pg. 6.)

The erection of an improved passenger station at Aurora has been commenced.

In reference to the rumor that the Co. intends erecting large freight sheds at Midland, Ont., for the handling of package freight, we were informed, on Feb. 23, that orders had not been issued for the erection of such a

building, & that there was nothing in the report referred to, at least for the present.

On the middle division last year the Co. expended about \$550,000 on improvements. This included the laying of new rails, new yards at York, Berlin, Palmerston, Niagara Falls & London, new round house, shop, office & very complete coal chutes at Sarnia tunnel, & new bridges & buildings, among them being freight sheds at Woodstock, Hamilton, Beamsville, Jordan, & the extension at Simcoe street, Toronto, & new stations at Galt, Bright & Brussels. This year about \$800,000 will be expended on improvements on the same division. It is said these will include a new station for Queen street east, coal chutes, new turn-tables, double tracks between Niagara Falls & Hamilton, Hamilton & London, & London & Sarnia.

In connection with the differences between the city of Hamilton & the Co. as to bridges, etc., the city engineer & solicitor have been instructed to take steps to compel the Co. to renew the bridge on the heights, construct a bridge over Strachan st., & open up Ferguson avenue across the main line.

The Engineering Dept. is surveying a line that was located several years ago, from Lynden, Ont., 15.61 miles west of Hamilton, & 3.24 miles east of Harrisburg, to Green's Bridge, near Brantford, the idea being to build a cut-off so as to run the main line passenger trains between Hamilton & London via Brantford. We are informed that nothing definite has as yet been determined in regard to the matter.

Arrangements have been made for the renewal of the superstructure of the bridge across the Niagara River at Buffalo, commonly known as the International Bridge, & the property of the International Bridge Co. The bridge consists of two distinct & independent structures. One of these is the bridge across the Niagara River proper; the other is that across Black Rock Harbor. The bridge across the river consists of 8 spans, & has a total length of 1967 ft. Two openings are bridged by the arms of the draw girder, which has a total length of 362 ft. The length of the bridge across Black Rock Harbor is 517 ft. The draw span of this bridge has a clear opening of 107 ft. This work is being carried out in order to bring the bridge fully up to the requirements of modern rolling stock & loads, which are considerably more than double of what they were in 1870, when the erection of the existing structure was begun. It is expected that the work will be completed during the current year. (July, '99, pg. 207.)

The 30-stall brick roundhouse at Port Huron, Mich., which was recently completed, is now in use. Each stall has a pit 50 ft. long, with brick sides & concrete bottom, heated with coils of 1-in. steam pipes the full length of the pits. It is a little over 76 ft. from the doors across the house to the other outside wall, so the longest engines can be housed & have plenty of room to get around them. The big St. Clair tunnel engines are housed & cared for here. Two lines of 2-in. pipe pass entirely around the house next the roof, one for live steam, the other for compressed air, with pipes down the posts between every two pits. Two lines of 4-in. water pipe also pass clear around the house overhead, one for hot water for washing out & filling up, the other for cold water. A pressure of 100 lbs. is maintained steadily in these pipes. Drop pipes, 2½ ins. in diameter, lead down to the wash-out hydrants. In the side of each pit there is a pipe connection, which the blow-off cock can be coupled to, the water from the boilers is blown out into a hot water receiver or underground tank of very large size. This hot water is used for washing out boilers, being handled by one side of a large duplex pump; cold water is handled by the other side of the pump. Two tubular boilers, 5 ft. in diam. by 16 ft. long, furnish steam for the entire plant