

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

Tobique and Campbellton Ry.—J. E. Stewart, Andover, N.B., stated in St. John, Aug. 4, that the contract for the construction of this railway would be let early in the fall, and that work would be gone on with during the winter. The new railway is an extension of the Tobique Valley Ry., operated by the C.P.R., which now terminates at Plaster Rock, to Riley Brook, about 28 miles. A contract for its operation by the C.P.R. has been arranged and is ready for signature. The route is along the Tobique River valley through a thickly settled district, crossing the National Transcontinental Ry. a short distance from Plaster Rock. It is the company's intention to extend it at a future date to the International Ry. of New Brunswick. The bond issue, it is stated, has been arranged for, the Dominion Government has voted the usual subsidy, and it is expected that the N. B. Legislature will grant an additional subsidy.

Aroostook Valley Ry.—A company with this title has been incorporated in the State of Maine to construct a railway from Presqu'île to Washburn, Me., 12 miles, with the intention of extending it to the St. John River, a further 110 miles. The line will connect with the C.P.R. at Presqu'île, and will run through territory at present served by the Bangor and Aroostook Rd. We are advised that in consideration of a traffic agreement the C.P.R. has undertaken to guarantee the payment of the company's bonds to the amount of \$300,000. It is stated that the Bangor and Aroostook Rd. is protected by law from the invasion of steam railways, and, therefore, the new line will be operated by electricity for both passenger and freight traffic.

Aroostook Jct., Me.—Press reports state that contracts have been let for the construction of various buildings at Aroostook Jct., Me., the company's new divisional point. A 6-stall engine house, a foundation for a turntable, and two cottages will be built by J. H. Hague, St. John, and a boarding house, with bunk quarters, by H. Post, Woodstock, N.B. The company's men will construct the new freight shed.

Sherbrooke, Que.—An agreement has been entered into between the C.P.R. and the city of Sherbrooke under which the company agrees to spend at least \$130,000 upon improvements within the next 12 months. The improvements to be made consist of the erection of a new station and freight shed, a roundhouse, coal chutes, machine shop, etc., and the laying of some additional tracks in the yards. A contract was let for the work, Aug. 10, to the Sherbrooke Construction Co., and work was started on the following day.

Northern Colonization Ry.—The Board of Railway Commissioners has approved the revised location plans for the extension of this line from about 15 miles northwesterly from Nominig for 5 miles.

Branch lines at Lachine.—Application is being made to the Board of Railway Commissioners for authority to construct a branch line in Lachine, from the Lachine Canal South Bank branch of the company's line southwesterly along the canal about 5,100 ft.; and a second branch in the vicinity for about 1,440 ft.

Kingston and Pembroke Ry.—W. R. Baker, Vice-President and General Manager, accompanied the directors over the line, Aug. 11. It was subsequently stated that the growth of business necessitated the undertaking of some further improvements and extensions. The matter is now under consideration.

Georgian Bay and Seaboard Ry.—The Board of Railway Commissioners has approved the revised location of this projected line from mileage 41.95 to 48.05 and of location plans from mileage 48.05 to 63.42. The company has deposited with the Department of Public Works plans and description of the site of a 160 ft. h.d.p.g. swing span bridge, which it is proposed to construct across the narrows of Lake Couchiching near Orillia, Ont.

Guelph and Goderich Ry.—The Guelph, Ont., Board of Trade has passed a resolution urging upon the company the necessity of constructing a branch from Weisenburg, to Elora, on the Credit Valley Ry., also operated by the C.P.R. The length of the suggested branch is 7 miles.

Schreiber, Ont.—A contract is reported let to F. Munroe, Westmount, Que., for excavation, concrete and steel work of a subway at Schreiber, Ont. The Board of Railway Commissioners has approved the plans for the subway.

Fort William Union Station.—We are advised that excavating for the foundations of the union station at Fort William, Ont., has been commenced by the C.P.R. The plans for the superstructure are under consideration by the company's executive and will be approved at an early date.

Fort William—Winnipeg Second track.—The Board of Railway Commissioners has passed an order authorizing the company to open for traffic the new track between mileage 115.1 and 120.8, Fort William section, and from mileage 119.8 to 120, Ignace section.

Sheho to Prince Albert.—Work was started July 26 on the extension of the Manitoba and Northwestern Ry. from Sheho, Sask., to Prince Albert. Press reports state that 1,500 men were set to work and that 600 more were expected to be started at the Prince Albert end within a week. A temporary bridge will be constructed across the South Saskatchewan River at once and a permanent bridge will be erected during the winter.

Saskatoon to Wetaskiwin.—The grading on the short line to Edmonton, Alta., is reported completed. The line branches off from the old Manitoba and Northwestern Ry. (which for years terminated at Yorkton, Sask., at Sheho, and runs to Lanigan, where it is joined by the Pheasant Hills branch starting from Kirkella, Man., and then runs into Saskatoon. From there it runs westerly to Wilkie, where it connects with a Calgary and Edmonton Ry. branch running easterly from Wetaskiwin, Alta. It is expected that the work remaining between Sedgwick and Wilkie will be done to complete the connection will be finished by Oct. 1.

Weyburn to Lethbridge.—In connection with the construction of this projected line, the Lethbridge Board of Trade recently wrote to W. Whyte, Second Vice-President, asking that construction be started at that end at an

early date. In reply Mr. Whyte said he hardly expected that anything would be done from the Lethbridge end this year. He assured the Board, however, that the matter would be given consideration when the construction programme for 1910 was being laid out.

Langdon Branch.—Some grading is reported to have been done on this branch. The line has been located for 80 miles, and the plans have been approved for that distance by the Board of Railway Commissioners. The present objective point is Alix, about 40 miles northerly from Langdon, Alta.

Lethbridge-Macleod Cut-off.—It is expected that track-laying, ballasting, and other work on this cut-off will be completed by the end of Sept., and that the line will then be opened for traffic.

Lethbridge Northerly.—A considerable amount of grading has been done on the line under construction from Lethbridge to the Calgary and Edmonton Ry. near High River or Aldersyde, Alta. It is expected that grading will have been completed as far as Carmangay by the middle of Sept.

Lacombe Branch.—Grading is reported completed on the Calgary and Edmonton Ry. branch at present being operated from Lacombe to Stettler, easterly to Castor, Alta. This line is to be connected with the line at present under construction from Moose Jaw, which is in operation as far as Conan.

Strathcona-Edmonton Bridge.—We are advised that the company's engineering staff is designing a bridge, which it is proposed to erect at the crossing of the Saskatchewan River, on a piece of line to connect the Calgary and Edmonton Ry., now terminating at Strathcona, with Edmonton. The original plans were for a high level railway bridge only, but, in order to meet the wishes of the Strathcona and Edmonton Councils, the engineers are revising the plans to provide for the accommodation of general as well as railway traffic. It will be some time before the plans are sufficiently advanced to be submitted to the two councils.

Hope Mountains.—Press reports state that the C.P.R. has commenced surveys for a railway through the Hope Mountains, B.C. It is said that the line will start from the neighborhood of Hope, on the main line, run to Penticton and from there to Okanagan Landing. It is also said that surveys will be made for a line from Penticton to connect with the company's lines in the boundary country.

Vancouver and Lulu Island Ry.—The construction of an extension of this line from Eburne, at the crossing of the north arm of the Fraser River, into New Westminster, B.C., 9.65 miles, has been completed. The line follows the north arm of the Fraser River, passing through a market garden section, and its proximity to the river gives access to a number of factory sites. Grading was done by J. B. Bright and tracklaying and ballasting by the C.P.R. The extension is being electrified by the B. C. Electric Ry., which will operate over it, as well as over the rest of the V. and L.I. Ry.

Esquimalt and Nanaimo Ry.—The Board of Railway Commissioners has approved a book of reference showing change of location of the extension of the line to Alberni, from mileage 100 to 127, and of the location of the Comox