

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

Quebec Jct. to Mattawamkeag.—Reports from Houlton, Me., state that engineers are in the field making a survey between Debec Jct. and Mattawamkeag, Me., in behalf of the C.P.R.

Place Viger Yard Improvements.—The C.P.R. and the City of Montreal will apply next session of the Quebec Legislature for an act confirming an agreement entered into between them, dated June 30, 1905, in connection with the leasing of certain streets for 99 years. The Montreal Brewing Co. has entered an action against the city and the C.P.R. to have the agreement in question set aside.

Kingston and Pembroke Ry.—The car shops at Kingston, Ont., were destroyed by fire, Sept. 12, the extent of the damage being placed at \$50,000. The shops have been unused for some time, but contained a lot of machinery, a locomotive, some box cars, patterns, etc.

Land Purchases in Toronto.—The company has purchased from the Polson Iron Works, four water lots on the Esplanade, Toronto. The company undertakes to keep the lots free of buildings until May, 1906, and in the event of Lake St. being closed, agrees to use its best endeavors to have a street opened.

Toronto-Owen Sound Branch.—With the exception of a few miles north of Orangeville, the entire line from Toronto to Owen Sound, Ont., has been relaid with 72-lb. rails. The old 60-lb. rails north of Orangeville will be taken up and replaced with 72-lb. steel next spring.

Branch to Stratford, Ont.—J. W. Leonard, Manager of Construction, Ontario Lines, wrote the Mayor of Stratford, on Sept. 6, that it had been decided not to ask for a bonus, and that should the company eventually come to the conclusion to construct a line, the city would probably be asked to grant such right of way and station grounds as were owned or controlled by the corporation. The by-law which was about to be submitted to a vote, to grant a \$30,000 bonus for purchase of right of way, has been withdrawn.

Toronto-Sudbury Line.—Grading is well forward, and tracklaying is expected to be commenced early in Oct.

Branch to Hutton.—Plans have been approved by the Railway Commissioners for the construction of a branch line from Sudbury to Hutton, Ont., 30.1 miles. We are advised that this is a mining spur projected to run north from Sudbury to Hutton township, which was located about two years ago. Nothing was done in the way of construction at the time, and nothing has been decided in regard to it.

Fort William-Winnipeg Second Track.—A contract has been let by the general contractors for this work, to Geo. McKenzie, for a portion of the distance.

Winnipeg Hotel.—Good progress has been made upon the building of the company's hotel, and it is expected to have it completed for opening by June, 1906.

Carberry Surveys.—A press report states that a survey party has been placed in the field at Austin, Man., to run a line through that district parallel with the G.T. Pacific Ry., which is located about eight miles north of Carberry.

The Pheasant Hills Branch of the C.P.R. was opened for traffic Sept. 25, on the extension of 55 miles from Lipton to Strassburg. The branch starts from the main line at Kirkella, Man., and is 202 miles in length to Strassburg, Sask.

Branch to Macleod.—An agreement was signed Sept. 25, between the company and

the town of McLeod, Alta., for the construction of a line into the town.

Wetaskiwin Branch.—The first 25 miles of the branch easterly from Wetaskiwin, Alta., has been completed and passed by the Government Inspector. The second 25 miles was expected to be completed and ready for operation Sept. 30. A contract has been let to J. D. McArthur for grading a further 50 miles easterly. It is intended to carry the line easterly to a junction with the Manitoba and North-Western Ry., which now runs to Shebo, Sask. The branch will cross the Qu'Appelle, Long Lake and Saskatchewan Ry. at Saskatoon, Sask., and J. D. McArthur has a contract for grading 50 miles westerly from this point, to meet the 50 miles he is grading easterly.

Victoria Hotel.—The tourist hotel which the company is erecting at Victoria, B.C., is expected to be completed early in 1907.

The Railway Commissioners in the West.

For the convenience of all parties concerned the Board of Railway Commissioners arranged for the holding of a series of sittings at central points in Western Canada. A. C. Killam, K.C., Chief Commissioner, and Jas. Mills, Commissioner, formed the court, and they were accompanied by G. A. Mountain, Chief Engineer; J. Hardwell, Chief Traffic Officer and Assistant Secretary Primeau; J. A. Marlow, Transportation Officer of the Canadian Manufacturers' Association, Toronto, also went west to attend the sittings of the Commissioners in behalf of the Association. The principal cases to come before the Commission were a number heard in 1904 by Hon. A. G. Blair and Commissioner Mills, but in which judgment had not been delivered when Mr. Blair resigned the chairmanship. The first sittings were held at Fort William, Ont., Sept. 7; the Commissioners moving to Winnipeg on the following day. The sittings at Winnipeg opened Sept. 11, when among the matters considered were the crossing of the Canadian Northern Ry. line in Fort Rouge; the question of three level crossings for the Canadian Northern Ry. at St. Boniface; the consideration of the question governing mixed car loads; the crossing of the C.P.R. by the Canadian Northern Ry. at Neepawa, Man.; freight interchange between C.P.R. and C.N.R. in Winnipeg; as well as a number of other and more routine matters. The work planned for the meeting of the Commissioners at Winnipeg was not completed within the time allotted and it was arranged to hold further sittings on the return of the Commissioners from the Pacific Coast. The Commissioners visited a number of points in Manitoba for inspection purposes, and held sittings at several points, including Calgary and Vancouver.

Canada Atlantic Railway Transfer.

At the annual meeting of shareholders, Sept. 26, the board was reorganized as follows: President, C. M. Hays; Vice-President, E. H. Fitzhugh; Secretary-Treasurer, F. Scott; other directors, F. H. McGuigan, J. Hobson, W. H. Biggar, and J. W. Loud.

The following circular was issued Sept. 26, by C. M. Hays, Second Vice-President and General Manager, G.T.R.: Effective at 12 o'clock midnight, Sept. 30, the G.T.R. Co. will take over the management and operation of the Canada Atlantic Ry. and branches and the Canada Atlantic Transit Co., and the officers and employees of the companies named will be governed accordingly. The jurisdiction of the following general officers is hereby extended over the property of the companies named in their respective departments:—C. M. Hays, Second Vice-President and General

Manager; E. H. Fitzhugh, Third Vice-President; F. H. McGuigan, Fourth Vice-President; W. Wainwright, General Assistant and Comptroller; R. S. Logan, Assistant to Second Vice-President; W. H. Biggar, K.C., General Solicitor; M. K. Cowan, Assistant Solicitor; J. W. Loud, Freight Traffic Manager; J. Pullen, Assistant Freight Traffic Manager; J. E. Dalrymple, General Freight Agent; A. E. Rosevear, Freight Claim Agent; A. F. Read, Foreign Freight Agent; W. E. Davis, Passenger Traffic Manager; G. T. Bell, General Passenger and Ticket Agent; H. G. Elliott, Assistant General Passenger and Ticket Agent; J. E. Quick, General Baggage Agent; H. R. Charlton, Advertising Agent; J. Hobson, Chief Engineer; W. D. Robb, Superintendent of Motive Power; W. McWood, Superintendent of Car Department; M. C. Sturtevant, Car Service Agent; W. W. Ashald, Superintendent of Telegraphs; J. A. Hutchison, M.D., Chief Medical Officer; A. Butze, General Purchasing Agent; F. Scott, Treasurer; H. W. Walker, General Auditor; N. J. Power, Auditor of Disbursements; G. B. Filgiano, Auditor of Passenger Accounts; W. Clark, Auditor of Freight Accounts; W. H. Rosevear, General Car Accountant; E. Donald, Tax and Land Agent.

The following circular was issued Sept. 30:—The lines and branches heretofore known as the Canada Atlantic Ry. will, from this date, be operated as the Ottawa Division of the G.T.R. System, and will be divided into the following named districts:

	MILES.
DISTRICT 30: Ottawa to Boundary Line.....	134.7
Boundary Line to Alburgh Junct.	3.1
Glen Robertson to Hawkesbury.....	21.0
South Indian to Rockland.....	16.4
Total.....	175.2
DISTRICT 31: Ottawa to Madawaska.....	130.2
Golden Lake to Pembroke.....	20.9
Total.....	151.1
DISTRICT 32: Madawaska to Depot Harbor.....	133.6

E. J. Chamberin, heretofore General Manager of the C.A.R. and J. W. Smith, General Assistant, have retired from the service to go into other business.

In order that the organization and methods of operating the new Ottawa Division (formerly Canada Atlantic Ry.) may conform to those in effect on all other divisions of the system, the position of General Superintendent has been abolished and M. Donaldson, heretofore General Superintendent of the Canada Atlantic Ry. has been appointed Superintendent, in charge of all matters pertaining to Transportation and Maintenance of Way, office at Ottawa, Ont. Officers in charge of these departments will hereafter report to and receive instructions from Mr. Donaldson.

W. P. Hinton, heretofore General Freight and Passenger Agent C.A.R. has been appointed General Agent, Passenger Department, G.T.R. with office at Ottawa, to have charge of immigration and other trans-Atlantic passenger traffic and to perform such other duties in connection with the General Passenger Department as may be assigned him.

E. R. Bremner, heretofore Assistant General Freight Agent C.A.R. has been appointed Division Freight Agent in charge of the G.T.R. line from St. Polycarpe, Que., to Depot Harbor, Ont., inclusive, also Hawkesbury, Rockland and Pembroke Branches, office at Ottawa.

The Minister of Railways completed his inspection of the Intercolonial Ry., Sept. 7. He was accompanied by the Deputy Minister, M. J. Butler, who has made a report on the position of the line. On Sept. 13, the Minister held a private meeting with the General Manager and the heads of departments, and on Sept. 14, met the representative of the locomotive engineers, firemen, conductors and brakemen at Moncton, N.B.