

Canadian Pacific Railway Lets Contracts for Building Over 800 Miles on the Western Lines.

A press dispatch from Winnipeg, Jan. 18, states that the C.P.R. has let contracts for the building of 526 miles of new branch lines, and 317 miles of second track on the transcontinental line, and adds that the firms to which these contracts have been let will not consider them binding until they have been formally ratified by the President.

The transcontinental line now has at present second track from Port Arthur, Ont., to Brandon, Man., 556 miles. The contracts now let start at Kemnay, 12 miles west of Brandon, and the first two cover the distance to Regina, 217 miles. The contract for the first section from Kemnay to Virden, 40 miles—is reported let to J. D. McArthur, and the second section from Virden to Regina, 177 miles, is reported let to Foley, Welch and Stewart. A second track is already in operation from Regina to Chaplin, Sask., 96 miles. The third section for which a contract for second track construction is reported let, extends from Chaplin to Juava, 60 miles, the contract being let to Janse Bros., Boomer and Hughes. Juava is a short distance west of Swift Current, near the point at which the Swift Current-Bassano line diverges from the present transcontinental line. The fourth section of the second track work to be put under contract is from Gleichen to Shepard, Alta., 40 miles. Gleichen is about nine miles west of Bassano, where the cut off from Swift Current joins the present transcontinental line. The contract for this section is reported let to Foley, Welch and Stewart.

There are ten contracts reported let for extensions to existing lines covering altogether 586 miles. This mileage includes the following:—

Extension of Winnipeg Beach and Gimli branch in Manitoba, from the present terminus at Gimli, to Riverton, 40 miles, let to Foley, Welch and Stewart.

There is a line from Wood Bay on the Winnipeg, Deloraine and Lyleton branch, south easterly through Snowflake to Windygates, Man. A contract has been let to J. D. McArthur for the building of a branch of nine miles south westerly from Snowflake, parallel with the International Boundary.

The extension of the line from Weyburn, Sask., to Lethbridge, Alta., is in operation to Viceroy, Sask., and under contract for some distance further. A contract has been let to Foley, Welch and Stewart, and E. Peterson, of Omaha, Neb., for the building of a further section of 145 miles. While this line is called the Weyburn-Lethbridge line, it is to connect with the Alberta Ry. and Irrigation Co.'s line near Stirling, Alta. A branch line is under construction easterly from Stirling, and a contract for a further distance of 20 miles has been let to Geo. Webster. These mileages, with the work already under contract, will complete the line.

The branch line running north westerly from Moose Jaw, Sask., passes through Mildred, Anglia and Kerrobert, and connects with the extension of the Manitoba and Northwestern Ry., and the extension of the Wetaskiwin branch of the Calgary and Edmonton Ry. at Macklin, Sask. A contract has been let to Janse Bros., Boomer and Hughes, for the building of a line from Mildred to Empress, 126 miles. A second contract has been let to the firm for the extension of this line from Empress to Bassano, Alta., 118 miles. What is referred to as the Swift Current-Bassano

cut off is in operation from Swift Current to Cabri, Sask., 41 miles, and is under construction for some miles further. It would therefore appear that the present construction will connect up at Empress with the line now put under contract from Mildred, and so complete the Swift Current-Bassano line, and a further connection with the north at Mildred.

A branch line was started three years ago from Wilkie, on which one section west of Tramping Lake has been completed to Kerrobert, and a second section east of Tramping Lake has been completed to Kalfield. A contract has now been let to Geo. Webster for building a line from Anglia northerly for 30 miles, which will connect with the branch east of Tramping Lake.

A contract has been let to Janse Bros., Boomer and Hughes for a line from Kerrobert, Sask., 60 miles, westerly to a junction with the extension of the Lacombe branch of the Calgary and Edmonton Ry., which is in operation to Coronation, and is under construction for some distance further east.

A contract has also been let to Janse Bros., Boomer and Hughes, for a line northerly from Coronation, Alta., for 24 miles.

A line is being built from Suffield, Alta., southwesterly, of which about 57 miles are under construction, and on which about 26 miles of track were laid in 1912. This carries the branch to near Ritlaw, from which point a branch is to be built northerly, the contract for which has been let to Geo. Webster.

The contracts for the new lines call for the completion of the several works during this year. All the work is said to be average prairie construction, with the exception of the extension from Gimli, Man., on which there is considerable rock work. It is estimated that the contracts let to Janse Bros., Boomer and Hughes call for the shifting of 16,000 cubic yards of material; the Foley, Welch and Stewart contracts, 4,000,000 cubic yards, and the other contractors have to shift about 2,000,000 cubic yards between them.

Official Announcement of New Works.

The following official announcement was made Jan. 24, after the foregoing matter had been put in type:—

The annual appropriations for the Western Lines have been engaging the attention of Sir Thos. Shaughnessy for the past two days. The appropriations had all been passed upon by George Bury, Vice President, prior to his departure from Winnipeg for Japan on six weeks holiday, and were placed before the President by Grant Hall, General Manager Western Lines.

The policy of Mr. Bury, concurred in by the President, is that the terminals shall be increased and the main line double tracked to such an extent that they can care for the present traffic and for a reasonable prospective increase. On the building of branch lines Mr. Bury has also a distinctive policy. Early in the year he told a delegation that waited on him, asking that the C.P.R. build a branch line into a city already supplied with one railway, that he considered it a far more constructive policy to build branch lines into territory fairly well settled, but not served by a railway, than to build into places where all requirements of transportation are fairly well met. Mr. Bury considers that every farmer who is given an advantage over what he now possesses in placing his products on the market is adding an asset to the country. To reach the farmer

who now has to haul his products beyond what is considered a reasonable distance, to enable him to compete with one who has been in the country a much longer period, is, Mr. Bury thinks, doing something that will encourage the man who is on the ground as well as the man who contemplates coming.

Last year there was put in operation in the West by the C.P.R. about 450 miles of new line. In addition to the new lines placed in operation the great bridge at Outlook, Sask., was finished, thus completing a practically new line from Moose Jaw to Edmonton. The Outlook bridge is over 3,000 feet long. The big Ogden shops at Calgary are enclosed and steps are being taken to put them in operation. It is estimated that the population of the Calgary district will be increased by 10,000 by the opening of these shops. The high level bridge at Edmonton is 75% completed and will connect the two sections of the city for both railway and highway traffic. At Fort William, Ont., the company has completed a 1,000,000 ton coal handling plant and bridges across the river at that place are nearing completion, thus placing the terminal there in position to care for the immense traffic now coming out of the West. On the Pacific coast the terminal station at Vancouver will be one of the best on the continent, and on the British Columbia division the double tracking is going steadily ahead, the rock ballasting through that section being one of the most permanent in track building that has ever been accomplished. Add to all these improvements the building of the yards at North Transcona, near Winnipeg, to care for 12,000 cars, some of the immensity of the work accomplished and in contemplation on Western lines can be gleaned.

The improvements on the Western lines will include: Fort William, six stall addition to locomotive house, increase of storage capacity of elevator to 4,000,000 bushels, and increase of size of freight car repair shops. Kenora, six stall addition to locomotive house. Minnedosa, Man., five stall addition to locomotive house. Arcola, Sask., four stall addition to locomotive house. Additional trackage at Regina, Moose Jaw, Saskatoon and Sutherland, Sask. Sicamous, B.C., additional trackage facilities. Vancouver, complete new terminal station and wharf, additional trackage at False Creek yards.

New branch lines: Kootenay Central, Skookumchuck, B.C., to mileage 60; Coronation to Sedgwick, Alta., 25 miles; Kootenay Central, mileage 42 to mileage 60, south of Golden, B.C.; standardization of Kaslo and Shonan Ry. from Whitewater to Kaslo, B.C., 17 miles; Snowflake, Man., west, 9 miles; Lacombe, Alta., east to Kerrobert, Sask., 66 miles; Stirling, Alta., east, 25 miles; Suffield, Alta., southwest, 25 miles; Weyburn, Sask., west, 145 miles; Assiniboia, first division point west of Weyburn, new yard; Bassano, Alta., to Empress, 118 miles; Gimli to Tiverton, Man., 26 miles.

New second track: Kemnay to Virden, Man., 40 miles; Whitewood to Broadview, Sask., 15 miles; Broadview to Grenfell, Sask., 16 miles; Indian Head to Regina, Sask., 44 miles; Chaplin to Swift Current, Sask., 57 miles; Swift Current to junction point with Swift Current northwest branch, 6 miles; Gleichen to Shepard, Alta., 40 miles. In addition to the above double tracking there will be 81 miles of double track in British Columbia from Vancouver to Ruby Creek. A portion of this, between Vancouver and New Westminster Jct., is already in operation. The balance to Ruby Creek will be completed this year. The terminal at North Transcona will be