

Canadian Northern Railway, Construction, Betterments, Etc.

James Bay and Eastern Ry.—The Board of Railway Commissioners has approved of location plans for a further section of this line, now under construction from Roberval, Que., at the terminus of the Quebec and Lake St. John Ry., between mileage 30.7 and 31.4.

Canadian Northern Quebec Ry.—Application is being made to the Board of Railway Commissioners for approval of location plans for a line from Rawdon to St. Donat, Montcalm county, about 40 miles. Surveys are reported to have been completed for the line from Rawdon through Chertsey, Ste. Emilie and Notre Dame de Mercier.

Montreal Tunnel and Terminal Co.—It was expected, Sept. 12, that the negotiations between the company and the city authorities with respect to the lines between the tunnel portal and the water front would result in an arrangement being arrived at by the end of the month. It is said that the plan will provide for an overhead line from the station at Lagachetiere street to the water front, as proposed by the company, to be built of steel and concrete, and that the track will be laid in a material which is calculated to reduce the noise of the traffic to a minimum. The overhead construction of the line to the water front, the company's representatives informed the board of control, is an essential part of the plans, as it is intended to carry the line across the river to the south shore at some future time.

It was reported Sept. 19 that boring of the tunnel was progressing at the rate of 20 ft. a day at the back of the mountain and 15 ft. a day on the city side. A 240 ft. shaft is being driven in the vicinity of Maplewood Ave., Westmount, and as soon as this has reached the level it will be possible to have four gangs at work driving the tunnel. It is expected that 20 ft. a day will be driven by each gang.

Montreal-Ottawa-Port Arthur Line.—The Minister of Railways has approved general route map for the C.N. Ontario Ry. lines on Montreal Island, 17 miles in length. These lines will form part of the through line, the Montreal-Hawkesbury section of which is under construction.

The taxpayers of Pembroke, Ont., have passed a bylaw granting \$25,000 cash bonus, free water and exemption from certain taxes, in return for which the town will be made a divisional point on the line.

The Board of Railway Commissioners has approved of revised location plans for the line through Westmeath and Pembroke tps.; through White, Fitzgerald, Deacon, Lister and Boyd tps., mileage 265.34 to 285.53 from Montreal; through Boyd and Pentland tps.; southerly from Capreol Jet.; through Alice and Fraser tps.; through unsurveyed territory Algoma district, mileage 268.03 to 269.3, and mileage 271.53 to 274.16 from Port Arthur.

Canadian Northern Ontario Ry.—The Board of Railway Commissioners has approved of revised location of the line in Camden tp., and has authorized the operation of traffic between mileage 145.83 and 149 and between mileage 152.13 and 152.72.

Plans have been filed with the Toronto city authorities showing how it is proposed to connect the Toronto-Ottawa line and the Toronto-Sudbury line with the new union station in North Toronto. The plans include provision for a new joint station about 2.5 miles east of Leaside Junction, and a steel girder bridge which will carry the Ottawa-Toronto line connection over the Don river.

The C.N.O.R. and the C.P.R. trains will run east together from North Toronto

station as far as the west Don river, which will be crossed by means of the present bridge, which is to be double-tracked. Immediately east of this the C.N.O. Ry. will deviate, and its own tracks will branch out, that to the north passing under the C.P.R. tracks about 200 yards to the west of the C.P.R. Don bridge, and then connect with the existing line where it emerges over the Don valley, while the Ottawa-Toronto line will run easterly, crossing the Don river on a steel girder bridge about 500 yards farther down the river than that of the C.P.R., after which the line will run out towards the present line, connecting with it in close proximity to the G.T.R. Scarboro Junction station.

In connection with the line west of Toronto it is reported that contracts will be let for the section from Toronto to Hamilton at an early date, and that grading will be completed this year from Poplar Plains road, North Toronto, to the west side of the Humber river at Lambton. The final questions in connection with the route to and through Hamilton are being rapidly settled, and there is little doubt, Hamilton city officials state, that contracts will shortly be let for the work. As to the company's construction intentions from the Niagara peninsula westerly to Windsor and Sarnia, there are numerous rumors. While the company has engineers in the field looking over routes, nothing definite has been decided as to what lines to build or what places they will serve, except that a line will be built from the vicinity of Hamilton via Brantford and London. Sir Wm. Mackenzie is reported as stating that the Toronto-Hamilton line will be started soon, and that it will be pushed forward towards Niagara Falls in the spring, that the surveys have all been completed and that construction will be rushed. He added that the company has not been purchasing land at Windsor for terminal purposes, as the question of extending the lines to Detroit is a question for the future and has not yet been given consideration.

Canadian Northern Ry.—Speaking of the plans for the cut-off across Winnipeg, to which considerable opposition has developed, Sir Wm. Mackenzie is reported to have stated, Sept. 5, that the route proposed is the best that can be adopted from a railway point of view, and that the company is not considering any alternative route.

Satisfactory progress is reported to have been made with construction on the line alone the east shore of Lake Winnipeg. A train service has been put on the line as far as Inwood, on the western side of the lake, about 45 miles from Grose Isle, Man. This line, it is reported, is to be extended at an early date for a further distance of 45 miles. Press reports state that the lines on both sides of the lake are to be continued until they effect a junction at the head of the lake, when it will be decided whether an extension to Hudson bay is desirable or not.

Plans are reported to have been prepared showing considerable alterations and improvements to the station and freight sheds at Brandon, Man.

General Manager and Chief Engineer M. H. MacLeod has informed the mayor of Moose Jaw, Sask., that instructions have been given to have the line completed into that place as soon as possible.

The Board of Railway Commissioners has approved of location plans for the C.N.R. through tps. 22-19, range 29-28, west of the 4th meridian, mileage 13.21 to mileage 31.40; and through tps. 19-15, range 29-26, west of the 4th meridian, mileage 31.40 to 65.05.

Sir Wm. Mackenzie is reported to have stated in Calgary, Alta., Sept. 3, that he expected track would be laid into that city by Nov. 15. The grading was completed right into the city, and the track-laying gang had got to within 57 miles of the city. The line is coming in on the Second street west side of the south end. Sir William added that a large dead-end station would be built.

The Board of Railway Commissioners has approved of the station site and track layout at Calgary. Plans of the several buildings proposed to be erected have been submitted to the Calgary city council. Press reports state that a contract has been let to John Gunn and Sons, Winnipeg, for the building of the superstructure of a bridge across the Bow river in Calgary.

We are officially advised that a contract has been let to the Northern Construction Co. for the building of the Calgary-Macleod branch. The Board of Railway Commissioners has approved location plans for the line through Macleod, mileage 102.05 to 104.26.

Grading is being proceeded with on the line from Oliver to St. Paul de Metis, about 11 miles being practically ready for the track. It is expected to have 20 miles graded by the end of the season.

Another branch line out of Edmonton, on which grading is being done, starts from Onoway in the direction of the Peace river. The right of way is cleared to the crossing of the Athabasca river, and it is expected to have track laid to Whitecourt, 32 miles from Onoway, by the end of the year.

The Board of Railway Commissioners has authorized the opening for traffic of the line from Morinville to Athabasca Landing, Alta., 72 miles, and a train service was put in operation Sept. 2.

West of Edmonton to the British Columbia boundary, grading has been completed to Hinton, 175 miles west of Edmonton, and track has been laid to Entwistle. The superstructure of the high level bridge across the Pembina river is expected to be completed early in October, when the bridge building gang will move on to the McLeod river crossing. It is expected that steel will be laid to that point by the end of the year. Two-thirds of the grading has been done between Hinton and Fiddle creek, 40 miles, and work is in progress on the 50 miles from Fiddle creek to the summit. It is expected that track will be laid to the summit by May, 1913.

Canadian Northern Pacific Ry.—A contract has been entered into between the company and the Department of Railways, under the act passed last session of the Dominion Parliament, granting aid for the construction of a line from the Yellowhead pass to the mouth of the Fraser river, B.C., 525 miles.

C. V. Cummings, Secretary-Treasurer, Northern Construction Co., is reported as stating in Edmonton, Alta., Sept. 10, that all contracts had been awarded in connection with the building of the main line between Edmonton and the Pacific coast. Grading is expected to be completed as far west as Kamloops by the end of 1913.

Among the contractors reported to be at work on sections of the line, under the general contractors, are:—Phelan and Shirley, Palmer Bros., and Henning, Vancouver; J. Hogan, Edmonton, Alta.; Twohy Bros., McDonald Bros., Boyd and Craig, Murdoch and Co.

We are officially advised that the surveys for the location of the branch line from near Kamloops to the Okanagan valley are being rapidly pushed forward, and it is expected to have the route settled at an early date. Contractors have been looking over the approximate route with a view to tendering.