

Canadian Northern Railway Construction, Betterments, Etc.

The Canadian Northern Quebec Ry. proposes to build a bridge on its Huberdeau extension across Rouge River, lots 25 and 32, range 1, Arundel Tp., ue., at mileage 3.33 from the junction with the C.N.Q. Ry.

Montreal Tunnel & Terminal Co.—The tunnel under Mount Royal, through which the C.N.R. will enter Montreal is finished with the exception of a small amount of the concrete lining. It is expected that that will be completed by about Jan. 15, and that the track will be laid and electrified. From the tunnel's city portal at Cathcart St. to Lagachetiere St. there are about 275,000 yards of excavation to be completed. About half of that will be taken out at first and a temporary station will be built at Lagachetiere St., which, on the permanent station's completion, will be used for express and post office purposes, etc. The temporary station's erection is expected to be started in March or April and to be completed by July, by which time the tunnel should be second tracked and fully completed. A power substation is being built at the west portal and the line from there to the Cartierville yards, 3 miles, is being electrified.

The permanent terminal station will be on Dorchester St., but this will not be erected for some time. Details of the plans for this station, which were prepared by Warren & Wetmore, New York, were given in Canadian Railway and Marine World, Oct., 1914, pg. 467. These plans provided for a three storey building (one storey being below the street level), of steel and concrete, having a frontage of 150 ft., and a depth along St. Monique St. of 100 ft., the front to be set back 12 ft. from the sidewalk. Seven swing doors would lead into a vestibule 21 x 100 ft., at the end of which would be the general waiting room, 60 x 100 ft. and 30 ft. high. On one side would be the baggage and express rooms, and on the other ladies' toilet rooms and men's smoking room. The remainder of the ground floor will be laid out for the company's purposes, and the operating offices will be upstairs. There would be three platforms serving six tracks, which would form part of the trackage of the permanent station. The cost of the temporary station was estimated at \$250,000. These plans may, however, be modified.

The Canadian Northern Ontario Ry. is building 100 houses for its trainmen at the following divisional points in its Lake Superior District: Brent, 6; Capreol, 40; Foleyet, 14; Hornepayne, 30; Jellicoe, 10. The houses are being built of sided timber faced three sides in the company's saw mills to 5 in. square and 6 in. square, the half round on the outside. The design of the houses is attractive, they having dormer windows on both sides of the roof with cornice carried around, making a bell-cast end. The interiors are being finished in panelled beaver board. The timber being sided with the saw makes it possible for each piece to lie close to the other, with oakum between, which makes probably the warmest house that could be built for the cold climate of Northern Ontario. The method of construction is also claimed to make the houses slow burning in case of fire.

Canadian Northern Ry.—A contract is reported to have been let to J. J. McKeown, Port Arthur, Ont., for the supply of 200,000 ties for delivery in the spring of 1917. These ties will be used for re-

placement between Port Arthur and Winnipeg.

The Saskatchewan Department of Railways announced, Nov. 3, that the C.N.R. will proceed as soon as possible with the construction of its terminals and bridges at Moose Jaw. Under the authority of chap. 12, Statutes of 1913, the Saskatchewan Government was given permission to affix a provincial guarantee to an issue of \$1,000,000 of bonds for terminal works at Moose Jaw, to include all works and equipment necessary for the same. Three bridges are necessary for the laying out of the terminals, viz., two crossing of Moose Jaw Creek, and a third at the crossing of the C.P.R. The original agreement with the Moose Jaw City Council was made in Feb., 1912, and various concessions have been made. Since the work to be done includes the construction of the Athabasca St. East station; the completion of the trestle connection between the South Hill approach and the main portion of the city, and the completion of the connection between the C.N.R. and the C.P.R. over the property owned by the city, in the vicinity of Gordon, Ironsides & Fare's abattoir. Among the concessions granted is that to construct temporary overhead trestles at Fairford and Athabasca Sts., which are to be replaced by subways within a year after the termination of the war. M. H. MacLeod, General Manager and Chief Engineer, was in Moose Jaw in consultation with the city council on the matter, Oct. 28, when the agreement was finally reached and he was in consultation with Saskatchewan Government officials at Regina prior to the government announcement.

Work is reported to have been started on the connection between the C.N.R. and the C.P.R. at Moose Jaw. This is being done by means of a spur track from the C.N.R. over property owned by the city to a connection with a spur line owned by the city and connecting with the C.P.R. The contract for this spur is reported to have been let to Riddle & Cline, Moose Jaw. The station will be built on Athabasca St., immediately east of Third Ave., on the O. B. Fysh property, and will be of brick and stone construction. A contract is expected to be let for this building at an early date.

We are officially advised that the brick-ed-in boilers in the boiler house at the Saskatoon locomotive house are being replaced by three of the company's standard locomotive type boilers, each having a nominal capacity of 100 h.p.

A letter was read at the Saskatoon, Sask., Board of Trade, Oct. 27, from W. A. Brown, General Superintendent, Western Division, relative to improvements carried out or in progress on the line between Saskatoon and Drumheller, Alta., in order to handle the coal traffic. He said in part:—"The locomotive house is partly completed; one additional siding is installed, and as quickly as we can get rails, which I am taking up at Plato pit, on the Elrose subdivision, we will lay two more tracks, each with a capacity of 70 cars. In addition, we are erecting an additional water tank and stand pipe, also a new building complete for yardmaster, weighmaster and car checkers, connected with agent's office by telephone. Regarding water supply, the following improvements have been made:—One additional water tank at Drumheller, dam erected and good supply at Mecheche, also abundant supply at Hanna, new well put down

at Chinook, pipe line and reservoir now under construction, dam at Richdale repaired. This will give us an ample supply of water to handle traffic. We are also installing passing tracks at Alsask, Oyen, Youngstown, Cereal, Richdale, Chinook, Craigmyle and Della; two of these sidings have been completed and in use; grading is completed for the balance and is now waiting for steel. I hope to have the additional passing tracks completed in two weeks, providing, of course, I can secure the additional labor required. We may find it necessary to take up pit tracks in a number of our ballast pits in order to get the necessary steel. We have put our roadbed in much better condition than it was at any time last season, particularly the track between Munson and Drumheller, as this has been practically rebuilt, both bridges and roadbed."

The company is erecting a machine shop and a stores building at Edmonton, Alta. The machine shop will be 119 x 61 ft. and 19 ft. high to eaves. It will have a louvred monitor 10 ft. wide, 80 ft. long and 4 ft. high running along the apex of the roof. There will be an annex at the side of the building, 22 x 11 ft., for lavatory and wash room. The walls will be of brick on concrete foundations, and the roof will be of heavy timber construction, covered with asphalt, felt and tar. The roof will be supported on heavy L beams and built up columns. The building will be steam heated and will have a clear space inside, except for one row of columns down the centre. Up to the present the machinery has been situated in one end of the locomotive house, and as more space is required for locomotives, the new shop is being built. It is not intended to buy additional machinery for this shop at present, but arrangements are being made to install electric motors instead of the steam drive hitherto employed. Electric power will be obtained from the City of Edmonton's plant.

The stores building will be 86 x 48 ft., and two stories, 27 ft. high. It is being built on concrete foundations, 7 ft. deep in the ground. The walls will be of brick and the general construction of the heavy mill type. The roof will be covered with ready roofing material. The ground floor will be divided into spaces with heavy racks for the heavier general stores supplies, which will be sorted in separate compartments in each rack; also a space for the public and men's lavatory. The first floor will be divided partly into offices for the Storekeeper, Road Foreman of Locomotives, Master Mechanic and women's lavatory, and the remainder into spaces with racks for the lighter material which will be stocked in the building. The building will have a small basement under the offices, 28 x 13 ft. It will be heated by steam. The contractors for both the machine shop and stores building are E. M. Nesbitt & Co.

The Alberta Board of Public Utility Commissioners has authorized the Canadian Northern Western Ry. to build its Oliver-Battleford branch across the highways through Tp. 59, R. 15-14 west of 4th meridian, mileage 75.83 to 88.76; also through Tp. 59, R. 13-12 west of 4th meridian, mileage 88.76 to 101.37.

Canadian Northern Pacific Ry.—Officials of the C.N.R. from Toronto, Winnipeg and other points visited the Port Mann terminals, Oct. 30. They inspected the car shops and other facilities which have been erected or are in progress. It